



CORE STRATEGY LOCAL PLAN

INITIAL GREEN BELT REVIEW

BACKGROUND REPORT

SEPTEMBER 2018

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REPORT OF INITIAL ASSESSMENT OF GREEN BELT OPTIONS

1. INTRODUCTION

- 1.1 This report sets out the findings of an initial review of the Green Belt undertaken to inform the future content of the Council's emerging Local Plan, as part of a wider review of development options following the publication of a revised Strategic Housing Market Assessment in July 2016.
- 1.2 The report has been prepared in line with a methodology which was subject to public consultation between October and December 2017 and should be read alongside it.
- 1.3 The objective of this report is to investigate whether there would be any sites that could potentially be suitable for release from the Green Belt in terms of the purposes of including land in the Green Belt set out in the National Planning Policy Framework and any other high-level constraints.
- 1.4 The initial review includes the identification and assessment of individual parcels of land within the Green Belt, using the clear, strong boundaries advised in national policy, such as roads or railways.
- 1.5 It also includes an assessment of sites in the Green Belt which have been submitted by developers and landowners for consideration for development as part of the Council's recurring Strategic Housing Land Availability Assessments.
- 1.6 The report primarily comprises a series of maps and appendices that set out the role of each parcel and site, to identify and record their relationship to the layout of the existing urban area and their likely impact on urban sprawl and the separation between existing settlements.
- 1.7 This report also identifies opportunities to accommodate additional infill development and a number of potential boundary corrections, where the Green Belt boundary no longer appears to reflect the actual pattern of existing development on the ground.
- 1.8 A separate document - "Summary of Initial Green Belt Assessment" is provided to summarise all the information that has currently been collected by the Council to inform the assessment and sets out what appear to be the main options for each land parcel and for each individual site within them.
- 1.9 At this stage, both the parcels and sites have only primarily been assessed against the purposes of including land in the Green Belt set out in the National Planning Policy Framework.
- 1.10 While initial high-level screening of additional potential impacts and constraints has also been undertaken, the precise details of wider impacts and constraints will need to be subject to further investigation through public and stakeholder consultation in response to the findings of this report.

- 1.11 The Council will then use the responses to complete its assessment and to make a decision on which, if any, sites and parcels may need to be recommended for inclusion in the future revised Local Plan that will be submitted to the Secretary of State for public examination, subject to the findings of the Council's wider review of potential development options.
- 1.12 Irrespective of whether any land is or is not eventually released from the Green Belt to accommodate future development, the Council will still be required to demonstrate that all the available alternatives have been properly assessed.
- 1.13 The Council will be required to provide for objectively assessed needs for housing and other uses, unless the application of policies in the National Planning Policy Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole (NPPF, paragraph 11 refers).
- 1.14 The public and other stakeholders are now therefore being asked to:
- provide their views on the initial findings set out in this report and the accompanying "Summary of Initial Green Belt Assessment";
 - confirm and refine the factual information about the assessment of each individual parcel and site, in terms of their performance against the purposes of including land in the Green Belt; and
 - identify any additional issues that may need to be considered, if development was to be permitted on any of the sites identified.
- 1.15 The Council will be particularly interested in looking at how each site could potentially contribute towards achieving sustainable development (as defined in the National Planning Policy Framework¹) and to identify any additional constraints that might influence, limit or prevent their future delivery.
- 1.16 Stakeholders, including landowners and developers, utilities and other public service providers, are particularly being asked to:
- confirm the baseline data for each site;
 - confirm whether the sites are viable and can be delivered within the plan period to 2035 and if so, when;

¹ The National Planning Policy Framework, which sets out the Government's national policies for the planning system to achieve sustainable development and its supporting national Planning Practice Guidance can be viewed at <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

- provide any additional information that would help the assessment of the relative performance of sites, particularly in terms of the need for any additional supporting infrastructure and their potential contribution to a sustainable pattern of development;
 - identify the nature of any additional benefits that could be secured for the local community; and
 - indicate how any constraints identified could be addressed.
- 1.17 Respondents are also being asked to identify any additional sites or opportunities that the Council should also consider and assess, before coming to a final conclusion on the sites that may need to be included in Local Plan.

How to Comment

- 1.18 Comments in response to any aspect of this report and its data tables or to any aspect of the accompanying 'Summary of Initial Green Belt Assessment' should be submitted in writing, to arrive **no later than 5pm on Friday 26 October 2018**, to one of the following addresses:

The Forward Planning Manager
Wirral Council Economic and Housing Growth
PO Box 290, Brighton Street
Wallasey CH27 9FQ
or
localplan@wirral.gov.uk

- 1.19 Please note that the Council will not be able to keep any of the comments you make private and that your name and/or organisation, as well as your comments, may need to be recorded in a published report of public consultation.
- 1.20 Further information on how your information will be held and used can be viewed at <https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/forward-planning-privacy-notice>, in your local library or can be requested from the address above.
- 1.21 Copies of this document have also been placed for public inspection at public libraries and in the Forward Planning Section at the South Annexe at Wallasey Town Hall, Brighton Street, Wallasey, Wirral CH44 8ED and can be made available in alternative formats on request from the addresses above.
- 1.22 It would be particularly helpful if you could ensure that any site-specific comments refer to one of the site reference numbers referred to in this report, which will appear as either an 'SPxxx' or 'SHLAA xxxx' number.

2. BACKGROUND

- 2.1 Wirral Council published a Proposed Submission Draft Core Strategy Local Plan for public consultation in December 2012.
- 2.2 Although the spatial vision and broad spatial strategy was primarily directed towards the regeneration of the existing urban area, draft Policy CS20 – Housing Contingencies, provided for a potential review of the Green Belt, if an adequate supply of land for new development could not be identified within the existing urban area by 2018².
- 2.3 Representations received at that time indicated that the Council needed to re-assess the need for housing and re-consider the future supply of housing land.
- 2.4 Following additional consultation, in August and September 2016³, a wider review of potential development options has been undertaken. This report looks at potential development options that may be available on sites within the Green Belt. Other elements of the wider review look at the options that may be available for housing, employment and other uses within the existing urban area.
- 2.5 A number of sites in the Green Belt have already been submitted for consideration by landowners and developers but have not yet been considered to be part of the Borough's future housing land supply.
- 2.6 Before considering these sites, the Council has undertaken an initial strategic review of the entire Green Belt in Wirral, to comprehensively appraise the contribution that each part of the existing Green Belt makes to the purposes of including land in the Green Belt and to identify any additional potential constraints.
- 2.7 This report therefore sets out the findings of the Council's initial assessment of all the available land in the Green Belt, which has been published for public consultation during September and October 2018.

National Policy

- 2.8 The National Planning Policy Framework (NPPF) sets out Government policy on the provision of land for development:
- 2.9 In particular, “plans should positively seek opportunities to meet the development needs of their area and be sufficiently flexible to adapt to rapid change...strategic plans should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that

² The Proposed Submission Draft Core Strategy (December 2012) can be viewed at <http://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-plans/core-strategy-local-plan-0> (page 62 refers)

³ Further Consultation on Housing Needs and Land Supply (August 2016) can be viewed at <http://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-plans/core-strategy-local-plan/further-0>

cannot be met within neighbouring areas, unless: the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole” (NPPF, paragraph 11 refers).

- 2.10 The National Planning Policy Framework also sets out Government policy on the protection of Green Belt.
- 2.11 The National Planning Policy Framework states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open (NPPF, paragraph 133) and indicates that the Green Belt serves five purposes:
- To check the unrestricted sprawl of large built-up areas;
 - To prevent neighbouring towns merging into one another;
 - To assist in safeguarding the countryside from encroachment;
 - To preserve the setting and special character of historic towns; and
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land (NPPF paragraph 134).
- 2.12 The National Planning Policy Framework does not suggest that any of the purposes are any more or less important than the others.
- 2.13 The National Planning Policy Framework also states that “Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so that they can endure beyond the plan period (NPPF, paragraph 136).

The Wirral Green Belt

- 2.14 Just under half (45%, 7,317 hectares) of the land area of Wirral is currently designated as Green Belt.
- 2.15 The majority of the existing boundary was established by the Merseyside Green Belt Local Plan, adopted in December 1983.
- 2.16 In Wirral, additional land within the M53 Motorway Corridor⁴ and to the west of Elm Road in Irby was added to the Green Belt; and an area of residential

⁴ originally identified in the Merseyside Structure Plan (page 99 and Figure 71 refer), as an area where special policies will be adopted pending completion of detailed local studies

development at Poulton Green Close was removed from the Green Belt; in the Wirral Unitary Development Plan, adopted in February 2000 (UDP)⁵.

- 2.17 A small area of existing Green Belt at Boathouse Lane in Gayton, originally designated as Green Belt in the former Ellesmere Port and Neston Local Plan, adopted in June 1993, was also added to the Wirral Green Belt, following an administrative boundary change in April 1993.
- 2.18 The Wirral Unitary Development Plan also designated a number of Major Developed Sites and Infill Villages in the Green Belt, where additional development could be permitted in the Green Belt subject to special criteria⁶.

Methodology of Initial Review

- 2.19 The proposed methodology for the initial review of the Green Belt was published for public comment in October 2017.
- 2.20 The review set out in this report has been prepared in line with the accompanying 'Initial Review of the Green Belt – Revised Methodology' (September 2018).

3. INITIAL ASSESMENT OF GREEN BELT PURPOSES

- 3.1 Three main building blocks have been used to assist the Council's assessment of the Green Belt, in line with the methodology:
- the Settlement Areas identified in the existing Proposed Submission Draft Core Strategy, approved by the Council in October 2012 (shown on the map in Appendix 1);
 - the Green Belt land parcels, identified by the Council to support the assessment of the Green Belt in its entirety (shown on the map in Appendix 2 and listed in Appendix 3); and
 - the sites submitted by landowners and developers for consideration for future development in the Green Belt, as part of the annual preparation of the Council's Strategic Housing Land Availability Assessment (SHLAA, shown on the map in Appendix 8 and listed in Appendix 9).
- 3.2 The boundaries to each of these areas can also be viewed on the Council's website at <http://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-plans/unitary-development-plan/forward>

⁵ UDP Proposal GB1 – Amendments to the Green Belt Boundary (page 77 of the UDP refers). The existing UDP and its Proposals Map can be viewed at <http://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-plans/unitary-development-plan> Section 7 of the UDP refers to the Green Belt and its history

⁶ UDP Proposal GB7 – Infill Villages in the Green Belt and UDP Proposal GB9 – Major Developed Sites in the Green Belt (pages 83 to 85 of the UDP) refer

- 3.3 The ‘Green Belt Parcels’ comprise 111 larger areas of land, which cover the whole of the Wirral Green Belt established in the Unitary Development Plan in February 2000.
- 3.4 A further ten sub-Parcels have been identified at the Infill Villages and Major Developed Sites already designated in the Unitary Development Plan.
- 3.5 The boundaries to the Green Belt Parcels have been drawn to comply with national policy, which states that plans should “define boundaries clearly, using physical features that are readily recognisable and likely to be permanent” (NPPF, paragraph 139f).
- 3.6 The boundaries to the Green Belt Parcels have therefore been based on the strongest boundaries available, mainly roads and railways, which would normally be expected in order to meet the requirements of a new Green Belt boundary in national policy.
- 3.7 The boundaries to villages that are designated as Conservation Areas but which are not identified as an Infill Village or Major Developed Site, follow their designated areas, even where, in some cases, the boundary to the designated area does not follow a clearly identifiable feature on the ground.
- 3.8 The ‘Green Belt SHLAA Sites’ based on the sites recorded as being in the Green Belt in the Council’s Strategic Housing Land Availability Assessment April 2018), comprise 168 sites, covering 1,234.40 hectares, with a gross potential capacity of up to 36,950 dwellings⁷.

Initial Assessment of Green Belt Purposes

- 3.9 The Green Belt Parcels and Green Belt SHLAA Sites have each been considered against the five purposes of including land in the Green Belt set out in paragraph 134 of the National Planning Policy Framework (July 2018).
- 3.10 The method of assessment is set out within the accompanying ‘Initial Review of the Green Belt – Revised Methodology (September 2018)’.

Green Belt Purpose 1 - To check the unrestricted sprawl of large built-up areas

- 3.11 Only four Green Belt Parcels were identified as ‘highly enclosed’ by the existing urban area, which are likely to have the lowest impact on restricting urban sprawl, as listed in Table 1 below⁸:

⁷ Gross at 30 dwellings per hectare

⁸ The analysis for the Green Belt Parcels is presented in Appendix 4

Parcel	Location	Urban Enclosure (%)	Notes	Electoral Ward(s)
SP004	North of Saughall Massie Village	80%	Could have an impact on Saughall Massie Conservation Area and includes river corridor and high quality agricultural land	Moreton West and Saughall Massie
SP013	West of Column Road, West Kirby	79%	Includes Stapledon Wood and area of high quality agricultural land	West Kirby and Thurstaston
SP043	East of Poulton Road, Spital	77%	Includes river corridor and large areas of core biodiversity including Dibbinsdale Local Nature Reserve and Site of Special Scientific Interest and areas of high quality agricultural land	Clatterbridge
SP060	South of Thingwall Road, Irby	93%	Includes Harrock Wood, river corridor and high quality agricultural land	Greasby, Frankby and Irby; and Pensby and Thingwall

3.12 The next highest scoring parcel was Land at Chester High Road, Gayton (Parcel SP071, 73% enclosed).

3.13 No additional Green Belt SHLAA Sites were identified as ‘highly enclosed’⁹.

Green Belt Purpose 2 - To prevent neighbouring towns merging into one another

3.14 The initial separation analysis identified a further 54 Green Belt Parcels that, if developed, would not reduce the existing separation between adjacent urban Settlement Areas, as listed in Table 2 below¹⁰:

⁹ The analysis for Green Belt SHLAA Sites is presented in Appendix 10.

¹⁰ The summary analysis for Green Belt Parcels is presented in Appendix 5, with a commentary in Appendix 6

Table 2 – Additional Green Belt Parcels With No Impact on Separation				
Parcel	Location	Urban Enclosure (%)	Notes	Electoral Ward(s)
SP001	North of Greasby	49%	Impact on Saughall Massie Village and its Conservation Area. Includes river corridors and may include supporting habitat	Moreton West and Saughall Massie; Hoylake and Meols; and Greasby, Frankby and Irby
SP003	Saughall Massie Conservation Area	23%	Existing developed area – possible infill only	Moreton West and Saughall Massie
SP005	Garden Hey Road, Saughall Massie	24%	Impact on Saughall Massie Village and its Conservation Area	Moreton West and Saughall Massie
SP012	Pikes Hey Road, Caldby	10%	Existing developed area – possible infill only	West Kirby and Thurstaston
SP014	North of Farndon Drive, Newton	41%	No impact on separation but would form a discordant outrigger to the north of Newton. Includes large area of high quality agricultural land and may be supporting habitat	West Kirby and Thurstaston
SP016	West of Meols Drive, West Kirby	68%	Royal Liverpool Golf Course and coastal nature reserve including large area of core biodiversity and flood risk along the coast	Hoylake and Meols
SP020A	Arrowe Park Hospital Major Developed Site	18%	Existing developed area – possible infill only	Pensby and Thingwall
SP032	Little Storeton	0%	Existing developed area – possible infill only	Bebington
SP034	Storeton Village	0%	Existing developed area – possible infill only	Bebington
SP035	East of Marsh Lane, Storeton	19%	East of M53. No impact on separation but would introduce discordant outrigger west of Mount Road	Bebington
SP038	East of Mount Road, Bebington	38%	East of M53. Marginal impact on separation. Brackenwood Golf Course	Bebington

Table 2 – Additional Green Belt Parcels With No Impact on Separation				
Parcel	Location	Urban Enclosure (%)	Notes	Electoral Ward(s)
SP039	South of Peter Prices Lane, Bebington	41%	East of M53. Brackenwood Golf Course and Poulton Recreation Ground	Bebington
SP040	North of Clatterbridge Road, Poulton-Spital	10%	East of M53. High quality agricultural land	Clatterbridge
SP042	North of Poulton Hall Road, Poulton-Spital	27%	East of M53. Includes large areas of core biodiversity including Dibbinsdale SSSI and high quality agricultural land	Clatterbridge
SP044	South of Poulton Hall Road, Raby Mere	56%	East of M53. Includes large areas of core biodiversity including Dibbinsdale SSSI and high quality agricultural land	Clatterbridge
SP045	West of Blakeley Road, Raby Mere	26%	East of M53. Includes large areas of core biodiversity including Dibbinsdale SSSI and high quality agricultural land and may include a small area of supporting habitat	Clatterbridge
SP046	West of Brookhurst, Eastham	44%	East of M53. Marginal impact on separation with Willaston. Includes Bromborough Golf Course and Plymyard Dale and large areas of core biodiversity and high quality agricultural land.	Clatterbridge
SP047	South of Eastham Rake, Eastham	27%	East of M53. TPO woodland	Clatterbridge
SP048	West of Lowfields Avenue, Eastham	51%	East of M53. Lowfields Open Space with large area of core biodiversity subject to flood risk	Eastham
SP052	Eastham Village Conservation Area	46%	Existing developed area – possible infill only – including areas of core biodiversity	Eastham

Table 2 – Additional Green Belt Parcels With No Impact on Separation				
Parcel	Location	Urban Enclosure (%)	Notes	Electoral Ward(s)
SP053	St David's Road, Eastham	33%	Existing developed area – possible infill only	Eastham
SP053A	St David's Road Infill Village	11%	Existing developed area – possible infill only	Eastham
SP054	North of St David's Road, Eastham	54%	Eastham Country Park, Leverhulme Sports Ground and Eastham Lodge Golf Course with large areas of core biodiversity and may include a small area of supporting habitat along the coast	Bromborough; and Eastham
SP054A	Carlet Park Major Developed Site	0%	Existing developed area – infill only	Eastham
SP055	East of Ferry Road, Eastham	36%	Mayfields Woodland Remembrance Park with a large area of core biodiversity and may include supporting habitat along the coast	Eastham
SP057	Thurstaston Village Conservation Area	0%	Existing developed area – possible infill only	West Kirby and Thurstaston
SP059	West of Irby Road	52%	Would extend Irby and Pensby further west towards the coast and impact on Thurstaston Village and its Conservation Area. Includes Pensby High Schools complex and Heswall Cemetery, large areas of high quality agricultural land and may include supporting habitat	Greasby, Frankby and Irby; West Kirby and Thurstaston; and Pensby and Thingwall
SP059A	Pensby Schools Major Developed Site	31%	Existing developed area – possible infill only	Pensby and Thingwall
SP061	North of Gill's Lane, Pensby	42%	Includes Cross Hill Reservoir and large area of high quality agricultural land	Pensby and Thingwall

Table 2 – Additional Green Belt Parcels With No Impact on Separation				
Parcel	Location	Urban Enclosure (%)	Notes	Electoral Ward(s)
SP062	West of Barnston Road, Pensby	59%	Impact on Barnston Village. Includes river corridor and large area of high quality agricultural land	Pensby and Thingwall; and Heswall
SP063	Barnston Village Conservation Area	0%	Existing developed area – possible infill only	Pensby and Thingwall
SP065K	Murrayfield Hospital Major Developed Site	0%	Existing developed area – possible infill only	Pensby and Thingwall
SP065L	Overdale Avenue Infill Village	0%	Existing developed area – possible infill only	Pensby and Thingwall
SP065N	Woodlands Drive Infill Village	0%	Existing developed area – possible infill only	Pensby and Thingwall
SP071	Land at Chester High Road, Gayton	73%	West of Bidston-Wrexham railway. Includes Gayton Park and large area of high quality agricultural land	Heswall
SP072A	Oxford Drive Infill Village	0%	Existing developed area – possible infill only	Clatterbridge
SP075	Thornton Hough Conservation Area	0%	Existing developed area – possible infill only	Clatterbridge
SP076A	Clatterbridge Hospital Major Developed Site	0%	Existing developed area – possible infill only	Clatterbridge
SP084	Raby Village	0%	Existing developed area – possible infill only	Clatterbridge
SP090	Gayton Conservation Area	47%	Existing developed area – possible infill only	Heswall
SP091	Frankby Conservation Area	0%	Existing developed area – possible infill only	Greasby, Frankby and Irby
SP092	Shore Road, Caldby	45%	Dee coast - west of Wirral Way. Existing developed area may provide for limited infill.	West Kirby and Thurstaston

Table 2 – Additional Green Belt Parcels With No Impact on Separation				
Parcel	Location	Urban Enclosure (%)	Notes	Electoral Ward(s)
SP097	West of Broad Lane	0%	Existing developed areas to west of Wirral Way may provide for limited infill. Part subject to flood risk and high quality agricultural land and may include supporting habitat	Heswall
SP098	South of Banks Road, Dee Coast	5%	Open land to west of Wirral Way. High quality agricultural land which may include supporting habitat with flood risk along the coast	Heswall
SP099	Park West, Dee Coast	7%	Existing developed area to west of Wirral Way – possible infill only	Heswall
SP100	North of Manners Lane, Dee Coast	14%	Open land to west of Wirral Way. High quality agricultural land which may include supporting habitat with flood risk along the coast	Heswall
SP101	South of Manners Lane, Dee Coast	7%	Open land to west of Wirral Way. High quality agricultural land which may include supporting habitat with flood risk along the coast	Heswall
SP102	Seabank Road, Dee Coast	7%	Existing developed area to west of Wirral Way – possible infill only	Heswall
SP103	North of Riverbank Road, Dee Coast	20%	Open land to west of Wirral Way which may be supporting habitat and includes high quality agricultural land. Existing developed area may provide for limited infill	Heswall

Parcel	Location	Urban Enclosure (%)	Notes	Electoral Ward(s)
SP104	South of Riverbank Road, Dee Coast	28%	Open land to west of Wirral Way including a small area of high quality agricultural land. Existing developed area may provide for limited infill	Heswall
SP105	Cottage Drive West, Dee Coast	0%	Existing developed area to west of Wirral Way – possible infill only	Heswall
SP108	Land at Wallasey Loop, Leasowe Road	57%	Enclosed by Wallasey Approach Road, with limited accessibility	Wallasey; and Leasowe and Moreton East
SP109	Boathouse Lane, Gayton	50%	Part of an existing built up frontage	Heswall
SP110	East of Wittering Lane, Lower Heswall	48%	Includes existing developed area to west of Wirral Way – possible infill only	Heswall

3.15 The initial separation analysis also identified 59 additional Green Belt SHLAA Sites that, if developed, would not reduce the existing separation between adjacent urban Settlement Areas, as listed in Table 3 below¹¹.

Site (Parcel)	Location	Urban Enclosure (%)	Notes	Electoral Ward(s)
SHLAA 526 (SP025)	West of Weybourne Close, Upton	51%	No impact on separation if development is kept to the west of the footpath and river	Upton
SHLAA 537 (SP 018)	Former sewage works, south of Park Lane, Meols	0	Isolated site to north of Liverpool to West Kirby railway line subject to flood risk and may include supporting habitat	Moreton West and Saughall Massie
SHLAA 538 (SP018)	North of sewage pumping station, Moreton Mere	0	Isolated site to north of Liverpool to West Kirby railway line subject to flood risk and may include supporting habitat	Moreton West and Saughall Massie

¹¹ The summary analysis for Green Belt SHLAA Sites is presented in Appendix 11, with a commentary in Appendix 12

¹² Green Belt SHLAA Sites that do not already fall within a Green Belt Parcel identified as ‘highly enclosed’ in Table 1 or as having ‘no impact on separation’ in Table 2

Table 3 – Additional Green Belt SHLAA Sites With No Impact on Separation¹²				
Site (Parcel)	Location	Urban Enclosure (%)	Notes	Electoral Ward(s)
SHLAA 627 (SP015)	South of Carr Lane, Hoylake	23%	Discordant outrigger to east of George Road, with previous appeals dismissed. May include supporting habitat	Hoylake and Meols
SHLAA 632 (SP074)	Former sewage works, Raby Road, Thornton Hough	0	Existing developed area which could form part of a revised Infill Village at Thornton Hough	Clatterbridge
SHLAA 637 (SP021)	Seaview Meadows, Leasowe Road	32%	Discordant outrigger on wrong side of strong boundary at Leasowe Road subject to flood risk and includes high quality agricultural land	Leasowe and Moreton East
SHLAA 638 SHLAA 918 (SP002)	Garden Hey Nursery, Saughall Massie	18%	Part of existing built up frontage, with adjacent sites combined for calculation	Moreton West and Saughall Massie
SHLAA 642 SHLAA 907 (SP058)	Land at Pipers Lane, Heswall	63%	Enclosed by existing developed areas to the east of the Wirral Way, with adjacent sites combined for calculation, high quality agricultural land	Heswall
SHLAA 741 (SP002)	North of Barnacre Lane, Saughall Massie	0	Between existing developed areas to west of Saughall Massie village	Moreton West and Saughall Massie
SHLAA 856 (SP065)	Home Farm, Landican Village	0	Existing developed area which could form part of potential infill village at Landican	Pensby and Thingwall
SHLAA 858 (SP074)	West of Woodville, Thornton Hough	0	Could form part of a revised Infill Village at Thornton Hough, between existing developed areas, high quality agricultural land	Clatterbridge
SHLAA 861 (SP065)	Field, west of Landican Village	0	Isolated site which could form part of potential infill village at Landican	Pensby and Thingwall

Table 3 – Additional Green Belt SHLAA Sites With No Impact on Separation¹²				
Site (Parcel)	Location	Urban Enclosure (%)	Notes	Electoral Ward(s)
SHLAA 862 (SP 069)	North of Brimstage Village	0	Discordant outrigger with unclear boundary but existing developed areas at Greenbank could form part of a potential infill village at Brimstage, undeveloped areas are high quality agricultural land	Clatterbridge
SHLAA 863 (SP077)	Home Farm, Brimstage	0	Existing developed area which could form part of a potential infill village at Brimstage	Clatterbridge
SHLAA 864 (SP076)	Land at Brimstage Hall, Brimstage	0	Existing developed areas could form part of potential infill village at Brimstage, undeveloped areas include high quality agricultural land	Clatterbridge
SHLAA 870 (SP064)	West of Barnston Village	0	Discordant outrigger with unclear boundary to east of Barnston Village includes high quality agricultural land	Pensby and Thingwall
SHLAA 871 (SP065)	Storeton Lane, Barnston	0	Site between existing developed areas could form part of a new or revised Infill Village at Storeton Lane, high quality agricultural land	Pensby and Thingwall
SHLAA 874 (SP084)	Field, west of Raby Village	0	Could form part of a revised Infill Village at Raby, high quality agricultural land	Clatterbridge
SHLAA 879 (SP010)	East of Rigby Drive, Greasby	50%	No impact on separation with Irby subject to visual impact on a rising hillside and any cumulative impact with SHLAA 1952 at Irby, high quality agricultural land	Greasby, Frankby and Irby
SHLAA 904 (SP015)	West of Birch Road/Rycroft Road	45%	No impact on separation but weak boundaries to south and west and subject to flood risk, high quality agricultural land	Hoylake and Meols
SHLAA 929 (SP015)	West of 13 Acres Road, Meols	45%	Part of existing built up frontage not subject to flood risk but may include supporting habitat	Hoylake and Meols

Table 3 – Additional Green Belt SHLAA Sites With No Impact on Separation¹²				
Site (Parcel)	Location	Urban Enclosure (%)	Notes	Electoral Ward(s)
SHLAA 943 (SP096)	East of Regency Lodge, Broad Lane	22%	Site between existing development to west of Wirral Way, with potential for infill only but may be supporting habitat	Heswall
SHLAA 945 (SP075)	South of Wessex, Thornton Hough	0	Undeveloped area in existing Infill Village subject to conservation area controls, high quality agricultural land	Clatterbridge
SHLAA 947 (SP084)	East of The Crossway, Raby	0	Undeveloped area in existing Infill Village, high quality agricultural land	Clatterbridge
SHLAA 1489 (SP065L)	Adjacent 14, Private Drive, Barnston	0	Garden plot in existing Infill Village	Pensby and Thingwall
SHLAA 1551 (SP033)	South of Burnbrae, Lever Causeway	0	Site between two existing dwellings with potential for infill only	Bebington
SHLAA 1764 SHLAA 1765 SHLAA 1766 (SP059)	41-61 Thurstaston Road, Irby	46%	Part of an existing built up frontage, with adjacent sites combined for calculation	Greasby, Frankby and Irby
SHLAA 1771 (SP064)	Rear of 33 Whitehouse Lane, Heswall	15%	Rear garden – potential boundary correction	Heswall
SHLAA 1775 (SP059)	Rear of Irby Hall, Irby	52%	Site between existing developed areas but with weak boundary to the west and may include supporting habitat, high quality agricultural land	Greasby, Frankby and Irby
SHLAA 1777 (SP033)	South of Woodend Cottage, Bebington	35%	Existing developed area and field enclosed by woodland. Recent appeal dismissed	Bebington
SHLAA 1780 (SP033)	Storeton Hall Farm, Storeton	0	Existing developed area which could form part of a revised Infill Village at Storeton, includes high quality agricultural land	Bebington
SHLAA 1782 (SP021)	North of Leasowe Road	9%	Discordant outrigger on wrong side of the strong boundary at Leasowe Road, high quality agricultural land	Leasowe and Moreton East

Table 3 – Additional Green Belt SHLAA Sites With No Impact on Separation¹²				
Site (Parcel)	Location	Urban Enclosure (%)	Notes	Electoral Ward(s)
SHLA 1788 (SP072)	New Hall Nurseries, Gayton	0	Existing developed area in open countryside to east of Bidston-Wrexham railway which may have potential for some infill	Clatterbridge
SHLAA 1818 (SP017)	East of Barn Hey Crescent, Meols	37%	Field between existing developed areas but subject to flood risk	Hoylake and Meols
SHLAA 1819 (SP030)	North of Lever Causeway	49%	Only reduced area to align with Stanley Avenue would have no impact on separation	Bebington
SHLAA 1880 (SP030)	Former landfill, Roman Road, Prenton	24%	Discordant outrigger to south of Prenton	Prenton
SHLAA 1882 (SP072)	Rear of New Hall Nursery, Chester Road	0	Isolated location in open countryside to east of Bidston-Wrexham railway line	Clatterbridge
SHLAA 1925 (SP066)	Old Hall Farm, Landican	0	Existing developed area which could form part of potential infill village at Landican	Pensby and Thingwall
SHLAA 1933 (SP015)	West of Bispham Drive, Meols	9%	Discordant outrigger to west of The Ridgeway subject to flood risk and may include supporting habitat	Hoylake and Meols
SHLAA 1934 (SP015)	West of 66 Fornall's Green Lane, Meols	21%	Part of existing built up frontage but subject to flood risk, includes high quality agricultural land	Hoylake and Meols
SHLAA 1935 (SP015)	Yard Complex, Fornall's Green Lane, Meols	1%	Existing developed areas could be suitable for infill but subject to flood risk, includes high quality agricultural land	Hoylake and Meols
SHLAA 1936 (SP015)	Land west of Fornall's Green Lane, Meols	0	Discordant outrigger to west of Fornall's Green Lane subject to flood risk, includes high quality agricultural land and may include supporting habitat	Hoylake and Meols

Table 3 – Additional Green Belt SHLAA Sites With No Impact on Separation¹²				
Site (Parcel)	Location	Urban Enclosure (%)	Notes	Electoral Ward(s)
SHLAA 1937 (SP015)	Rear of Hoylake RUFC, Hoylake	12%	Discordant outrigger, including sports pitch, to east of Carr Lane, includes high quality agricultural land and subject to flood risk	Hoylake and Meols
SHLAA 1943 (SP015)	North of Gilroy Road, West Kirby	14%	Discordant outrigger to the north of West Kirby which may be supporting habitat	West Kirby and Thurstaston
SHLAA 1949 (SP030)	South of Prenton Dell Road, Prenton	30%	Former clay extraction site. Discordant outrigger to south of Prenton, north of Prenton Golf Course	Prenton
SHLAA 1951 (SP074)	South of Neston Road, Thornton Hough	0	Discordant outrigger to south of Thornton Hough would remove separation with Infill Village at Oxford Drive, high quality agricultural land	Clatterbridge
SHLAA 1952 (SP019)	West of Glenwood Drive, Irby	51%	No impact on separation with Greasby, subject to any cumulative impact with SHLAA 879 and separated from Woodchurch by Arrowe Park	Greasby, Frankby and Irby
SHLAA 1953 (SP085)	Farm complex, south of Raby Village	0	Existing developed area which could form part of a revised Infill Village at Raby, undeveloped area includes high quality agricultural land	Clatterbridge
SHLAA 1961 (SP072)	Lodge Farm, Thornton Hough	0	Could form part of a revised Infill Village at Oxford Drive, undeveloped areas include high quality agricultural land	Clatterbridge
SHLAA 1964 (SP075)	Hill Top Farm, Thornton Hough	0	Existing developed area in existing Infill Village subject to conservation area controls, includes high quality agricultural land	Clatterbridge
SHLAA 1970 (SP079)	Field, north west of Raby Village	0	Could form part of a revised Infill Village at Raby, high quality agricultural land	Clatterbridge

Site (Parcel)	Location	Urban Enclosure (%)	Notes	Electoral Ward(s)
SHLAA 1971 (SP065L)	35 Private Drive, Barnston	0	Garden in existing Infill Village	
SHLAA 1976 (SP018)	South of Cleveley Road, Meols	28%	Reduced area would not reduce separation with Moreton but subject to flood risk, includes high quality agricultural land	Hoylake and Meols
SHLAA 1977 (SP017)	North of Barn Hey Crescent, Meols	30%	No impact on separation with Moreton but subject to flood risk, includes high quality agricultural land	Hoylake and Meols
SHLAA 1980 (SP059)	South of Townshend Avenue, Irby	28%	Discordant outrigger on wrong side of strong boundary. Recent appeal dismissed and may include supporting habitat	Greasby, Frankby and Irby
SHLAA 1982 (SP064)	North of Whitehouse Lane, Barnston	26%	Reduced area could have limited impact on separation with Barnston Village	Heswall
SHLAA 2050 (SP076A)	Land at Clatterbridge Hospital	0	Previously developed area within existing Major Developed Site subject to flood risk	Clatterbridge
SHLAA 2073 (SP111)	Three Ways Garage, Clatterbridge	0	Existing developed site opposite Clatterbridge Hospital which may have potential for some infill	Clatterbridge
SHLAA 3002 (SP049)	Eastham Nurseries, New Chester Road	0	Existing developed site which may have potential for some infill, undeveloped areas include high quality agricultural land	Eastham

3.16 Discounting Parcels and SHLAA Sites that would only be suitable for more limited infill development; which would otherwise lead to a discordant pattern of urban development; and/or would be subject to significant flood risk, would reduce this to 39 Green Belt Parcels and 14 additional Green Belt SHLAA Sites, as shown in Table 4 below.

Green Belt Purpose 3 - To assist in safeguarding the countryside from encroachment

- 3.17 The extent to which each Green Belt Parcel would assist in safeguarding the countryside from encroachment is set out in Appendix 3 and a summary of the existing land use is recorded in the accompanying ‘Summary of Initial Green Belt Assessment’ (September 2018).
- 3.18 The extent to which any new development would intrude discordantly into the open countryside has been noted in Table 2 and Table 3 above and in the accompanying “Summary of Initial Green Belt Assessment” (September 2018).

Green Belt Purpose 4 - To preserve the setting and special character of historic towns

- 3.19 The extent to which each Green Belt Parcel would preserve the setting and special character of historic towns is set out in Appendix 3.
- 3.20 The potential of each Green Belt Parcel and each Green Belt SHLAA Site to affect a designated Conservation Area is also set out in the commentaries in Appendix 6 and Appendix 12.

Green Belt Purpose 5 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

- 3.21 The extent to which each of the Green Belt Parcels would assist in urban regeneration by encouraging the recycling or derelict an urban land is set out in Appendix 3.
- 3.22 Appendix 18 provides additional information on the areas of greatest need, based on the latest national Index of Multiple Deprivation for England – showing areas falling within the lowest 20% of index scores.
- 3.23 Appendix 19 provides additional information on the areas of highest accessibility in the Borough, showing areas falling within 400m of a high frequency public transport corridor; railway station; or designated town or local centre.

Assessment of Boundary Strength

- 3.24 The results of the additional assessment of boundary strength are set out in Appendix 9.

4. INITIAL ASSESSMENT OF ADDITIONAL PHYSICAL OR POLICY CONSTRAINTS

- 4.1 The initial analysis of high-level constraints is set out in Appendix 7 and Appendix 13 and summarised in the accompanying “Summary of Initial Green Belt Assessment” (September 2018).

- 4.2 The analysis shows that a high proportion of land within the Green Belt, including many of the sites already identified above, is subject to a series of high-level environmental constraints that could nevertheless still limit the suitability of many of these sites for future development.
- 4.3 For example, approximately 9% of the area designated as Green Belt would fall within Flood Zone 3; high grade agricultural land covers 39% of the Green Belt; core biodiversity areas cover 22% of the Green Belt; and WeBS Core Count Areas cover 20% of the Green Belt.
- 4.4 Appendix 7 and Appendix 13 also show that a number of Green Belt Parcels and Green Belt SHLAA Sites are subject to multiple and overlapping constraints and that only two Green Belt Parcels and thirty-three Green Belt SHLAA Sites are not affected by one or more of these additional potential constraints.
- 4.8 An up-to-date flood risk assessment is currently being prepared by JBA Consulting, in consultation with the Environment Agency and will be used when finalised as a basis for any further detailed analysis.
- 4.9 A Transport Assessment is also currently being commissioned to model transport impacts on the highway network.

5. SUMMARY OF INITIAL FINDINGS

- 5.1 Appendix 3 shows that all the Green Belt Parcels identified, with the exception of some existing developed areas in the Green Belt, continue to meet one or a number of the Green Belt purposes set out in national policy. Development on any of these sites would therefore, by definition, continue to be harmful to the Green Belt.
- 5.2 This means that individual Parcels and Sites could only be preferred on the basis of having the least harm to the purposes of including land within the Green Belt and any other harm and on the basis of their likely benefit for the promotion of sustainable development, subject to demonstrating the exceptional circumstances to justify changes to Green Belt boundaries required by national policy (NPPF, paragraphs 136 and 137 refer).
- 5.3 The definition of the Green Belt Land Parcels also highlights the strategic importance of a number of higher level physical boundaries, including:
- the M53 Motorway, which has already previously been used as a planning policy boundary between east and west Wirral in the Secretary of State's former Regional Spatial Strategy;
 - the Bidston to Wrexham railway line, to the south of Prenton to the Borough boundary;
 - the Liverpool to West Kirby railway line, to the north of Moreton between Derwent Road in Meols and Tarran Industrial Estate;

- Leasowe Road, to the north of Leasowe between Pasture Road, Gardenside, Heyes Drive and the Wallasey Link Road; and
- the Wirral Way, along the Dee Coast, where additional development is also likely to have an increased impact on designated European Sites.

5.4 In relation to the initial assessment of the Green Belt purposes, only the analysis of enclosure under Green Belt Purpose 1 - to check the unrestricted sprawl of large built-up areas; and the analysis of separation under Green Belt Purpose 2 - to prevent neighbouring towns merging into one another, appear to allow for an objective and robustly measurable differentiation between individual sites.

5.5 Taken together, the initial analysis therefore indicates that the main potential strategic opportunities would currently appear to be:

- land to the east of the M53 Motorway, between the North Cheshire Trading Estate at Prenton and the Borough boundary (adjacent to Settlement Area 4) – which would still maintain the extensive area of open countryside to the west of the M53 Motorway;
- land to the north of Greasby and between Saughall Massie and the existing urban edge – which would still maintain a significant belt of open countryside between Moreton and Greasby (in Settlement Area 5) and Hoylake and West Kirby (in Settlement Area 6);
- the remaining open land between Irby and Pensby and additional sites to the east and west of Irby – without significantly narrowing the separation with Greasby (in Settlement Area 5, to the north) or with West Kirby (in Settlement Area 6, to the west);
- land to the west of Barnston Road – which could still maintain the extensive area of open countryside between Thingwall, Pensby, Barnston and Heswall (in Settlement Area 7) and the M53 Motorway; and
- a series of smaller but still significant releases, to the south east of Greasby (adjacent to Settlement 5); at Column Road in West Kirby (enclosed by Settlement Area 6); and at Chester Road in Gayton (enclosed by Settlement Area 7).

5.6 Releasing land to the east of the M53 Motorway, to the north of Junction 4 at Clatterbridge (SP030 to SP037 and SP041), could, however, remove the separation between Little Storeton and Storeton Village and the existing urban edge (in Settlement Area 3 and in Settlement Area 4).

5.7 Releasing land to the north of Greasby and between Saughall Massie and the existing urban edge (in Settlement Area 5) (SP001 and SP003 to SP005) could further enclose Saughall Massie Conservation Area from the north and south, in addition to the existing proximity of the urban area to the east.

- 5.8 Releasing the land to the west of Barnston Road (SP061 and SP062) could remove the separation between Thingwall, Pensby and Heswall (in Settlement Area 7) and Barnston Village Conservation Area.
- 5.9 Releasing land along the M53 Motorway, to the south of Eastham Village (SP050 and SP051) could require all the land further north, including Eastham Village Conservation Area (SP052), St David’s Road (SP053), between St David’s Road and Wirral International Business Park (SP054) and to the east of Ferry Road (SP055), to also be removed from the Green Belt.

6. SITES RECOMMENDED FOR FURTHER INVESTIGATION

- 6.1 Table 4 below sets out an initial list of sites which might merit potential further investigation, if exceptional circumstances can be demonstrated:

Parcel/Site	Location	Dwelling Capacity (net @20-30dph)	Notes	Electoral Ward(s)
SP001	North of Greasby	455-682	Capacity excludes river corridor, woodland, public footpath and Fire Station	Moreton West and Saughall Massie; Hoylake and Meols; and Greaby, Frankby and Irby
SP002A (SHLAA 918) SP002B (SHLAA 638)	Garden Hey Nursery, Saughall Massie	3-5 15-22		Moreton West and Saughall Massie
SP002C (SHLAA 741)	North of Barnacre Lane, Saughall Massie	17-25		Moreton West and Saughall Massie
SP003	Saughall Massie Conservation Area	Nil	Conservation Area controls will continue to apply	Moreton West and Saughall Massie
SP004A (SHLAA 925)	North of Saughall Massie	128-193	Capacity excludes river corridor.	Moreton West and Saughall Massie
SP005A (SHLAA 740)	East of Garden Hey Road, Saughall Massie	32-47		Moreton West and Saughall Massie
SP010A (SHLAA 879)	East of Rigby Drive, Greasby	217-326	Capacity excludes Greasby Copse	Greasby, Frankby and Irby
SP013	West of Column Road, West Kirby	192-287	Capacity excludes Stapledon Wood	West Kirby and Thurstaston
SP015A (SHLAA 929)	West of 13 Acres Road, Meols	5-8		Hoylake and Meols

¹³ Sites with a capacity marked ‘Nil’ are unlikely to be able to provide any significant additional capacity because of their existing land use

Parcel/Site	Location	Dwelling Capacity (net @20-30dph)	Notes	Electoral Ward(s)
SP016	West of Meols Drive, Hoylake	Nil	Royal Liverpool Golf Course and coastal nature reserve will continue to be protected from development	Hoylake and Meols
SP019B (SHLAA 1952)	West of Glenwood Drive, Irby	349-524	Capacity excludes Limbo Lane, river corridor, woodlands and ponds	Greasby, Frankby and Irby
SP025B (SHLAA 526)	West of Weybourne Close, Upton	31-47	Capacity excludes river corridor and walkway	Upton
SP030	North of Lever Causeway, Storeton	978-1,467	Capacity excludes Prenton Golf Course, Cow Hey Covert and Marsh Hey Covert	Prenton; and Bebington
SP031	West of Landican Lane, Storeton	166-248		Bebington
SP032	Little Storeton	47-71	Existing developed area, with fields to immediate north and south	Bebington
SP033	North of Rest Hill Road, Storeton	424-636	Capacity excludes Storeton Woods	Bebington
SP034	Storeton Village	Nil	Existing developed area – infill only	Bebington
SP035	North of Marsh Lane, Storeton	116-174		Bebington
SP036	North of Red Hill Road, Storeton	262-393	Capacity excludes Storeton Woods	Bebington
SP037	East of Brimstage Lane, Storeton	387-581	Capacity excludes Umerstone Covert	Bebington
SP038	East of Mount Road, Bebington	Nil	Brackenwood Golf Course will continue to be protected from development	Bebington
SP039	South of Peter Prices Lane	Nil	Brackenwood Golf Course and Poulton Recreation Ground will continue to be protected from development	Bebington
SP040	North of Clatterbridge Road, Bebington	109-163		Clatterbridge
SP041	West of Brimstage Lane, Storeton	203-304	Capacity excludes Lever Causeway	Bebington

Parcel/Site	Location	Dwelling Capacity (net @20-30dph)	Notes	Electoral Ward(s)
SP042	North of Poulton Hall Road, Spital	626-939	Capacity excludes river corridor, woodland, Dibbinsdale SSSI and existing developed area	Clatterbridge
SP043	East of Poulton Road, Spital	215-323	Capacity excludes river corridor, ancient woodland, Dibbinsdale SSSI and Brotherton Park	Clatterbridge
SP044	West of Dibbinsdale Road	227-341	Capacity excludes Poulton Hall, river corridor, woodland, Dibbinsdale SSSI and Marfords Wood	Clatterbridge
SP045	West of Raby Drive, Raby Mere	125-187	Capacity excludes river corridor, Dibbinsdale SSSI, Raby Mere and Raby Mere Woodland	Clatterbridge
SP046	West of Plymyard Dale, Brookhurst	556-834	Capacity excludes Bromborough Golf Course, river corridor and Plymyard Dale	Clatterbridge
SP047	South of Eastham Rake, Eastham	Nil	Tree Preservation Order will continue in force	Clatterbridge
SP048	West of Lowfields Avenue, Eastham	Nil	Lowfields Open Space will continue to be protected from development	Eastham
SP049	South of Mill Park, Eastham	205-307	Capacity excludes woodland and existing developed areas	Eastham
SP050	West of Rivacre Road, Eastham	395-592	Capacity excludes David's Rough and other woodland. May also be suitable for employment uses	Eastham
SP051	East of Rivacre Road, Eastham	253-380	Capacity excludes woodland, former airfield storage area and go-cart circuit. May also be suitable for employment uses.	Eastham
SP052	Eastham Village Conservation Area	Nil	Conservation Area controls will continue to apply	Eastham
SP053	St David's Road, Eastham	21-32	Existing developed area – infill only plus SHLAA 1928 and SHLAA 1929	Eastham

Table 4 - Sites Recommended for Further Investigation¹³				
Parcel/Site	Location	Dwelling Capacity (net @20-30dph)	Notes	Electoral Ward(s)
SP054	North of St David's Road, Eastham	Nil	Eastham Country Park, Leverhulme Sports Ground and Eastham Lodge Golf Course will continue to be protected from development	Bromborough; and Eastham
SP055	East of Ferry Road, Eastham	19-29	Capacity excludes Mayfields Remembrance Park and coastal slopes and includes SHLAA 928 only	Eastham
SP058C (SHLAA 642) SP058D (SHLAA 907)	East of Pipers Lane, Heswall	18-28 23-35	Development may be prevented by site of biological importance	Heswall
SP058E	West of Pipers Lane, Heswall	20-30	Capacity excludes ponds and woodland	Heswall
SP059B (SHLAA 1765) SP059C (SHLAA 1764) SP059D (SHLAA 1766)	Land at 41 to 61 Thurstaston Road, Irby	12-18 10-16 9-14		Greasby, Frankby and Irby
SP059E (SHLAA 1775)	Rear of Irby Hall	57-85	Subject to identification of appropriate rear boundary	Greasby, Frankby and Irby
SP060	South of Thingwall Road, Irby	564-846	Capacity excludes Harrock Wood and river corridors	Greasby, Frankby and Irby; and Pensby and Thingwall
SP061	North of Gills Lane, Pensby	181-271	Capacity excludes ponds and Cross Hill Reservoir	Pensby and Thingwall
SP062	West of Barnston Village	1,255-1,882	Capacity excludes Barnston Dale river corridor and woodland, existing housing and Heswall Primary	Pensby and Thingwall; and Heswall
SP064E (SHLAA 1982)	North of Whitehouse Lane	71-107	Capacity excludes protected trees	Heswall
SP071	Land at Chester Road, Gayton	187-281	Capacity excludes Gayton Park	Heswall
SP108	Land at Wallasey Loop	17-26	Subject to access. Configuration may also further limit capacity	Wallasey; and Leasowe and Moreton East
SP109 (SHLAA 902)	Boathouse Lane, Gayton	1-2	Subject to tree protection and nature conservation	Heswall

- 6.2 Additional Parcels to the north¹⁴ and east¹⁵ of the M53 Motorway have been included because of the clear and strong role of the Motorway as a physical boundary.
- 6.3 Sub-Parcel SP058E, to the west of Pipers Lane, Heswall, has been included to provide a boundary consistent with the northern extent of existing development at The Akbar and at 117 to 121 Piper's Lane and to include the gardens to the rear of the residential properties at 85 to 105 Piper's Lane.
- 6.4 Land to the west of the Wirral Way has not been included, because of the role of the Wirral Way in defining a clear physical edge to the existing urban area and the constraints associated with the national and international designation of the Dee coastline.
- 6.5 The remaining Green Belt SHLAA Sites and Green Belt Parcels are not, at this stage, considered to be suitable for release from the Green Belt, even if exceptional circumstances could be demonstrated.
- 6.6 A map of this initial list of sites is included at Appendix 14.
- 6.7 The initial list is currently estimated to be capable of accommodating up to 13,700 additional dwellings, as shown in Table 4 and Appendix 15.
- 6.8 The theoretical dwelling capacity of each site has been estimated, for illustrative purposes only, by excluding major features such as trees and woodlands, areas of recreational open space and other features that are unlikely to be suitable or available for development and by applying the normal gross to net factor used in the Council's accompanying Strategic Housing Land Availability Assessment, for a range of potential densities.
- 6.9 Final densities for each site will, however, need to be determined in consultation with relevant stakeholders, based on site-specific and wider policy considerations including development viability and the further investigation of potential constraints.
- 6.10 The initial constraints analysis shows that a high proportion of land within the Green Belt, including many of the sites identified in Table 4 above, is subject to a series of high-level constraints that could nevertheless still limit the suitability of many of these sites for future development.
- 6.11 As more detailed site-specific assessments may lead to alternative conclusions, the Council is therefore asking respondents to verify the findings of this report and to provide any additional evidence that may better define the relevance of any of the constraints identified for each Parcel and Site, before any final conclusions are reached.
- 6.12 Landowners and developers are also being asked to demonstrate that their proposals can be adequately served by appropriate supporting

¹⁴ Parcels SP049, SP050 and SP051 refer

¹⁵ Parcels SP030, SP031, SP033, SP036, SP037 and SP041 refer

infrastructure before any site is recommended for inclusion in the Core Strategy Local Plan.

Existing Developed Areas

- 6.13 Appendix 16 identifies areas that may also be suitable for consideration to accommodate some additional infill development, in line with national planning policy for the Green Belt (NPPF, paragraphs 140, 145e and 145g refer).

Boundary Corrections

- 6.14 Appendix 17 identifies areas where the existing boundary to the Green Belt may also need to be corrected, to better reflect the pattern of existing development.