

| Person ID | ID | Question 10.1 - What section, subject, paragraph numbers or new topic would you like to make a comment on? | Question 10.1a - What is your comment? | Attachment 1 | Attachment 2 | Attachment 3 | Attachment 4 | Attachment 5 | Attachment 6 | Attachment 7 |
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| 1244604 | LPIO-7234 | | Drop in" sessions inadequate for people gaining an understanding of the wider issues - On line portal difficult to access, find and complete. LEAVING YOURSELVES OPEN TO CRTIICISM that it has been done on purpose so people don't lodge their opinions. ALL GREEN BELT - Our Generation are "Guardians of the Green Belt" - in some areas created in the 1940s/1950s specifically for situations such as we are experiencing now with the Wirral i.e. preventing the spread of urban sprawl and monitoring Local Government and Central Government and holding them to account. - Whilst Wirral Gov. state that the priority is to develop brown field sites and only use "weakly performing Green Belt sites" as a contingency - this is unacceptable as Green Belt should be considered sacrosanct and NOT come into the equation at all. - There seems to be many conflicting opinions on exactly how many new houses the Wirral needs over the next 15 years? I'm concerned that Wirral Gov. will be driven by the developers and particularly Developments with whom they have formed a 50/50 partnership. Certainly a developer will be heavily influenced by the obviously greater cash return by utilising Green Belt Land as opposed to available brown field sites. - The Wirral is a unique place, surrounded on three sides by water. It is a green and pleasant land. It is and should always be a magnet for tourists. The Wirral Gov. should realise that if it wishes to retain and develop tourism for the benefit of all, then care is required to reserve its open spaces and Green Belt not only for residents but also visitors. This makes sense from a business perspective, but also careful nurturing of the local environment is the responsibility of us all. | | | | | | | |
| 1246515 | LPIO-7259 | Drop in sessions, Green Belt | "Drop in" sessions were poor - much better to have public meetings & explanations "on stage" - Registration of comments "on line" at the portal has been a disaster! Haven't met anyone who has found it easy. ALL GREEN BELT - I am highly critical of the process. The consultation has been poor - mainly the drop in sessions used to inform people. Why didn't the Council circulate every household? (could have done it in the same envelope as the council tax demand!) - The Council (& Central Gov.) have lost track of the meaning of Green Belt and the purpose - mainly to PREVENT URBAN SPRAWL - We hold the Green Belt in trust, for future generations. | | | | | | | |
| 1247206 | LPIO-11230 | | This council has for many years tried to encourage the image of Wirral as a leisure area to be visited by tourists who enjoy golf, heritage, the countryside, wildlife etc. If large areas of the green belt, not to mention fields, woods etc that do not come under green belt but have been part of the fabric for many years, are then built over, how will this square with the image you have consistently been projecting? Is this not a potential case of shooting yourselves in the foot by removing many of the attractions you have constantly promoted? * In connection with this latter point, what on earth is the value in having green belt if a council is prepared to build on large swathes of it? You may state this is not now your preferred option but you have clearly been looking into it in a most serious way. If you genuinely do not intend to utilise green belt, whether it is weakly performing or not, then I look forward to receiving your unequivocal reassurance on this point. * Remember, once the green areas are gone, that is it, they cannot be reclaimed!!! Green areas are there for the benefit of everybody on the peninsula, providing leisure and activity opportunities for residents and visitors, these being good for both mind and body, something a responsible council should strive to achieve. * Development of woodland, fields and so on will push out and discourage wildlife. This is not something to be proud of! Other options must be a priority. I look forward to receiving your reassurance that my points have been noted and that the council will look again at the proper and accurate housing requirements and that you will act diligently and sympathetically with regard to the history and geography of the peninsula, as well as its leisure and tourism aspirations. | | | | | | | |
| 1246004 | LPIO-13614 | | I am REALLY CONCERNED that having spent almost 3 hours filling in the online document and writing this letter to you and others, that you will TOTALLY IGNORE our pleas to not use greenbelt land as you promised, and not use these consultation documents truthfully as you did with the last consultation on this. The Liverpool Echo seems to know more than we do about what is actually going on. I feel you are not being honest with the people of Wirral and that the rates you hope to get, especially from developments proposed near Caldy and the like will cloud your judgements and you will ride roughshod over us all as usual. As I have been growing up here you seem to have totally ignored the wishes of us all especially when it comes to planning. Finally the housing figures are extortionate and exaggerated and do not represent future projections. You shouldn't need to be consulting us on proposals to build on the greenbelt as you have already promised that you won't. This consultation and plan should be scrapped and started again with real inputs by residents in a manner they can all understand. | | | | | | | |
| 1248383 | LPIO-23584 | | The increased population density will increase traffic flow and air pollution in the face of lack of public transport provision. This is contrary to the governments own air quality act. Further massive investment would be required in order to provide adequate sewage works, utilities and telecoms delivery. This is especially important that further to the construction of the sewage storage tank on Riverbank Road in 2012 - 13 Welsh water are still unable to map the sewers in Lower Heswall accurately to the extent that in heavy weather the residents of Sea Bank road still have raw sewage appearing at the bottom of the road. I look forward to the publication of the consultation results and conclusions, | | | | | | | |

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| 1237978 | LPIO-7429 | | <ol style="list-style-type: none"> 1. Proper maintenance and staffing of country parks. Arrowe Park has been shamefully neglected over the last 15 years. 2. Reinstatement of all our public libraries, staffed by trained staff not volunteers. | | | | | | | |
| 1246524 | LPIO-7342 | | <ol style="list-style-type: none"> 1. Exploitation of every Brown Field site based upon multiple occupancy buildings of pleasing design (garden/balconies etc.) 2. Phased release of farmland adjacent to existing housing of similar quality & value, so Greenbelt not destroyed. 3. Expansion of local services to meet this increase in housing. 4. Ensure that housing is a) affordable and b) desirable. 5. Improved roads, public transport, schools, health care provision, job opportunities. 6. Do everything possible to retain the charm of Wirral as a mixed semi-urban environment, so it's does not just become a satellite housing estate for "Greater Liverpool". 7. Reconfigure Birkenhead Town Centre to bring shopping, business and housing together, but make it viable. Birkenhead will NEVER compete with Liverpool City Centre! Less "nit picking" over small issues, faster process to aid development and listen to the people. <p>I have long had a battle with Planners over a builders merchant in Berwyn Drive. It's a "20 mph area" because of school...yet its ok for 44 ton HGV's visiting yard! I was told builders yard was there before houses, things have changed since those 'horse & cart' days.</p> | | | | | | | |
| 1238251 | LPIO-19557 | | <ol style="list-style-type: none"> 1. May I first of all state that, as usual with Council consultations, they are not aimed at the general residents of Wirral. They are far too complicated for most people to understand or have the time to read. This is especially the case with this consultation.....161 pages and this is without having to cross reference to previous consultations, reviews or regional and govt. guidelines (eg UDP and NPPF). I am convinced that this is because you only want to get the results that you want from 'professional' interested parties: in this case land owners/developers and therefore, the results rarely reflect the actual opinions of the the residents of Wirral. In relation to the options put forward, if you simply asked residents "should we retain the present green belt at any cost?", the answer would be a resounding "yes", however, I doubt if many local residents are even aware of this consultation and therefore results will be scewed. I would be interested to know how many residents (out of a Borough population of approx. 320,000) respond to this consultation. If it is less than 10%, then the consultation will have failed miserably and (as stated previously) the results unrepresentative of the general publics true feelings for preserving every precious square metre of present green belt. | | | | | | | |
| 1248152 | LPIO-24106 | 106, Allport Road | 106, Allport Road - The bungalow on this site has been demolished and new houses erected. This poses a serious extra problem for traffic, which already has a number of traffic lights to negotiate leading to a significant build up at peak times. | | | | | | | |
| 1246922 | LPIO-12946 | | <p>35,000 residents on Wirral have signed up to a petition against any greenbelt release for housing. Currently our Council are proposing to build in excess of 12,000 houses. They say they are forced to by the government. I understand that this figure comes from the 2014 methodology and can be challenged. Our Council wishes not to do this. They want the new homes bonus that comes with each new dwelling. I agree with our Council when they state that there should be a brownfield first approach, however, I am not too sure that they believe it themselves. In their Issues and Options document, there are two options to build on masses of greenbelt, farms, fields and open spaces. These options are not acceptable, they are simply too large. Wirral Borough Council, produce every year their own, Compendium of Statistics. This Compendium reports everything that is needed for our borough, projections, populations, growth, birth rates, death rates, life expectancy, transport, amenities etc. It shows housing and household projections, for the life span of the current local plan that is about to be produced. The Compendium uses sources from the 2014 methodology for calculating house numbers, also sourced from the ONS (Office of National Statistics and from the Ministry of Housing Communities and Local Government (MHCLG). Our Council say we need in excess of 803 houses per year. Their Compendium clearly states 327 houses per year. Although I agree that we may need to build more homes, they have to be the right houses in the right places and for those who are in need. I totally disagree that we need to use our greenbelt. Can I please appeal to you for your intervention on this subject, before our farms fields and open spaces are gone forever.</p> | | | | | | | |
| 1246670 | LPIO-9059 | Green Belt. | Should specifically state that NO green belt land should be used for development 4 : Objection A-B-C-E-H-L - No green belt should be used in any circumstances. | | | | | | | |

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| 1242155 | LPIO-19983 | 4.2, 4.12, 4.15, 4.17 | <p>4.2 Do you have any comments on the proposed urban housing allocations set out in Appendix 4.1 I write in relation to the consultation on the Wirral Local Plan 2020 – 2035 Issues and Options document (January 2020). I set out comments on the document as the promoter of land to the east of Croft Drive East, Caldy identified within the Wirral Strategic Housing Land Availability Assessment 2019 as site reference 3055 and 3056. There are a number of proposed allocations set out in Appendix 4.1, particularly in West Wirral, that are symptomatic of pressure arising as a result of lack of alternative identified sites to deliver new housing (a result of resistance to Green Belt release). The reluctance to release appropriate Green Belt sites in these areas to meet housing demands will continue to exert pressure on much valued areas of informal (albeit often inaccessible) areas of green and open space in established urban areas. The development of many of these sites and increased densification will often exert further pressure on existing (inner) urban infrastructure – car parking being the most obvious example. By example and specific reference to the land SHLAA 3095 Land off Grange Road, West Kirby this site should not be released. The development of this site will significantly alter the local distinctiveness and character of this area at a key gateway to West Kirby. The much needed openness of this site should be retained as a key part of the urban form in this location. This housing need could be better met with less harm on a site elsewhere (a potential appropriate greenbelt release site for example). Should the site SHLAA 3095 be brought forward for development then it is critical that key local features are retained specifically the boundary sandstones walls. If appropriate these should be considered for local listing in tandem with an allocation of the site. There are also a number of characterful trees on the site that should be considered for Tree Preservation Orders on the basis they will become under threat due to potential development.</p> <p>4.12 Do you have any views on the sites that have been currently identified under the Dispersed Green Belt Release option, shown in Table 4.5 and on Figure 4.6? The dispersed Green Belt release option is supported albeit the Council should undertake a review of those sites included against the updates 2019 evidence base. The Council are also encouraged to take an even further dispersed approach taking a more detailed review of greenbelt to identify smaller sites for release of least harm with minimal infrastructure demands (deliverable and environmentally favourable). Parcel 6.15 (SP013 SHLAA 4056) West of Column Road does not acknowledge a number of issues identified in the Local Plan evidence base such as its agricultural value. It is not recognised that this site will effectively mere the settlements of Newton and Caldy. It is proposed that all sites in in table 4.5 should be reviewed against the updated evidence base. In accordance with the proposed Local Plan Objective 7 (Housing) efforts should be made to establish a longer more dispersed list of sites around the Borough. However it is acknowledged that political challenge as opposed to a sound planning methodology is stifling this. Para 4.4.4 claims that the areas of land listed in 4.5 were identified by analysing the weakly performing parcels identified in the Greenbelt Review. This is quite simply untrue on chronological grounds. Hence sites for proposed release need to be reviewed in full and the SHLAA revisited in detail. The dispersed Green Belt model seems to overly focus on the negative impacts of development. It ‘refers to spreading the impact’. This is generally reflected throughout the Issue and Options report with little reference or effort made to acknowledge the benefits of new development, for example to provide homes, jobs, new accessible green spaces and public, income to fund local services, supporting viability of local retail and so on.</p> <p>In addition please note that para 4.3.7 claims that the approach to identify potential land for release from the Green Belt has been informed by ‘prioritised weakly performing parcels with a known developer or landowner interest (to ensure evidence of developability)’. Unfortunately this has not been the case despite my best and continued efforts to engage with the Council with regards SHLAA 3055 and 3056. It also should be noted that the potential sites for release have not been meaningfully reviewed in light of the 2019 updated evidence base. For these reasons a further review of all SHLAA sites with meaningful landowner and developer engagement should be undertaken to truly inform deliverability.</p> <p>4.15 Do you have any views on the areas that have been currently identified for the single large scale urban extension, shown in Table 4.7 and on Figure 4.7? This is a high risk and environmentally less favourable model due to major new infrastructure demands instead of enhancements to existing to accommodate increased demand. Very little delivery would be seen in the first 5 years.</p> <p>4.17 Do you agree with our assessment of the advantages and disadvantages of a more concentrated approach to releasing a single urban extension from the Green Belt under Option 2B? Are there any other advantages or disadvantages that you believe we should take into account? A disadvantage should specifically reference the major environmental impact as well as huge challenges around deliverability. Major investment would be needed to meet upfront costs that could be unachievable, particularly in the short term. Little if any delivery in first 5 years. I trust my comments will be given due consideration as the emerging Local Plan continues to the next stage. I look forward to hearing from you in due course and request that we are kept informed of any further consultations.</p> | | | | | | | |

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| 1247133 | LPIO-11096 | 6.15 - SP013 | 6.15 - SP013 (West of Column road) - Objection - The development of parcel 6.15 will destroy the character of the local area and will be detrimental to the visual and other amenities of the adjacent Caldý Conservation Area. The development of the site will result in the visual and physical coalescence of Caldý and West Kirby and will create a virtually unbroken urban sprawl stretching from Caldý to Meols. Parcel 6.15 makes a strong contribution to protecting the countryside from encroachment. The council has failed to have proper regard to the impact on Caldý Conservation area and will forever change the open and green approach to the village. Parcel 6.15 is rich in biodiversity and an important corridor for the movement of wildlife between Caldý Hill and Stapledon wood to the East and the open countryside to the West. Wirral residents will lose the wonderful views from Stapleton woods to the West. Development will put further pressure on local semi-rural narrow roads and already full local schools and medical facilities. | | | | | | | |
| 1246524 | LPIO-11182 | Various sites | 7.11 Fields to left of road/back of Barnston School 7.15-7.19 West of Barnston Road/back of Belmont - to Fox & Hounds. 7.26 Pensby High Fields 7.27 Right of Pensby Road 7.18 Fishers Lane - Thingwall Maps Option 2B Single Urban Extension - awful! | | | | | | | |
| 1247964 | LPIO-17310 | | A few of my friends have also sent emails to the forward planning email address. Unfortunately, you've not made it particularly easy for people to get in touch. It's quite a complex set up getting people to go into portals and therefore whilst many people may not be happy about our housing plans, if the process isn't simple, they won't get in touch! | | | | | | | |
| 1239535 | LPIO-6338 | Green Spaces | A massive tree, shrub, bush and hedge planting exercise. - Also a total ban on the use of Glyphosate, less mowing of grass verges, less hopping, pruning and slashing of the Boroughs stock of trees, hedges, bushes and shrub's. - Encouragement of wild flower margins & the creation of wildflower meadows. | | | | | | | |
| 1244681 | LPIO-1402 | | A number of key issues identified in WMBC's Draft Spatial Report are not adequately addressed in the Local Plan. In particular the Local Plan needs to be reviewed against the following identified issues : Providing for adaption to and the mitigation of climate change; Closing the gap between social, economic and environmental conditions and opportunities; Protecting and enhancing locally distinctive assets such as landscape, countryside and coast, heritage and areas of importance for nature conservation; Promoting a more sustainable pattern of transport and travel; Addressing localised shortfalls in the quality, quantity and distribution of green infrastructure including linkages and corridors for wildlife; Securing sustainable waste management. | | | | | | | |
| 1245346 | LPIO-4288 | | A number of key issues identified in WMBC's Draft Spatial Report are not adequately addressed in the Local Plan. In particular the Local Plan needs to be reviewed against the following identified issues : Providing for adaption to and the mitigation of climate change; Closing the gap between social, economic and environmental conditions and opportunities; Protecting and enhancing locally distinctive assets such as landscape, countryside and coast, heritage and areas of importance for nature conservation; Promoting a more sustainable pattern of transport and travel; Addressing localised shortfalls in the quality, quantity and distribution of green infrastructure including linkages and corridors for wildlife; Securing sustainable waste management. | | | | | | | |
| 1241723 | LPIO-6955 | | A number of key issues identified in WMBC's Draft Spatial Report are not adequately addressed in the Local Plan. In particular the Local Plan needs to be reviewed against the following identified issues : Providing for adaption to and the mitigation of climate change; Closing the gap between social, economic and environmental conditions and opportunities; Protecting and enhancing locally distinctive assets such as landscape, countryside and coast, heritage and areas of importance for nature conservation; Promoting a more sustainable pattern of transport and travel; Addressing localised shortfalls in the quality, quantity and distribution of green infrastructure including linkages and corridors for wildlife; Securing sustainable waste management. See page 15 | | | | | | | |
| 1246776 | LPIO-10372 | Section 8 | A number of key issues identified in WMBC's Draft Spatial Report 8 are not adequately addressed in the Local Plan. In particular the Local Plan needs to be reviewed against the following identified issues : Providing for adaption to and the mitigation of climate change; Closing the gap between social, economic and environmental conditions and opportunities; Protecting and enhancing locally distinctive assets such as landscape, countryside and coast, heritage and areas of importance for nature conservation; Promoting a more sustainable pattern of transport and travel; Addressing localised shortfalls in the quality, quantity and distribution of green infrastructure including linkages and corridors for wildlife; Securing sustainable waste management. | | | | | | | |
| 1238645 | LPIO-3197 | Spatial plan | A number of key issues identified in WMBC's Draft Spatial Report are not adequately addressed in the Local Plan. In particular the Local Plan needs to be reviewed against the following identified issues : Providing for adaption to and the mitigation of climate change; Closing the gap between social, economic and environmental conditions and opportunities; Protecting and enhancing locally distinctive assets such as landscape, countryside and coast, heritage and areas of importance for nature conservation; Promoting a more sustainable pattern of transport and travel; Addressing localised shortfalls in the quality, quantity and distribution of green infrastructure including linkages and corridors for wildlife; Securing sustainable waste management. | | | | | | | |

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| 1246651 | LPIO-9300 | | A number of key issues identified in WMBCs Draft Spatial Report are not adequately addressed in the Local Plan. In particular the Local Plan needs to be reviewed against the following identified issues : Providing for adaptation to and the mitigation of Climate Change Closing the gap between social, economic and environmental conditions and opportunities Protecting and enhancing locally distinctive assets such as landscape, countryside and coast, heritage and areas of importance for nature conservation Promoting a more sustainable pattern of transport and travel Addressing localised shortfalls in the quality, quantity and distribution of green infrastructure, including linkages and corridors for wildlife Securing sustainable waste management | | | | | | | |
| 1246415 | LPIO-6460 | Environment, Brownfield sites | A place for people & nature - a healthy place to live with low pollution, with major concern for climate change - a deeper understanding for the people on the bottom rung of our society. Thank you for giving me the chance of giving my view. I thank you for the time given in overseeing this complex project. Please push hard for the regeneration of Brownfield sites. | | | | | | | |
| 1248337 | LPIO-23433 | | A recent BBC article (https://www.bbc.co.uk/news/science-environment-45956792) highlighted the impact of such irresponsible developments and the knock on effects which are considerable from a green / environmental perspective. The issue of lack of employment opportunities within the proposed development areas is further highlighted as your own Annual Monitoring Statistics state that Job Density in the Wirral is an issue, below all relevant averages. It also states a fall in new employment floorspace in 2017, providing no evidence that additional employment opportunities are materialising. Increasing residential dwellings exponentially without a corresponding release of land for business development is irresponsible and reckless. | | | | | | | |
| 1246912 | LPIO-13057 | | A strap-line of the Council is "Wirral Peninsula is a unique and attractive place to live, work and visit". It will not be so attractive if Green Belt land is built on. The Council should discount the impact of Council Tax receipts from houses built on Green Belt land. Such revenue would be small in comparison to the overall budget and once Green Belt land is built on it has gone forever. I query whether the Council has applied for all the grants etc. that are available to make Brownfield sites suitable for housing. The Council should concentrate on building houses to promote the regeneration of Birkenhead etc. making these areas better places to live in and to improve the health and lifespan of the inhabitants. | | | | | | | |
| 1247362 | LPIO-11660 | | ACCESS TO ARROWE PARK HOSPITAL A552 from Junction 3 of M53 is the main route to the Wirral's acute hospital . Ambulances already drive on the wrong side of the road, against the traffic, with blue flashing lights. Any proposal that increases traffic on this road will be dangerous. | | | | | | | |
| 1248152 | LPIO-24103 | Acre Lane School and Playing Fields | Acre Lane School and Playing Fields - Currently this whole area is being developed as an overcrowded site of about 217 dwellings with very small gardens and open parking areas for most of the properties and with very awkward arrangement for access from Acre Lane and Meadows Road. In addition, the local surgeries, pharmacies, schools etc are already at full capacity. | | | | | | | |
| 1246762 | LPIO-23691 | | Active agricultural land should not be up for debate. The disgrace of Leverhulme Estates trying to force farmers from their land to sell for development is a black mark against WBC who were complicit by listing the land as a consideration for development. As the coronavirus crisis has shown us, local food supply is absolutely vital, allowing us to keep the carbon footprint of our food to a minimum whilst supporting the local economy, not multinational corporations. I hope it's possible for the local plan to be adapted to better suit the green future. | | | | | | | |
| 1248332 | LPIO-23423 | | Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. We are fortunate to have Green Belt within the Borough and we need to protect and cherish it. It was created specifically to direct development into run-down areas and to prevent further decline: the need for Regeneration remains as evident as ever. Building houses in Green Belt would directly reduce still further the viability of housing in the north and east of the Peninsula, delaying their rejuvenation and improved quality of life. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. | | | | | | | |
| 1247871 | LPIO-15445 | Noctorum Fields | additional note. Birkenhead School should be ashamed of themselves. This is merely profit over protecting our historical green fields, over one hundred years at one mans ego to impress his future employees. We British never surrender, Noctorum field has an army that will deliver through determination of factual evidence to show N.F. survives another 100 years and beyond. | | | | | | | |

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| 1247300 | LPIO-11503 | | Additionally, there are already concerns about the air quality in Eastham which is currently being monitored. Large amounts of additional traffic will only lower air quality . No provision has been made for the required additional infrastructure - schools, surgeries etc, leading to increased pressure on existing facilities. I urge you to leave the green belt alone and focus on the numerous brown sites that blight the industrial area of Wirral. | | | | | | | |
| 1249095 | LPIO-25638 | | Additionally, there are already concerns about the air quality in Eastham which is currently being monitored. Large amounts of additional traffic will only lower air quality . No provision has been made for the required additional infrastructure - schools, surgeries etc, leading to increased pressure on existing facilities. I urge you to leave the green belt alone and focus on the numerous brown sites that blight the industrial area of Wirral. | | | | | | | |
| 1248422 | LPIO-23671 | | Addressing the run-down state of the historic areas of the Wirral including its Waterfront, Dockland and hinterland would not only economically benefit the area it would also help preserve the Green Belt, an economic asset itself I will address later. Are there not central funds to improve brownfield land as the population has been informed there being? There is also the question of the agreement with Peel to develop the 'Wirral Waters' site – It is not out of the realm of reason to believe that the area could easily meet a large number of housing development 'needs' - why is this not being pursued by the Council? | | | | | | | |
| 1246447 | LPIO-6776 | | Affordable low price homes built on Brownfield. Compulsory purchase of property & land left vacant which are not subject to probate being granted or legal proceedings which have not been resolved. | | | | | | | |
| 1242183 | LPIO-11338 | | After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1241770 | LPIO-23657 | | Agricultural land must be protected and enhanced. This is not the time for reducing local/british food production. | | | | | | | |
| 1248445 | LPIO-23828 | | Air quality monitoring is deficient on the Wirral. There is no escaping the fact that air pollution will increase whilst new homes are built with natural gas installations. Changes are to be made from 2025 but significant numbers of new builds will have been completed. Vehicle numbers will increase, significantly, with the prospect of 12,000 new homes and standing traffic locations will both extend and increase in numbers. Standing traffic makes a noticeable negative contribution to air quality. Alarmingly, in its evidence base WBC has identified very few commuter traffic hotspots, one at the Arrove Park road and Woodchurch road junction and one in Birkenhead where very high levels of exhaust emission are recorded. We argue that standing traffic exhaust emissions occur at high levels on each working day at most junctions on Barnston Road and Pensby Road. The road scheme for the Western Urban Extension (Green Belt Option 2B) proposes to add further junctions to Barnston Road and increase movement of traffic from Higher Pensby/Heswall to Junction 4 on the M53. The report does not consider the impacts on junctions on Brimstage Road at Acre Lane or Whitehouse Lane or Junction 4 itself. It suggests that the Barnston Road and Storeton Lane junction is sustainable and again makes no consideration for the junction at Thingwall Corner. We suggest that this is a failure of the report. There is no doubt that standing traffic exhaust emissions can only increase in these locations. The large scale development proposed for the Wirral will increase vehicle movement throughout the Borough and WBC should make assessment of the impacts on air quality made by the transference of particulate release from vehicle tyres and exhausts into the air and assure that the good health of its residents and in particular its youngest children is upheld. Removing agricultural land, existing mature trees and hedgerows for development increases the burden of having to introduce further infrastructure to reduce the impact of reduced air quality on the residents of Wirral. | https://wirral-consult.objective.co.uk/file/5659115 | https://wirral-consult.objective.co.uk/file/5659116 | | | | | |
| 1246518 | LPIO-7286 | Green Belt | ALL GREEN BELT - I am a 30 year old resident of the Wirral. I am passionate about the Wirral; the beaches, the country lanes and the green spaces. When my friends visit from other parts of the country they can't believe how green it is. - I am proud to live here. - However, I am concerned that the "push" for more houses will encroach on the green spaces. - I am appalled that the Green Belt comes into the equation at all. | | | | | | | |
| 1248135 | LPIO-25620 | | All new homes need provision for cycle storage, even if not needed by the first occupants. The space they occupy should have easy access, able to compete with car parking on the road. If a garage is designed to include cycle storage, a greater width is required than is needed for the current wide designs of cars. A drive designed for parking, whether there is a garage or not, should be wide enough for parking a car and for a bicycle or a pedestrian to pass it. | | | | | | | |
| 1242185 | LPIO-23965 | | Although the consultation period was extended, and again due to Coronavirus, we remain concerned that responding to the 90 or so questions of the Issues and Options document, and considering the 54 supporting evidence base documents, was daunting and not all issues may have been picked up, so reserve the right to raise other issues moving forward. The online system with a 300 word limit (plus attachments) may for many people have been off-putting. This might limit the level of response to the consultation. | https://wirral-consult.objective.co.uk/file/5659121 | https://wirral-consult.objective.co.uk/file/5684263 | https://wirral-consult.objective.co.uk/file/5657006 | | | | |

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| 1248524 | LPIO-24922 | Process | Although the consultation period was extended, and again due to Coronavirus, we remain concerned that responding to the 90 or so questions of the Issues and Options document, and considering the 54 supporting evidence base documents, was daunting and not all issues may have been picked up, so still reserve the right to raise issues moving forward. The online system with 300 word limit (plus attachments) may for many people have been off-putting. This might limit the level of response to the consultation. | https://wirral-consult.objective.co.uk/file/5684261 | | | | | | |
| 1248524 | LPIO-24921 | Duty to Cooperate | Although Wirral shares a single land boundary with Cheshire West and Cheshire, its physical linkage to Liverpool and the wider Liverpool City Region must not be forgotten. The requirements of Government to demonstrate effective working with neighbours must be discharged properly, and we note deficiencies, that should be addressed. This is a binary issue when it comes to the examination, a pass or a fail. Sevenoaks, Wealden and St Albans have all experienced delays due to failure to evidence Duty to Cooperate. | https://wirral-consult.objective.co.uk/file/5684261 | | | | | | |
| 1247270 | LPIO-11435 | General | And wherever possible brownfield sites should be identified and used. Clearly what is proposed would go on for years, be very disruptive to existing local residents and prove very costly to the public sector in terms of additional infrastructure requirements. Desist, but sort out decisions quickly. This has been dragging on for too long already. | | | | | | | |
| 1247661 | LPIO-13111 | | Any developments should not take priority over our need to preserve our green spaces, particularly in the challenging times of global warming. We need our green lungs provided by our green belt, farms and fields and thus I will fight any moves to destroy them. Farmers are being encouraged to leave areas as set aside to help combat the pressures of our society on the natural environment, while at the same time our local council is potentially allowing huge areas of existing green belt to be destroyed. Where is the sense in that? I urge you to support the protection of our green belt before our green spaces, farms and fields are gone forever, only to be seen in photographs. As a voter and Wirral resident I will resist the proposal to build at Sandy Lane and indeed any similar proposals on our open spaces. I appeal to you to support our action to demand that the Council sticks to its pledge to build on brown sites first. | | | | | | | |
| 1247694 | LPIO-13350 | | Apparently, we need 12,500 new houses to be built here before 2035 and you propose to do this through urban intensification using as many brownfield sites as possible. Looking at my electoral ward there is very little space available and all of the 3 sites where there is outline planning will all add to the congestion on Spital Road and the Spital Dam area. I have seen nothing in the material I have read or tried to access on the portal (which was a very difficult and time-consuming process) that makes any attempt to deal with this problem. It is currently a problem and will only worsen as these sites are developed. The Daisy and Jake Nursery at Spital Dam only needs one car trying to turn in to drop off a child at the nursery to generate gridlock along Spital Road and Bromborough Road. At peak times it can take several minutes to cross these roads but at all times of the day they are very busy. I have, in the last few days, seen some clearing underway on the site at the corner of Mill Road and Bromborough Road so after so many years of zero activity on this site something appears to be happening. I have given up using Mill Road as a link to Bromborough Road from the A41 as it is a very difficult junction to navigate, the only way to turn right here is if the traffic stops to let you out. We have reasonably good North/South links in the Borough if we include the M53, A roads and Rail. West to East links are more limited and already under strain but I have seen nothing that attempts to address this. You have 2 Green Belt options identified as Urban Intensification has both advantages and disadvantages - both of these are in West Wirral and if either are utilised as you suggest congestion will only be intensified as most jobs are predominately located closer to the existing urbanisation. How is this going to be dealt with? I urge you to take a more holistic approach and not just focus on where new housing will be built. | | | | | | | |
| 1247669 | LPIO-13214 | | As a life-long resident of Wirral, now in my eighties, I wish to register my strong OBJECTION to the PLAN. | | | | | | | |
| 1248137 | LPIO-19618 | | As a resident of Wirral, I do not agree with plans to build on Green Belt as suggested in Wirral's Local Plan. Wirral should identify further Brownfield sites to use. These should be prioritised as part of regeneration of run down areas of Wirral. We need affordable housing, especially for first time buyers not builders profiteering by building larger houses on Green Belt sites. The Green Belt needs to be protected for the sake of food production, the environment, our heritage and our physical, mental and spiritual health. Protect the Green Belt for future generations. Do not destroy it for short term gain. | | | | | | | |

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| 1246352 | LPIO-13064 | | As a residents who signed petitions against any removal of greenbelt, farms, fields and open spaces, I am concerned the consultation period for the local plan was not fit for purpose and should have been suspended, during the present situation of the Covid pandemic. Consultations ran from 27/01/20 until 23/03/20, extended to 6/04/20, within the consultations where the drop-in centres, which fell well short of these dates. Notably, questions within the issues and options, were far too complex for the "man in the street" to understand fully. The easy read forms produced, were not sent to libraries or leisure centres for 2 weeks after the consultations started, therefore residents where denied the opportunity to complete them. I myself went to West Kirby, only to find there were NO easy read forms available. I assume the questions within the issues and options were designed for developers to answer. I believe that there has to be a case asked before the government inspector on the soundness of the consultations, the programme and its end result. Also, it's very leading questions, especially within the easy read form. Many elderly people on Wirral, some of which will not be computer "savvy" therefore may well have been denied the chance to take part, there is also the issues surrounding the difficulty in people attempting to log on to the website and to register their input into the issues and options again, this dragged on. I urge you to reconsider your department's position on this and suspend anymore work on this local plan, until the threat of the Covid-19 has ceased, furthermore, to consider those residents who may have not taken part but may have done so. This is part, I believe of your Duty of Care to your residents of Wirral. | | | | | | | |
| 1238379 | LPIO-13258 | | As a Wirral resident I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. With regards to the document itself, it is lengthy, complicated and very technical in nature and as such I believe will deter many residents from fully taking part in the consultation. I feel that the technical nature of much of the document puts developers, landowners and their experts at a distinct advantage as they are in a much better position to respond to many of the questions posed. This is definitely NOT a level playing field and I believe the document is heavily weighted towards the developers who will clearly prefer to pick off prime Green Belt land and argue that the Council's "Preferred Option" is undeliverable. | | | | | | | |
| 1242052 | LPIO-22978 | | As a Wirral resident I have attempted to study the Local Plan on line but found navigating the site extremely difficult. I also found the technical nature of the documents not entirely 'user friendly'. I would suggest that this puts developers in a much more advantaged position than the average resident when presenting arguments. | | | | | | | |
| 1246668 | LPIO-16161 | Option 2B | <p>As a Wirral resident, I am writing to formally submit my objections to any proposal for the release of Green Belt land for the purpose of development, particularly house-building, and submit for your further consideration and records my reasoning as to why I believe this to be both unnecessary and detrimental. Particularly Option 2b (single urban extension of 2584 houses on fields between Barnston and Heswall) and also the dispersed Greenbelt release plan parcel 7.19 SP065 (opposite Crosshill Reservoir). In addition, the proposal to include Green Belt land as Options for development will likely result in those sites deteriorating through planning blight by discouraging land owners' use, investment and improvement of the land whilst waiting for any real development interest and opportunity to arise. I also believe that the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Council's own Visitor Economy Strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit". It is the Green Belt that helps make Wirral so attractive and interesting by separating distinct residential towns and villages, and allowing easy access to the countryside for residents and visitors.</p> <p>Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. The existing Green Belt is already making an important contribution towards tackling Climate Change, reducing harmful pollution and promoting health and wellbeing through leisure activities and its attractiveness.</p> <p>And further measures will include:</p> <ul style="list-style-type: none"> • Increasing tree cover through large scale tree planting; • Encouraging local food production, reducing unnecessary food miles; • Creating and restoring flood plains, protecting homes and businesses from flooding; • Improving wildlife habitats by creating and maintaining wildlife corridors, linking with urban parks and open spaces; • Improving air quality, reducing high incidence of asthma; • Providing further opportunities for recreation. <p>In conclusion, I firmly believe that there should be no building on the green belt anywhere! The Council should reduce their target and concentrate on bringing forward housing on brownfield sites such as Wirral Waters (which already has planning permission for 13000 homes).</p> | | | | | | | |

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| 1249906 | LPIO-26647 | Option 2B | <p>As a Wirral resident, I am writing to formally submit my objections to any proposal for the release of Green Belt land for the purpose of development, particularly house-building, and submit for your further consideration and records my reasoning as to why I believe this to be both unnecessary and detrimental. Particularly Option 2b (single urban extension of 2584 houses on fields between Barnston and Heswall) and also the dispersed Greenbelt release plan parcel 7.19 SP065 (opposite Crosshill Reservoir). In addition, the proposal to include Green Belt land as Options for development will likely result in those sites deteriorating through planning blight by discouraging land owners' use, investment and improvement of the land whilst waiting for any real development interest and opportunity to arise. I also believe that the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Council's own Visitor Economy Strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit". It is the Green Belt that helps make Wirral so attractive and interesting by separating distinct residential towns and villages, and allowing easy access to the countryside for residents and visitors.</p> <p>Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. The existing Green Belt is already making an important contribution towards tackling Climate Change, reducing harmful pollution and promoting health and wellbeing through leisure activities and its attractiveness.</p> <p>And further measures will include:</p> <ul style="list-style-type: none"> • Increasing tree cover through large scale tree planting; • Encouraging local food production, reducing unnecessary food miles; • Creating and restoring flood plains, protecting homes and businesses from flooding; • Improving wildlife habitats by creating and maintaining wildlife corridors, linking with urban parks and open spaces; • Improving air quality, reducing high incidence of asthma; • Providing further opportunities for recreation. <p>In conclusion, I firmly believe that there should be no building on the green belt anywhere! The Council should reduce their target and concentrate on bringing forward housing on brownfield sites such as Wirral Waters (which already has planning permission for 13000 homes).</p> | | | | | | | |
| 1248199 | LPIO-20886 | | <p>As an aside, we recently visited the The Eden Project in Cornwall and were amazed not only by it as an attraction, but, more importantly here by its sustainable impact on the locale; particularly the B&B, cafe, entertainment and pub trades. I wonder how many of you planners are aware of the second Eden Project planned around Morecambe Bay - an absolutely brilliant and not far distant example of the sort of vision at the heart of and driving a community in desperate need of regeneration. Is there anything to gain in that development for Wirral - a north west coast for nature lovers, perhaps?</p> | | | | | | | |
| 1248144 | LPIO-20887 | | <p>As an aside, we recently visited the The Eden Project in Cornwall and were amazed not only by it as an attraction, but, more importantly here by its sustainable impact on the locale; particularly the B&B, cafe, entertainment and pub trades. I wonder how many of you planners are aware of the second Eden Project planned around Morecambe Bay - an absolutely brilliant and not far distant example of the sort of vision at the heart of and driving a community in desperate need of regeneration. Is there anything to gain in that development for Wirral - a north west coast for nature lovers, perhaps?</p> | | | | | | | |
| 1240843 | LPIO-13283 1 of 2 | | <p>As one of the 40,000 residents who has signed petitions against any removal of our greenbelt, farms, fields and open spaces, I am deeply concerned that, the consultation period for the local plan was not fit for purpose and should have been suspended, during the present situation of the Corona Virus pandemic. On March 16th (during the consultation period), our Prime Minister Boris Johnson, spoke to the nation about the outbreak of the Corona Virus, it was being transmitted in this country at this time. He said "I am asking people not to go outdoors" this was done as a precaution not spreading the virus. I believe it was a belated Duty of Care towards the people of our country. Wirral Borough Council, forward planning team, did not/has not shown that same duty of care. As you will agree, the consultations ran from the 27th January until the 23rd March, then extended to the 6th April, within the consultations where the drop-in centres, which fell well short of these dates. There was a negligence of Duty of Care from the council towards our residents. I believe our council should have acted sooner in their evaluations as to the transmission of this deadly virus. Notably, questions within the issues and options document of the local plan, were far too complex for the "man in the street" to understand fully. The easy read forms that your department produced, where not sent to libraries or leisure centres for at least two weeks after the consultations started, therefore some residents were denied the opportunity to complete them. I myself went to West Kirby leisure centre, only to find that there were NO easy read forms available. It is my assumption that the questions that lay within the issues and options document were mainly designed for developers to answer. I believe that there has to be a case and questions asked to be put before the government inspector/examiner on the soundness of the consultations, the programme of the same and its end result. Also, it's very leading questions, especially within the easy read form. There are as you will agree, many</p> | | | | | | | |

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| 1240843 | LPIO-13283 2 of 2 | | elderly people on Wirral, some of which will not be computer "savvy" or they will not have access to one. Therefore may well have been denied the chance to take part, there is also the issues surrounding the difficulty in people attempting to log on to the website and to register their input into the issues and options document, again, this dragged on. Can I please urge you and your colleagues to reconsider your department's position on this and suspend anymore work on this local plan, until the threat of the Corona Virus pandemic has ceased, furthermore, to consider those residents who may have not taken part but may have done so. This is part, I believe of your Duty of Care to your residents of Wirral. | | | | | | | |
| 1247981 | LPIO-17860 | | As there is an opportunity, through the consultation period, to respond to the Local Plan 2020-2035, I am writing to you to ensure that my views are clearly known. I have been unable to navigate the on-line questionnaire which is complicated and not at all user friendly. I feel that this will disable some people from expressing their views and concerns and feel that this, in itself, represents a process that feels less than transparent. | | | | | | | |
| 1247746 | LPIO-13590 | | As you know there are proposals for the development of green spaces in and around Greasby. We would ask you to seriously consider not voting in favour of development of these areas. We love living in this area for many reasons one of which are the green open spaces surrounding Greasby. We enjoy the fact that our garden has wildlife visitors including Pipistrelle bats, hedgehogs, a fox, ducks, a sparrow hawk and many other wild birds, and fear should the surrounding land be developed for housing these will disappear. There is also the proposed road to be built from Greasby to Irby which will cut Appleby's Farm in half and the remaining land sold for development. Appleby's Farm is a dairy farm which has been in existence for over 50 years, and I don't know if you're aware that apparently seven dairy farms are closing every week and most of our milk is now imported from Europe, which I find totally ridiculous especially the way things stand now with Brexit, we need our farmers to be supported. Our fear is that if all this development goes ahead then we would have no space from Irby to Saughall Massie, it would just be one huge housing development. As things are at present Greasby has more inhabitants than Hoylake, West Kirby, Heswall and Woodchurch. Also if the proposed new development happens what about the extra cars choking our roads as most household these days have at least two cars therefore clogging up the roads further. It's no use saying "get the bus" in Greasby we have one bus that goes to Birkenhead via Claughton and nothing that goes along Borough Road. We have no train station that could take the load off the roads. We are quite poorly served by public transport. How would Arrowe Park Hospital cope with all these extra people, the hospital already is over loaded, not to mention schools and doctors surgeries. We would ask you to consider the future of our green spaces and the need for them for each and every one of us. The Wirral is only a small area and we can't keep on building and building, using up any land that's available. If that happened we would just be buildings covering the whole of the peninsular. | | | | | | | |
| 1246591 | LPIO-22991 | | Asymmetry of resources - It is impossible for individual residents and council tax payers to match the resources deployed by developers and their consultants in responding to these consultations. Residents simply do not have the time and expertise to devote to these matters. The Council must factor this in when applying weight to consultation submissions. | | | | | | | |
| 1240383 | LPIO-5463 | | Barnston Conservation Society and the Barnston community have expressed their views to Local MP's and Councillors concerning the suitability of this consultation in achieving its goal of engaging all residents of Wirral and allowing them to contribute to the New Local Plan. The overwhelming technicality of the consultation and evidence base will inevitably result in participant exclusion. The purpose of this consultation is to engage local residents. | | | | | | | |
| 1248316 | LPIO-23019 | | Before concluding, I must add that although I appreciate the effort required to set up this consultation on the Local Plan, it is a lengthy and difficult course to navigate on the Wirral Council Planning Consultation Portal. I have found it easier to summarise my thoughts and opinions in this email rather than attempting to reply to over 80 technically phrased questions online. I would request that a simpler method of consultation with, and involvement of, local residents is devised and implemented. In conclusion, I would like to reiterate my strong objection to any development of the Wirral's Green Belt land. Social, environmental and economic arguments suggest an increased need to carefully protect and manage our Green Belt. We should prioritise the regeneration of existing urban areas using Brownfield sites and empty buildings so that we continue to protect our environment, farmland, wildlife, heritage sites and leisure areas. This should be the approach reflected in the Council's planning policy and the Local Plan. | | | | | | | |

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| 1243420 | LPIO-6707 | | Better road and transport planning - Better sporting and cultural provision which will bring benefits to health, welfare and the economy of Wirral. The section on facilities for sport does not cover the needs of some sports. Some sports have no facilities in Wirral. In the case of snow-sports, there is a nursery slope at the Oval Leisure Centre but this is a long way short of what is needed for the sport in the 21st century as it has developed dramatically since the Oval ski slope was built. - [8.7] The Draft Report, Wirral Borough Council, Indoor Sports Facilities Needs Assessment-December 2019 appears only to cover existing facilities and not the needs for sports. I shall be writing to the Council in detail about the needs of snow-sport in Wirral and might be better considered for the whole of the Liverpool City Region together. A decent sized ski slope is a big investment and it is probably not realistic to seek one for each local authority. We need clear vision for sports and the arts to achieve the objectives of the Local Plan. | | | | | | | |
| 1246669 | LPIO-11179 | | BRIMSTAGE BY-PASS: was on the W.B.C.'s drawing boards in 70/80's. Needs resurrecting and completing. Brimstage can be a traffic bottleneck. THE DISAPPEARING SEA: The Dee estuary upstream of Caldy & Thurston is now a tragedy. The ever-spreading silt & grass is covered by the sea. Generally, the Peninsular has had a varied & interesting coastline but the council introduced the Sparta grass several decades ago & continues to spread. What will it look like in the future? The grass will shortly arrive at West Kirby & Hoylake! More frequent & widespread weed killer spraying is required. What is really required is a revetment or dam across the mouth of the river from West Kirby to the Point of Ayr with a motorway across it, keeping the whole of the estuary permanently flooded. It would look magnificent & be a colossal boost to the Wirral visitor trade & could become an international sailing lake & a source of electricity generation for the national grid. HOUSING : 1) Tackle the problem at its source i.e. why is the U.K. letting in so many thousands of immigrants each & every year! They all, or most of them, will need houses. 2) England already has one of the highest density population rates in the world! What is it going to be like in 25/50 years' time? 3) Too little energy is being spent on investigation & using brownfield sites. There must be several square miles in Liverpool, many sites in Birkenhead and several on the river Mersey side of the M53, which need developing and improving. | | | | | | | |
| 1248152 | LPIO-22729 | BROMBOROUGH | BROMBOROUGH – A FEW MATTERS TO BE HIGHLIGHTED: - 1. Bromborough Village Conservation Area a. There have been several instances of clear breaches of planning policy within the Conservation Area. Much delayed retrospective planning applications and lack of enforcement has led to some unpleasant situations. The length of time taken by the Enforcement Team to respond to these breaches is unacceptable. This must be clarified and rectified and, if necessary, the Enforcement team expanded, within the context of the Local Plan. b. An Article 4 Direction, as recommended in the Appraisal and Management Plan for Bromborough Village and which has been adopted by the Council, must be implemented. 2. Bromborough Pool Village Conservation Area a. Although already subject to an Article 4 Direction the recently built and totally intrusive dwellings that were inexplicably granted planning permission have been a shock both to the many visitors and to the residents of this pioneering industrial village. Bromborough Pool, built in 1854, was one of the very earliest Workers' Industrial Villages in the country and very much ahead of its time. b. Bromborough Court House, its bank and ditch and Fishponds is a Scheduled Ancient Monument Site. This has recently been subject to professional archaeological work approved by Historic England. The finds have largely confirmed that which was already known from early documents, maps, and from invaluable accounts from families who had lived there. The latest planning application now allows a public footpath on the site together with the removal of the protective railings. We would have preferred otherwise but we have to trust that there will be no unintended consequences which would jeopardise the integrity of the site and which may damage it permanently. | | | | | | | |

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| 1249782 | LPIO-26442 | | <p>Brownfield land and focusing development in the existing urban areas will be unable to meet the Borough's emerging housing requirement alone. This is due to a mixture of factors, namely: A compelling case for a higher housing requirement, to be aligned with economic growth strategies, which will exceed the current do minimum approach of 800 dwellings per annum; Insufficient urban land capacity to meet these higher requirements; and A polarised housing market, with viability issues prevalent in the eastern areas of the Borough where the Council are currently proposing to deliver most growth. This will have significant implications on housing delivery, with a particular issue in delivering affordable housing. It is clearly evident that Green Belt land will need to complement brownfield land development to meet the Borough's development requirements. As such, we welcome the fact that the Council have considered the release of Green Belt land to address the shortfall in the supply from the urban areas. It will be necessary to release Green Belt land if the Borough is to address its housing needs within the plan, and this should be genuinely dispersed throughout the settlement areas. This dispersed approach could also include a series of smaller urban extensions, located across the Borough (including the Raby Hall Road site), as opposed to one location in isolation. Growth from Green Belt release should be proportionate to the existing population and services and facilities within the settlement areas within the Urban Settlements. As such, other settlement areas within the Urban Settlements, need more Green Belt release if the local needs within these areas are to be addressed in a sustainable manner. The urban area alone will fail to deliver the number of homes required in the places that they are needed. As such, we welcome the fact that the Council have considered, as part of the Issues and Options Consultation report, the release of Green Belt land to address the shortfall in the supply from the urban areas. The approach taken by the Council to release land from the Green Belt for development is set out at paragraph 4.54 of the Issues and Options Consultation report. The Council utilised the following steps and assumptions: Excluded land in Flood Zone 3; Excluded land with statutory environmental designations; Identified parcels as performing 'weakly' against Green Belt purposes; and Prioritised weakly performing parcels with a known developer or landowner interest (to ensure evidence of developability). The Raby Hall Road site meets all of these criteria - it is not within Flood Zone 3, it does not include statutory environmental designations, it is a weakly performing Green Belt parcel and it is being promoted by us. However, this site is not proposed for Green Belt release, the reasons for which are not explicit. Of further note is the fact that it forms part of the wider Eastham urban expansion area that was assessed as a reasonable alternative under Option 2B in the Sustainability Appraisal. As previously explained, the Eastham expansion area actually performs better than the Heswall expansion area, which raises even more concerns with the justification to exclude the Raby Hall Road site as a potential Green Belt allocation. Site-specific matters aside, we also have a number of issues with the process set out at paragraph 4.54 of the Issues and Options Consultation report. Firstly, whilst we accept that the performance of a site in Green Belt terms is a key consideration, nowhere in national policy is there a suggestion that only weakly performing Green Belt parcels should be considered for release from the Green Belt. For instance, the site selection process undertaken by Cheshire East Council in preparation of their Local Plan was one whereby all sites were considered on the basis of their site characteristics, how they would achieve the objective of the Local Plan's strategy and for those sites within the Green Belt, how those sites contributed to the five purposes of the Green Belt. In this instance, some Green Belt sites were not weakly performing but were considered suitable for release based on the exceptional circumstances and the other factors considered. This was considered a sound and justified approach. Secondly, at this stage of the process it is apparent that the Council has not fully considered the requirements of NPPF paragraph 138 in the site selection process relating to Green Belt.</p> <p>Paragraph 138 states that where it has been concluded that it is necessary to release Green Belt land for development, plans should give first consideration to land which has been previously developed and/or well-served by public transport. This matter needs to be factored in as part of the site-selection process of Green Belt release sites. It is notable that the Raby Hall Road site is both previously developed land and well located to public transport, namely in relation to Bromborough Railway Station to the east of the site. Thirdly, it fails to consider whether sites can come forward early on in the plan period and within sustainable locations. These are crucial factors to consider to ensure that suitable Green Belt land is released from the Green Belt. Fourthly, the site selection process set out at paragraph 4.54 does not refer to all the evidence within the evidence base documents discussed earlier in these representations. It is therefore unclear whether these evidence base documents have informed the site selection process, or simply not referred to in the Issues and Options Consultation report. Despite these concerns with the overall methodology, we have particular concerns regarding the assessments relating to Option 2B and how the Council has justified the preferred urban extension area of Heswall.</p> | https://wirral-consult.objective.co.uk/file/5683892 | | | | | | |

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| 1248571 (Cheshire West and Cheshire Council) | LPIO-24536 | | Cheshire West and Chester has previously responded to Wirral on 18 October 2018 in response to the 'Wirral Local Plan – Development Options Review' consultation highlighting concerns about the potential impact Green Belt release might have for the purposes of the Green Belt in preventing neighbouring towns in Wirral and Cheshire West and Chester from merging into one another, as well as the wider purposes of checking the unrestricted sprawl of large built-up areas and supporting regeneration across the sub-region. A further response was made on 9 July 2019 in response to the 'Wirral Borough Council – Green Belt Review – Draft Method Report' consultation, concerning the importance of maintaining a strategic gap between settlements in Wirral and Ellesmere Port and Neston, as well as the wider purpose of supporting regeneration across the sub-region. We are pleased that many of the Council's previous concerns appear to have been addressed in the current Issues and Options Consultation, and in the supporting evidence base work. Duty to Cooperate: It is noted that a Statement of Common Ground (SoCG) between Wirral Council and Cheshire West and Chester Council is to be agreed (paragraph 1.38). It is further noted that, the Issues and Options Consultation document states that previous consultation under the Duty to Cooperate, has identified that neighbouring authorities are not able to accommodate any of Wirral's needs (paragraph 2.122). The accompanying Duty to Cooperate Summary identifies that, an initial list of potential strategic planning matters to be scoped in, or out, of a SoCG, has been identified, but that the SoCG will need to address whether Cheshire West can accommodate any of Wirral's housing needs. The Council agrees with the statement on page 4 which says: "Initial indications are that CwaC would not be able to accommodate any of Wirral's housing needs as this would itself require the release of Green Belt within Cheshire West and Chester." | | | | | | | |
| 1247414 | LPIO-26249 | | Concentrate on Birkenhead and surrounding areas, make it a better place in which to live. Give the people some hope with decent housing and shops, upgrade the market and keep the streets safe for everybody. Eradicate unruly behaviour and clean up and modernise the existing houses. | | | | | | | |
| 1248306 | LPIO-22962 | | Council workers can be encouraged to continue to work from home, where possible and an end to outsourcing brought about, bringing services back into being council run. | | | | | | | |
| 1248122 | LPIO-19572 | Green Belt | Councillors please accept my opposition to the release of green belt land in Wirral for any development. This land is sacrosanct, and we should always utilize brownfield land first. | | | | | | | |
| 1247829 | LPIO-14576 | | Despite several failed attempts at using email registration, I was unable to put my answers into the consultation document boxes, hence my move to use simple letter format. I urge the council to take my concerns seriously and act upon them when producing the revised version of the plan. I did not provide an answer to every question for two reasons: lack of knowledge to deal with some issues, time ran out to study and to comment on all of them. No answer does not necessarily mean approval! One of my main concerns is the continuing potential threat to Wirral's Green Belt and therefore Wirral's Wildlife, although the Council has obviously heeded, to an extent, the widespread opposition to allocating Green Belt land to housing and industrial development as proposed in the first Local Plan draft. The new plan still displays a readiness to allow building on Green Belt parcels, should a shortage of plots outside the Green Belt occur. I shall explain my concerns in my answers to some of the relevant questions. I generally oppose any measure that would diminish the surface area of the Green Belt in Wirral, or reduce its biodiversity. I wish to state that I fully support Wirral Wildlife's reply to the consultation. In all housing developments, there should be provision for some Garden space, including a few beds for vegetables and fruit, as home growing may cut food miles and encourage people to move away from eating meat, measures that alleviate climate change. (Reduced dependence on meat, therefore on ruminants, reduces production of methane which is a powerful contributor to 'greenhouse gases'). Good garden space, set aside away from digging for the house foundations, may help save valuable soil which stores carbon. This may compensate for the almost inevitable net carbon release, even by ecologically well designed and realised houses and industrial / commercial buildings. All development, (for housing and other uses) should prevent pollution of air, water, land while also reduce noise and light pollution levels, for the comfort and health of humans and visiting animals, eg bats foraging around buildings. Please heed my criticism of the Plan and my suggestions for improvement - for the good of Wirral and all its inhabitants and visitors, | | | | | | | |
| 1248134 | LPIO-19613 | | Destroying the green fields it as to stop its just destroying wildlife habitats and causing congestion and poor air quality | | | | | | | |

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| 1247657 | LPIO-14236 | | Developing our green belt land, destroys animal habitats, it goes completely against the collective mission to become carbon neutral, it will increase traffic in areas that simply does not have the infrastructure to cope with the population increase, it will increase general pollution. Need I say more!? This is a very short term fix to the 'housing crisis' an does not consider the impact on our future generations. Land has become so precious now that it breeds greed. Why not retain our land for as long as possible, as it is what makes Wirral so special, there aren't many places that are surrounded by beautiful beaches, countryside and at the same time is a short bus/train ride from Liverpool city centre. From my understanding your proposal is to build more houses to address the growing demand for houses, however building houses in Wirral's most lucrative areas is not going to address the need for affordable housing! All this will encourage is for developers to sell 'executive' housing at astronomical prices, which will offer no immediate support to first time buyers, who are the people in need of support to secure affordable housing. I think the council needs to re-address their reasons for doing this and exhaust all the available options to ensure we protect our green belt areas for as long as possible - because once its gone, its gone! | | | | | | | |
| 1238251 | LPIO-19562 | | Directing and restricting development largely to such areas would, as a direct consequence, also help preserve the Green Belt, one of Wirral's greatest assets, making a massive contribution to the quality of life, health, the tourist industry and local economy and which will play an increasingly important role in future in tackling Climate Change, securing food supplies and protecting wildlife and their habitats. There is certainly no need to destroy wonderful countryside with its distinct towns, villages and community life to appease landowners and developers who seek easy, short-term financial gains. Allowing new housing within Green Belt would stall rather than encourage much-needed investment and regeneration elsewhere. | | | | | | | |
| 1246445 | LPIO-6758 | | Do not relax planning too much - Respect the right to light - Privacy and access issues of existing properties when looking at new developments filling in gaps - Wherever possible in new schemes, tree/hedge planting should be included, as greenery has proven benefits to wellbeing as well as local wildlife. | | | | | | | |
| 1248431 | LPIO-23739 | | During the present pandemic many residents have discovered afresh just how valuable the Green Belt land is, in allowing them easy access on foot or bicycle to green spaces and fresh air. It really does provide a lung for the more built up parts of the borough. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. Indeed, a Council Motion was passed unanimously stating that NO productive agricultural land will be released for development; and yet the Local Plan Options fail to adhere to this commitment and would hamper efforts to address Climate Change. | | | | | | | |
| 1241491 | LPIO-3985 | Duty to Co-operate | Duty to Co-operate. The Council's 'Duty to Co-operate – Summary of current position at start of Regulation 18 Consultation' sets out the steps that the Council has taken so far to satisfy the duty to co-operate. On the distribution of housing, the document states the following: "Wirral Council is meeting all the LCR districts, to be followed up in writing, requesting confirmation that they are or are not able to accommodate any of Wirral's housing needs" It is disappointing that the Council has adopted this defeatist position at this early stage of the plan-making process. We are concerned at the lack of a genuine effort to co-operate with neighbouring authorities on strategic issues that cross administrative boundaries, in particular relation to the distribution of housing. This must be resolved before the Council seriously considers its spatial strategies for future growth. | | | | | | | |
| 1245320 | LPIO-3231 | | Duty to Co-operate. The Council's 'Duty to Co-operate - Summary of current position at start of Regulation 18 Consultation' sets out the steps that the Council has taken so far to satisfy the duty to co-operate. On the distribution of housing, the document states the following: "Wirral Council is meeting all the LCR districts, to be followed up in writing, requesting confirmation that they are or are not able to accommodate any of Wirral's housing needs" It is disappointing that the Council has adopted this defeatist position at this early stage of the plan-making process. We are concerned at the lack of a genuine effort to co-operate with neighbouring authorities on strategic issues that cross administrative boundaries, in particular relation to the distribution of housing. This must be resolved before the Council seriously considers its spatial strategies for future growth. | | | | | | | |
| 1248151 | LPIO-22699 | | End outsourcing of council services and bring more work back 'in house' - this would end abuse, improve accountability and provide better and more secure employment for local residents | | | | | | | |

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| 1247282 | LPIO-11455 | | Environmental Issue. How are we going to plant trees and where? With the loss of our green open spaces. The open spaces are a haven for birds, birds next and wildlife. We need green spaces for health, well being. Trees and fields are vital for our well being and exercise. Our local fields have sheep, cows and horses. We need our open spaces to encourage people to get outdoors, exercise and enjoy our for our mental health and physical health. Local Infrastructure. If you are lucky to get an appointment at your GP surgery, as it is virtually impossible to get an answer. All the local GP surgeries are at breaking point. Appointments are not readily available. If yo do mange to get an appointment at a hospital for a consultant or physio department you are waiting for many many months. Waiting time for certain departments used to be six weeks, now can be nine months plus. The GP surgeries are unable to meet the demands of the population at present. So with 12,000 new homes proposed (36,000 people plus) they will be past the breaking point. operations are cancelled on a regular basis. Arrowe Park Hospital walk in centre. Usually a waiting time of 46 hours, totally unacceptable unable to contact departments by phone as constantly engaged. Police Stations all closed. police number cut. The need of the population of Wirral are not met now. e.g. hospital, GP's, crime. Pollution. Many families now have 3-4 cars per house. so 12,000 new homes. pollution levels? This is a very serious dilemma for Wirral. | | | | | | | |
| 1248128 | LPIO-19601 | | Every inch of Wirral is being threatened with more houses. Please build in already but up areas. We don't want to swap our beautiful fields which we pay extra for to live by them for more ugly houses, noisy people, cars etc. Stop filling the country with as many people as possible. No we are full, go elsewhere is so easy to say. It isn't racist or whatever. It just means we don't have room. Everything has maximum capacity. We don't want the whole country to be like Birmingham or London etc. I live in Somerset Road. Please don't spoil our views, fresh air and peaceful life. | | | | | | | |
| 1246545 | LPIO-7409 | Roads, Infrastructure, Utilities, Schools | Existing infrastructure, roads, drains, sewers barely cope with current demand. Barnston Road is a Council designated accident route. Catastrophic effect of serious incident at Thingwall Reservoir. Primary school already full or near capacity. | | | | | | | |
| 1238043 | LPIO-2237 | Housing Needs Figures | Finally, I would like to emphasise that my objections to the proposals to release Green Belt land are that all the evidence points to Wirral's Housing Needs being far less than 12000 new builds. I am attaching the latest evidence based on the 2018 ONS which shows how far out the WBC figure is. | https://wirral-consult.objective.co.uk/file/5656322 | | | | | | |
| 1248408 | LPIO-23592 | | Finally, in light of the Coronavirus I would appeal to the Council to reconsider continuing with this process at the current time. At present, our focus should be on supporting all those who need help to get through these difficult times. Once the crisis is over it seems certain that we will need to concentrate on rebuilding the local economy and providing increased help to the deprived areas of north and east Wirral. It seems inappropriate to be debating housing developments now, when any plans will have to be seriously reviewed once the Coronavirus crisis has subsided and we have a clearer idea of how it has effected Wirral. | | | | | | | |
| 1248316 | LPIO-23017 | | First of all, in an age of dawning realisation of the effects of climate change on the environment, I find it astonishing that any responsible public body would consider reducing the amount of precious Green Belt land we have at the expense of more housing. Indeed the Council has recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. It seems to me that some of the Local Plan Options run completely contrary to this commitment. | | | | | | | |
| 1248410 | LPIO-23600 | | Firstly I would like to express dismay that you have not put such a momentous piece of work on hold, during the present covid-19 crisis. I know many colleagues at the front line of the Health Service who shelved this because of the lengthiness of the consultation document, who now don't have the stamina to comment. A 2 week delay is hardly adequate. I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |

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| 1248423 | LPIO-23677 | | Firstly I would like to express dismay that you have not put such a momentous piece of work on hold, during the present covid-19 crisis. I know many colleagues at the front line of the Health Service who shelved this because of the lengthiness of the consultation document, who now don't have the stamina to comment. A 2 week delay is hardly adequate. Also, the makeup of Wirral residents may have changed at the end of all this. I don't just refer to the small percentage who sadly will die, but the new ways of remote working which may become embedded - and the downturn in the economy. All these factors may affect future demand for housing. I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1242281 | LPIO-23727 | | Firstly I would like to express dismay that you have not put such a momentous piece of work on hold, during the present covid-19 crisis. I know many colleagues at the front line of the Health Service who shelved this because of the lengthiness of the consultation document, who now don't have the stamina to comment. A 2 week delay is hardly adequate. Also, the makeup of Wirral residents may have changed at the end of all this. I don't just refer to the small percentage who sadly will die, but the new ways of remote working which may become embedded - and the downturn in the economy. All these factors may affect future demand for housing. Directing and restricting development largely to such areas would as a direct consequence also help preserve Green Belt, one of Wirral's greatest assets, making a massive contribution to the quality of life, health, the tourist industry and local economy, and which will play an increasingly important role in future in tackling Climate Change, securing food supplies and protecting wildlife and their habitats. There is certainly no need to destroy wonderful countryside with its distinct towns, villages and community life to appease landowners and developers who seek easier, short-term financial gains. Allowing new housing within Green Belt would stall rather than encourage much-needed regeneration elsewhere. | | | | | | | |
| 1247314 | LPIO-13191 | | Further to my letter to you dated 23 October 2018 (copy attached) objecting to the proposed development of greenbelt land north of the Saughall Massie conservation area and in response to your letter dated 27 January 2020 I now set out again my main objections to the proposed development. • The land forms a welcome natural break from urban sprawl. • It forms a natural flood plain for the Arrow Brook and floods on a regular basis. (Please see photographs attached.) • Many species of birds, animals and insects frequent the land, its hedgerows and trees and it is an important habitat that will be lost forever. • Development of this land would be detrimental to the character of the area and the Wirral as a whole. • The land is used for agriculture and this will be an important resource that will be lost. It is the very nature of these pockets of green belt land that makes the Wirral what it is. I urge you to reject this proposed development of this a valuable and beautiful greenbelt land. It has been here forever and will be lost forever should these proposals go ahead. | | | | | | | |
| 1246242 | LPIO-11013 | | Further to the answer 9.3. If the Council had adhered to the true statistical figures and therefore saving the huge fees for unnecessary consultations and QC advice they would be able to include in the Local Plan an improved commitment for spending on health care facilities, leisure facilities, schools and special needs requirements. The Council has a tremendous opportunity to regenerate Birkenhead with the Wirral Waters development and further enhance the Wirral Waterfront facing Liverpool. Visitors on in bound cruise ships must look at the Liverpool skyline in amazement and awe. Then look over their shoulders and think what is that derelict waste ground. | | | | | | | |
| 1246586 | LPIO-18372 | | Further, the loss of this green space would be hugely detrimental, impacting on local nature and wildlife as well as residents who use these spaces for exercise and recreation. I myself enjoy walking with my family and dog through these spaces and usually this is the only exercise we have. I implore you to utilise brownfield sites before even considering any use of greenbelt land. This is so important to our local communities. | | | | | | | |
| 1237833 | LPIO-19862 | | Future Engagement I trust that the Council will find these comments useful as they continue to progress the Local Plan. I would be happy to discuss these issues in greater detail or assist in facilitating discussions with the wider house building industry. The HBF would like to be kept informed of all forthcoming consultations upon the Local Plan and associated documents. Please use the contact details provided below for future correspondence. | | | | | | | |
| 1246747 | LPIO-10294 | | General comment - No greenbelt should be released as part of this local plan. | | | | | | | |

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| 1245548 | LPIO-24667 | | Given the national emergency that is currently ongoing, I am frustrated that I am having to write this to protect Wirral's Green belt! The last thing I or any other resident of the Wirral can do is defend Wirral's Green Space! Access to documents online is not working nor can people view or access documents externally e.g. library, Townhall etc closed. Nor are the planning team given the current situation able to manage the consultation process effectively at this time e.g. queries etc. This Local Plan and consultation must be suspended 2 weeks is not appropriate! | https://wirral-consult.objective.co.uk/file/5668167 | https://wirral-consult.objective.co.uk/file/5656058 | | | | | |
| 1246591 | LPIO-22992 | | Governance of greenbelt release - If the brownfield first strategy is not successful in meeting the perceived housing needs, there needs to be a strong governance process around greenbelt release. This must not be driven by developers or council officers taking the easiest approach. The council has a key role to play in ensuring site viability and minimising the impact on the greenbelt. Policy needs to be owned by the councillors and not council officers. | | | | | | | |
| 1246911 | LPIO-13058 | | Green Belt land is important of course, as a recreational resource, enabling people to experience space and fresh air but it also prevents Wirral's villages sprawling to create one vast conurbation. Importantly green spaces also absorb carbon dioxide and produce oxygen, just as forests do and they act as sponges at times of flooding which is likely to happen more often in the future. For many reasons it is not a good idea to concrete over them when brown field sites are available. WBC are not clear about the reasons for their decisions so I wonder if you could explain why 1) WBC insist on such an unrealistically great figure for future housing need? and 2) Why they are so keen to build on green belt land when there is such a massive source of post-industrial brownfield sites available for redevelopment? | | | | | | | |
| 1248408 | LPIO-23591 | Green Belt | Green Belt land should not be built on, it is a precious resource both for growing food and for giving residents access to green space which is beneficial mentally and physically. | | | | | | | |
| 1244422 | LPIO-1028 | | Green Belt prevents urban sprawl. It enables communities to retain their unique identities. The Green Belt protects our green spaces and our health. It protects ancient farmland and wildlife. As a peninsula you cannot dramatically increase access to or from the borough. There has been no need to release Green Belt because the Wirral has a static population. Forecasts have shown that there will not be a massive growth in population between now and 2035 - an expectation of 6000 at most. SO! What is the council thinking when they make their plans based on incorrect estimates. Even the government have admitted that housing forecasts have been over estimated. The only winners will be the developers. The losers will be the population of our lovely peninsula and also the council who will never be able to justify their actions. Please stop now before it is too late. | | | | | | | |
| 1246762 | LPIO-23686 | | Green field sites should be included as an absolute last resort when every brownfield option is either used or demonstrably not viable. This is nowhere near the case currently, and will only result in the destruction of the factors that make Wirral such a desirable place to live in the first place. | | | | | | | |
| 1246618 | LPIO-18380 | | Greenbelt land should not be used - once it is gone it is gone forever. There are areas that need regeneration and there are Brownfield sites that could be used plus sites such as SHLAA 4021 and SHLAA 4023 that could be reclassified and used for housing. Regeneration of the depressed north and east of the peninsula, and reclassification and use of areas such as SHLAA 4021 and SHLAA 4023 could produce well-serviced, attractive 'green' communities, affordable homes, homes for first-time buyers and for people downsizing and/or supported-living. The Greenbelt areas (including those shortlisted for Option 2a and 2b in the Local Plan) are in areas that are expensive so building on these sites will not generate the affordable homes which the Wirral needs. Wirral's greenbelt needs to be preserved to secure food production, tree-planting, cleaner air, health and welfare, wildlife habitat, enhancing heritage assets, fabulous views and walks, the leisure and tourist economy. | | | | | | | |
| 1248126 | LPIO-19597 | | Greenbelt land should not be used - once it is gone it is gone forever. There are areas that need regeneration and there are Brownfield sites that could be used plus sites such as SHLAA 4021 and SHLAA 4023 that could be reclassified and used for housing. Regeneration of the depressed north and east of the peninsula, and reclassification and use of areas such as SHLAA 4021 and SHLAA 4023 could produce well-serviced, attractive 'green' communities, affordable homes, homes for first-time buyers and for people downsizing and/or supported-living. The Greenbelt areas (including those shortlisted for Option 2a and 2b in the Local Plan) are in areas that are expensive so building on these sites will not generate the affordable homes which the Wirral needs. Wirral's greenbelt needs to be preserved to secure food production, tree-planting, cleaner air, health and welfare, wildlife habitat, enhancing heritage assets, fabulous views and walks, the leisure and tourist economy. | | | | | | | |
| 1248129 | LPIO-19603 | | Greenbelt land should not be used - once it is gone it is gone forever. There are areas that need regeneration and there are Brownfield sites that could be used plus sites such as SHLAA 4021 and SHLAA 4023 that could be reclassified and used for housing. Regeneration of the depressed north and east of the peninsula, and reclassification and use of areas such as SHLAA 4021 and SHLAA 4023 could produce well-serviced, attractive 'green' communities, affordable homes, homes for first-time buyers and for people downsizing and/or supported-living. The Greenbelt areas (including those shortlisted for Option 2a and 2b in the Local Plan) are in areas that are expensive so building on these sites will not generate the affordable homes which the Wirral needs. Wirral's greenbelt needs to be preserved to secure food production, tree-planting, cleaner air, health and welfare, wildlife habitat, enhancing heritage assets, fabulous views and walks, the leisure and tourist economy. | | | | | | | |

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| 1247490 | LPIO-12477 | | Having failed to get your website to save my answers to the questions about the Local Plan, I am forced to resort to sending this letter. As an experienced software engineer, I can only say that the website left a LOT to be desired in terms of usability and this together with its unreliability must have deterred many people from responding. As for the greenbelt, it has been under attack for years by developers who want to exploit it for maximum profits. They want to build large, luxury properties in pleasant surroundings because it makes them the most money. The greenbelt is meant to prevent this exploitation and to provide the "lungs" for Merseyside. It also provides a refuge for wildlife that is constantly undermined and fragmented anyway through garden infill and other dubious practices. The bottom line is that the greenbelt MUST be protected because once it has gone it can never be recovered. We owe it to future generations to preserve it and honour the very reasons for its creation. | | | | | | | |
| 1240872 | LPIO-9197 | General | Having reviewed the evidence provided, I note the following: All previous concerns I have raised regarding use of greenbelt land and specifically Sp043 have not been addressed which is evident in SP043 being classed as a 'weak' performing site. Given these mistakes have not been rectified I cannot support this local plan. There are fundamental issues here with the inability of this council to recognise that the figures quoted for 12000 houses are massively over estimated. We know the population of Wirral is declining. We know there is a climate emergency We know our trees and greenbelt clean the air we breath and ensure food supply for future. We know based on previous house completions that the demand on the wirral is nothing like that quoted in this local plan We know studies from Liverpool University have concluded the number 12000 is massively over inflated. We also know the residents of Wirral will not tolerate any release of greenbelt, especially when its release it based on flawed data and growth figures that do not reflect reality. The Wirral needs improving in key area which this plan does set out. However until the greenbelt issue is resolved this localplan will never be endorsed by the residents of the Wirral | | | | | | | |
| 1247288 | LPIO-11472 | | Healthier Lives Research carried out in recent years by a number of well-respected and world famous institutions has established conclusively that persons (especially children) living at 500 metres or closer to a major road such as the M53 motorway has long-lasting, and often permanent, adverse health consequences for them in terms of life expectancy, respiratory diseases and intellectual development. To permit any housing development along the length of that motorway, regardless of which side, would be completely contrary to the Council's stated position in relation to promoting longevity and healthy living in Wirral. It is far too soon to be able to make a proper judgement whether or not the move to electric vehicles will have any material effect on air quality during the period of the proposed Plan. | | | | | | | |
| 1248389 (Highways England) | LPIO-23786 | | Highways England would like to take a proactive role through liaising in the development of a single Spatial Framework for the Liverpool City Region to ensure that any growth proposals set out are complemented by a robust and appropriate evidence base. | | | | | | | |
| 1248326 | LPIO-23219 | Green Belt | I Strongly oppose any green belt to be used for housing , many years ago the green belt was put into place to keep the area green , to give our world space to breathe | | | | | | | |
| 1246486 | LPIO-7088 | | I agree with the Brownfield first approach. I do not agree with including any greenbelt land at all. I do agree with the Wirral Waters objectives. I would like to see a Council that is looking after the residents of Wirral. Lets have a plan that reflects accurate and reasonable housing demands and lets have planners who make this happen. Look after the residents of Wirral and not the developers. | | | | | | | |
| 1247947 | LPIO-16155 | | I also believe that the existing Local Plan proposals fail to recognise the full value that the Green Belt has in making Wirral such an attractive place to live and visit. I really do wonder if the Council has any idea how important to the people of Wirral our Green Belt land is that they are considering destroying it when other alternatives are available, no matter what the problems are. A forward looking, dynamic council would step up and look at overcoming those problems instead of taking the easy option of reducing our Green Belt. Indeed, a Council Motion was passed unanimously stating that NO productive agricultural land will be released for development; and yet the Local Plan Options fail to adhere to this commitment. Clearly we should also be investing in the Green Belt as a positive measure of tackling Climate Change and improving the quality of life of all local residents, most particularly those who live in urban areas. Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt, which creates the landscape background for so many of the visitor attractions, must be recognised. Tourism and Leisure are vital to our Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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| 1247403 | LPIO-13947 | | I also believe that the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Council's own Visitor Economy Strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit". It is the Green Belt that helps make Wirral so attractive and interesting by separating distinct residential towns and villages, and allowing easy access to the countryside for residents and visitors. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. Clearly we should be investing in the Green Belt as a positive measure of tackling Climate Change and improving the quality of life of all local residents, most particularly those who live in urban areas. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. | | | | | | | |
| 1248124 | LPIO-19575 | | I also object to the crazy ideas to put houses or a nursing home on the fields in West Kirby Village that are opposite the church. (Former horse riding stables). Just a huge disgrace in terms of safety and natural habitat. | | | | | | | |
| 1248345 | LPIO-23505 | | I am a long standing resident of the Wirral and would be most grateful if you can take into consideration my views. Firstly, I consider Wirral to be a very different borough to other boroughs in Merseyside. It has a wealth of natural beauty, a farming and agricultural heritage and has areas designated at SSI status. I worry that the Local Plan aims to turn the Wirral into a conurbation of Liverpool and risks sacrificing the green belt and it's natural heritage as a result. | | | | | | | |
| 1247250 | LPIO-13759 | | I am a resident of Caldy and wish to respond to the Issues and Options Consultation. Unfortunately, I have found it nearly impossible to navigate the on-line portal. | | | | | | | |
| 1245910 | LPIO-14956 | | I am a resident of Coombe rd Irby and am particularly objecting to the release of green belt land locally but also generally across the Wirral. I have tried to use the website but it keeps telling me I have not answered a question but actually it won't allow me to check it. So it's not surprising that plans get passed under the noses of residents and expensive houses built by greedy developers. When harder to recover brownfield sites are left to moulder. | | | | | | | |
| 1238612 | LPIO-13243 | | I am a resident of Wirral. Living in Thingwall I am surrounded by greenbelt. I am very passionate about preserving this wonderful environment. I have found this public consultation exercise remarkable difficult. The first hurdle was actually viewing the documents a Birkenhead Town Hall. I attended the town hall in the evening. The door was open there were no signs saying where the meeting was but there was a sign on the stairs saying no public beyond this point. Guess where the meeting was several floors up past the sign. One could be sceptical and say this was to stop the public having access to the survey. I am sure this was not the case. Then I found the council website totally beyond my IT skills. I assume this must be a failing on my part no a deliberate act to stop the public having there say. I have now decided that I can send an email outline my views and concerns. | | | | | | | |
| 1237769 | LPIO-7137 | General Comment re Wirral Planning | I am absolutely disgusted that Wirral Council has been so slow in producing a Planning policy. The result has been that through stubbornness Wirral Council is in a position where their inactivity is resulting in hurried and badly thought out policies, annoying Wirral Residents and those wanting to preserve the character of Wirral. Wirral obviously needs some new housing. Preference must be given to using brown Field Sites rather than Green belt. Wirral Council is totally ignoring all of the evidence concerning expected local housing needs and is now planning for ridiculous numbers of new houses, not borne out by carefully researched evidence. Greenbelt is essential for the health & sanity of Wirral residents. political arguments interfere with good judgement. That must stop. Wirral Council pursues petty policies and does not devote appropriate attention to practical housing solutions. Wirral Council also needs to accept its housing responsibilities and not lay it off onto organisations such as peel Holdings. They are part of the solution but Wirral Council has a social responsibility to provide housing whilst also taking care to preserve our natural heritage for all - Green Spaces. | | | | | | | |
| 1247659 | LPIO-13108 | | I am against the use of Greenbelt land on the Wirral for new housing development. | | | | | | | |

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| 1245548 | LPIO-24677 | | I am alarmed by the statement that Green Belt will only be defaulted to if brown?eld targets cannot be met. As any planner, developer knows this simply allows the developers at any point to say that they cannot meet the brown?eld targets. Simply defaulting to Green?eld sites. This statement is not satisfactory and must be changed to ensure that development of any green?eld site cannot occur without having completely exhausted all brown?eld sites. This default caveat must be robust publicly measurable before a site can be developed and must be open prior and during to public scrutiny with no wriggle room ! And should be subject to additional consultation. Otherwise all green ?eld sites will be immediately developed! It is also unbelievable given current food supply chain issues and that over half of our food is dependant on overseas supply chains. That we are prepared to rip up land to build houses on agricultural land, when there is clearly insu?cient housing demand when appropriate data sets are used. Never has space and open air been more important for all Wirral residents! The Council also seems to be prepared to compromise designated Local Wildlife sites that are at the heart of Wirral's uniqueness, providing habitats for numerous protected species and integral wildlife corridors for a wide range of statutory habitat sites. This proposed Local Plan appears to be developer led, with Greenbelt sites identi?ed with complete disregard to previous resident feedback and other consultees such as the Local Wildlife Trust, using extrapolated interpretations of planning rules and NPPF. To add insult to injury, this second consultation essentially requires the Wirral public to understand impenetrable technical planning terminology and input (a limit of 300 words per question) onto a website system and document which is impossible to navigate for a computer literate person, never mind the elderly or a person who has not bene?tted from a planning education. This proposed Local Plan seems hell bent on ruining the natural beauty of the Wirral, an area which attracts people from far and wide and has time and again recognised in National contests as the one of the best places in the country! Talk about wanting to shoot ourselves in the foot. | https://wirral-consult.objective.co.uk/file/5668167 | https://wirral-consult.objective.co.uk/file/5656058 | | | | | |
| 1246352 | LPIO-13600 | | I am appalled at the number of houses that are proposed for building on our greenbelt. Consultations with the public took place at the latter part of last year, with the results out at the latter part of February this year (2019). My attention was drawn recently to a leaked document that was secretly drawn up by council cabinet members (SLT). In that document are the lists of sites which are headed, accepted, rejected and maybe. This flies in the face of democracy, when decisions affecting people's everyday way of life are drawn up and kept secret. I have been appalled at the contents of WBC Core Strategy Plan (consultation results), in which greenbelt in Greasby, with historical and ancient findings on the land of Greenhouse farm, are to be destroyed for housing. It is noticed from your Core Strategy Plan, that a new road is to be built across Greenhouse farm and houses built east of Rigby Drive, thus destroying our farm. This is the only Farm that is left in Greasby and is owned by Leverhulme Estates; it would appear that our council could be about to allow them planning permission to build. It is understood that they will have to go through due process to obtain that permission, i.e, planning applications and planning permissions, it is also understood that they would have to comply with exceptional circumstances within the NPPF. I strongly object to any such application being processed. I am prepared to do all I can to STOP this destruction of our farms and fields. I would be very grateful if you could explain to me why you would allow and be prepared for such destruction to be even considered let alone happen. | | | | | | | |
| 1247681 | LPIO-13279 | | I am asking you to please think very carefully about using GREEN BELT LAND to build on. Due to all the nationwide publicity re this subject, especially using at risk flood plains due to the catastrophic flooding of recent years. I hope the Council has the brains to tread carefully with future housing developments. I am particularly concerned about land of the demolished Higher Farm, Prenton Dell Road. This land supports the River Fender and has aquifers underneath. If building was to commence without proper investigation, it could cause flooding problems from those fields through the Prenton Dell Estate down to the M53. The roads here are not built to withstand the construction HGV's, tunnels run from Prenton Hall, Prenton Hall Farm underneath Prenton Dell Road and come out somewhere in those fields. Prenton Dell Road in effect is a single lane road built on unsafe foundations. Wirral is the most beautiful peninsular in the country adjacent to North Wales and the Lake District served by excellent roads and above average shopping facilities at Cheshire Oakes, Historical Chester and the famous Liverpool. Wirral's charm lies in its green fields, trees, beaches, history, wildlife, birds of prey and sheer beauty. Due to carbon footprints, coronavirus etc and other worldly problems many more people could do 'stay at home vacations' in future and Wirral might become one of the areas holidaymakers visit. Would they visit if green fields vanish under tons of concrete, bricks and a landscape prone to flooding, I don't think so. Wirral Council need to think extremely carefully how they progress, encourage owner of dilapidated buildings to get onside and redevelop brownfield sites. Wirral is loved by its residents, save it from green belt development. | | | | | | | |
| 1246338 | LPIO-13273 | | I am completely against any proposal with results in building on Green Belt land or any open green space. In my view it is the green belt which makes the Wirral such an attractive place to live in or visit. The Wirral is a gem in this part of the world and I strongly oppose any plan to destroy it. We are being told that one of the things we can all do to fight the global climate crisis is plant more trees, for which we need green space. Building houses on green spaces means that we cannot carry out this measure. Please protect our Green Belt from development. | | | | | | | |

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| 1245146 | LPIO-2369 | Entire questionnaire | I am concerned that the complexity of this detailed and comprehensive questionnaire will deter many from completing it. I have to admit that I struggled ! Consultation should also allow for a less detailed simplified questionnaire in addition to public meetings etc. in order that a true democratic consultation process can be achieved. Many residents who will be impacted by the proposals do not have access to computers or the ability to attend meetings, so perhaps views could be sought by distribution of a postal questionnaire too ? | | | | | | | |
| 1248380 | LPIO-23450 | | I am emailing to OPPOSE OPTION 2B: SINGLE URBAN EXTENSION WEST OF BARNSTON ROAD HESWALL. I live at Napps way, Heswall, Wirral, I have tried to fill in the online forms and find this an impossible task. I am very computer literate and run my own business and think that this system is there to purely stop the majority of people from being able to voice there opinions, why even at this stage can there not be a simple vote FOR or AGAINST the motion??. I will not accept a plan including any green belt release-there is no necessity for it. This will also destroy FOREVER the green belt, the farming and the WILDLIFE HABITATS. PLEASE do not make the wrong decision for the WRONG reasons. Even more so know in this corona virus time where we really need to be looking at sustainability with farming and bringing our country together to be able to look after and feed ourselves with out destroying this green belt land for even more housing we need to become a lot more efficient with producing our own UK produce, and it is the COUNCILS decision to keep GREENBELT land. Thank you. | | | | | | | |
| 1246447 | LPIO-6778 | | I am extremely concerned about the risk of flooding if houses are built on Greenhouse Farm. At the present time rain water is running down Rigby Drive from the farm field at the top. If roads and driveways are built on this land and the present rainfall situation continues over the next few years, where will the water go? Affordable low price homes built on Brownfield. Compulsory purchase of property & land left vacant which are not subject to probate being granted or legal proceedings which have not been resolved. | | | | | | | |
| 1248116 | LPIO-19553 | | I am sorry to say that I found the 88 questions to be at a level of complexity that was intimidating. I would also suggest that this level of complexity in the questions will inevitably result in a level of complexity in the replies that makes useful analysis exceedingly difficult - if not impossible. | | | | | | | |
| 1247946 | LPIO-16150 | | I am writing for additional emphasis resulting from the current viral pandemic and a potential further reduction in housing demand in the medium term, plus the renewed emphasis of the importance of the green belt land for existing residents. | | | | | | | |
| 1247288 | LPIO-23441 | | I am writing in relation to the Local Plan Consultation which the Council is currently undertaking. I wish to make the representations set out in this letter in respect of the proposals which the Council have published in addition to the representations which I made to the Council at an earlier stage and which are summarised in section DOR00611 in the Report of Consultation. on. Development Options - Wirral Council - February 2019. | | | | | | | |
| 1248415 | LPIO-23612 | | <p>I am writing in respect of the above Local Plan consultation which has only recently been brought to my attention. By way of background our company was founded in 1828 and is based on the River Mersey in the Liverpool City Region. The company's Birkenhead site expands across 130 acres and includes four dry docks, a large modular construction hall and extensive covered workshops. It is also at the centre of a marine and engineering cluster with easy access to support services classification societies and port state authorities. We have also utilised Bidston Graving Dock in the West Float (Birkenhead Docks) for specific contracts. Today the company is rapidly expanding as a cutting-edge engineering services specialist. Its highly skilled workforce and extensive world class facilities are used to support a broad range of sectors and projects. We currently employ 707 people and have an active apprenticeship programme (20 from the 2019 intake). Cammell Laird has continued to develop its capability in the marine sector, and is a world leader specialising in military ship refit, commercial ship repair, upgrade and conversion and shipbuilding. The business is further active in the industrial services and energy sector. It has become a hub of the off-shore wind industry seeing major investment in its port side infrastructure and facilities. The company is also working in the civil nuclear sector where it has built upon its core engineering strengths, to demonstrate how its modular construction facility can deliver optimised solutions for the planned new nuclear new power plants across the UK and Europe. The company has further recognised the benefits of modular construction and delivery techniques for the nuclear decommissioning sector. In addition, the firm can offer its services to the off-shore oil and gas sector, the petrochemical industry and a wide range sectors requiring of engineering and heavy fabrication work.</p> <p>The Bidston Docks and the associated local wharfs have been an important asset for growing our support to the Royal Fleet Auxiliary. In 2019, we started a 10 year contract to support the Royal Fleet Auxiliary and we expect the Bidston Dock and associated Wharfs to be used during that period. In the light of the above we regard our facilities to be of local, national, and international importance such that we regard it essential that Wirral Council puts in place a positive and supportive planning policy framework. I am aware of a parallel initiative around the development of a Birkenhead Town Regeneration Framework but understand the Wirral Local Plan has a statutory function for the purposes of strategic planning and decision making. I would welcome an opportunity to meet with you in due course to discuss how best the Wirral Local Plan (and Birkenhead Regeneration Framework) can be developed to ensure the safeguarding and future growth of Cammell Laird.</p> | | | | | | | |

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| 1248393 | LPIO-23491 | | <p>I am writing in response to the Wirral Council's public consultation on the Draft Local Plan that closes today. In light of the ongoing Covid-19 crisis, I understand this is being carried out in very difficult circumstances and I am grateful to you for extending the deadline to submit responses to the consultation by a further two weeks. The Local Plan Issues and Options document is a comprehensive, detailed piece of work and clearly demonstrates that the authority has taken on board the public's response to the Development Options Review 2018. I know from the many emails and letters I have received that people in Wirral West care deeply about protecting the green belt and preserving our natural environment. I share their passion for our green belt and the benefits it brings for the health and well-being of the population as well as for our environment, and I strongly oppose the release of green belt land for development. As reflected in the Issues and Options document, Wirral Council's declaration of a Climate Emergency in July 2019 necessitates new ways of working and new ways of delivering development. It is no longer viable, given the threat to the environment, for councils to consider releasing precious green belt land for development. In their analysis of sites for green belt release, the Cheshire Wildlife Trust raised objections to development at a number of the sites included in Options 2A and 2B in the current consultation, due to the detrimental impact this would have on wildlife habitats and the environment at the sites. Option 2A, Dispersed Green Belt Release, would see the areas in West Kirby, Irby and Thingwall built on. Caldby residents have expressed their deep concerns about the loss of the beauty spot to the west of Column Road and the impact on the wildlife which inhabit the land and neighbouring woodland. Similarly, constituents in Irby and Thingwall fear the loss of their distinct communities, natural environment and precious green spaces if building on these sites was to go ahead.</p> <p>Many people visit and settle in Wirral precisely because of the open green spaces. Green belt land offers many benefits: providing a habitat for wildlife, improving the health and wellbeing of local people and mitigating the effects of climate change. It needs to be protected. I would be grateful if you could give careful consideration to points raised in this response.</p> | | | | | | | |
| 1242880 | LPIO-23442 | | <p>I am writing in response to your letter regarding proposed plans to release Green Belt Land as part of your local plan. I have lived on the Wirral all my life and I feel this is a beautiful part of the country. Its beaches, wooded areas and countryside are a key aspect to this beautiful peninsular and makes me proud to call the Wirral my home. As a child I have fond memories of Gills Lane Riding School. My first family was on Dale View Close where my family and myself enjoyed the views and walking around the pleasant area. I currently live on Thorncroft Drive. I was drawn to purchasing the property due to the open green space, the appealing walk down the countryside lane to the local pub.</p> | | | | | | | |
| 1246578 | LPIO-13318 1 of 2 | | <p>I am writing on behalf of myself and my wife to register our heartfelt objection to the release of greenbelt land. Our address is Storeton. As such we stand to be greatly affected by any development proposals. However I write first and foremost as a lifelong Wirral resident. I was born and brought up on the Wirral and I have always been proud to be referred to as a Wirralian. I believe that peninsula is a beautiful and unique place. To release the greenbelt as proposed is will our view do untold damage to the heart of the Wirral. In general terms I would challenge why it is necessary to release any greenbelt at all.</p> <p>STORETON AREA</p> <p>It appears from the local plan that Storeton and its surrounding area is being hit particularly hard by the plan. This has to be considered by reference to paragraph 80 of the NPPF which states " Green Belt serves five purposes: 1. to check the unrestricted sprawl of large built-up areas; 2. to prevent neighbouring towns merging into one another 3. to assist in safeguarding the countryside from encroachment; 4. to preserve the setting and special character of historic towns; 5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land In my view Storeton Village continues to tick all those boxes. So far as a) and b) are concerned Storeton is an entirely separate village surrounded by agricultural land. The proposals would remove not just some but all of that land from greenbelt. By doing so Storeton would be merged to the North and East into the Birkenhead conurbation thereby assisting urban sprawl and causing Storeton to merge into the residential areas of Prenton and Higher Bebington. The individual nature of the village would be lost. So far as c) is concerned this is obvious. The loss of greenbelt would mean the loss of large areas of Wirral countryside. And very beautiful countryside at that. Without embarking on a history lesson in relation to d) there is no doubt about Storeton's rich history. It has a strong Viking connection and was mentioned in the Domesday book of 1085. Storeton Hall dates back to the To infil and surround the village with modern residential housing would ruin its character. At this point can I also bring into play the unique nature of Lever Causeway itself. Its history can of course be traced back to the first Lord Leverhulme. Visitors to the Wirral never cease to be impressed by its tree lined setting. The present proposals would mean the loss of greenbelt on both sides of the Causeway. Residential housing on either side would again ruin its character. Wirral BC has only recently spent good money on building the new track to the North side of the Causeway. As my house is opposite to the South end of the track I am well placed to confirm how well used it is by walkers, joggers, cyclists and horse riders. It is a popular local resource. I have no doubt that it would not be so popular if it ran through a housing estate ! There is also and importantly</p> | | | | | | | |

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| 1246578 | LPIO-13318 2 of 2 | | the ongoing investigation as to whether the fields around Storeton were the site of the Battle of Brunanburh. There are others who can give much more detail about this but if this were confirmed then this is of the utmost historic significance. If there is any possibility that this is the site then it would be foolish in the extreme to build on it. Returning to NPPF e) is linked back to my comments under Wirral Greenbelt generally. We have brownfield options which must be encouraged. So all boxes in paragraph 80 are ticked. And that is without touching on the lack of infrastructure. Storeton has no rail link and a very sparse bus service. There are no schools in the immediate vicinity and the nearest doctor's surgery is in Higher Bebington. All matters to be taken into account in my view. FINALLY When it is gone, it is gone. If we get this wrong now generations to come will quite fairly blame those who are making these decisions. | | | | | | | |
| 1247199 | LPIO-11523 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247211 | LPIO-11710 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1239535 | LPIO-11713 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1246549 | LPIO-11716 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1241910 | LPIO-11719 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |

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| 1247414 | LPIO-11722 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247416 | LPIO-11725 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247417 | LPIO-11728 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247418 | LPIO-11731 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247420 | LPIO-11734 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247426 | LPIO-11738 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |

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| 1247428 | LPIO-11741 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247430 | LPIO-11744 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1246504 | LPIO-11747 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247432 | LPIO-11750 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247146 | LPIO-11754 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1246523 | LPIO-11757 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |

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| 1247433 | LPIO-11764 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247435 | LPIO-11770 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247438 | LPIO-11776 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247440 | LPIO-11780 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1240956 | LPIO-12607 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247824 | LPIO-15005 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |

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| 1246687 | LPIO-15008 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1246448 | LPIO-15023 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1246560 | LPIO-15031 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1246684 | LPIO-15038 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1237930 | LPIO-15077 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1240183 | LPIO-15082 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |

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| 1240903 | LPIO-15083 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247874 | LPIO-15086 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247875 | LPIO-15089 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247876 | LPIO-15093 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1238421 | LPIO-15096 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1245437 | LPIO-15099 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |

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| 1247877 | LPIO-15102 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1245044 | LPIO-15105 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247440 | LPIO-15108 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247878 | LPIO-15111 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1245106 | LPIO-15114 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247879 | LPIO-15117 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |

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| 1247881 | LPIO-15120 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247882 | LPIO-15123 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247883 | LPIO-15126 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247884 | LPIO-15129 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247885 | LPIO-15132 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1244889 | LPIO-15136 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |

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|-----------|------------|--|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1247886 | LPIO-15140 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247887 | LPIO-15143 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247888 | LPIO-15146 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247889 | LPIO-15149 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247890 | LPIO-15152 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247891 | LPIO-15155 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |

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| 1247892 | LPIO-15158 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1245022 | LPIO-15161 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247893 | LPIO-15164 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247894 | LPIO-15167 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247895 | LPIO-15170 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247896 | LPIO-15174 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |

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| 1247897 | LPIO-15177 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247898 | LPIO-15181 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1246517 | LPIO-15185 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247991 | LPIO-18251 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1248397 | LPIO-23515 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1248398 | LPIO-23518 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |

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|-----------|------------|--|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1246534 | LPIO-23556 | | I am writing to express concerns over the contents and conclusions of the Issues and Options Consultation document regarding Wirral's Local Plan. After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. After admission that, until last May's local elections, there was indeed an undisclosed, even refuted, policy of house-building in green belt in order to "kick start the local economy" and increase Council Tax receipts, the high figures and dire conclusions of reports leave one wondering. Please take the opportunities on offer to produce a Local Plan based on much more realistic (lower) figures, ones suited to Wirral's needs and more likely to attract support and thereby succeed, which is what we all wish for. | | | | | | | |
| 1247312 | LPIO-13073 | | I am writing to express my disagreement with the conclusions of the Issues and Options consultation . I object to release of Green Belt for the purpose of house- building and put on record my reasoning as to why this is detrimental, unnecessary and a clear sop to developers who refuse to recycle previously used land in favour of destroying Wirral's Green Belt optimising profit and Council more interested in Council Tax revenues. WBC have dragged their feet over "Wirral Waters" development with Peel who now agree, that a more realistic housing target 6,000 - 7,000 new builds prior to 2035 would be possible without recourse to despoiling Green Belt land which constitutes Wirral's "Crown Jewels". It is the Green Belt that makes Wirral so attractive and interesting by separating relatively small residential areas allowing easy access to the countryside for residents and visitors alike. It was originally created to direct development into run down areas of the Wirral to prevent further decline in the North and East of the Peninsula. Erosion of the Green Belt would only exacerbate decline in these areas. Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for many of the visitor attractions must be recognised. Tourism and leisure are vital to Wirral's local economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, environmental and economic arguments all demand that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to the protection of farmland and wildlife; and should be reflected in planning policy and the Local Plan by ensuring the continued protection of the Green Belt. | | | | | | | |
| 1247312 | LPIO-19565 | Green Belt | I am writing to express my disagreement with the conclusions of the Issues and Options consultation document concerning Wirral's Local Plan. I deeply object to any proposal to release Green Belt land for the purpose of house-building and would put on record my reasoning as to why this is detrimental, unnecessary and a clear sop to developers who refuse to recycle previously used land in favour of destroying the Wirral's Green Belt heritage to optimise their profit margins and Council Officers more interested in raising Council Tax revenues. It is the Green Belt that makes Wirral so attractive and interesting by separating relatively small residential areas allowing easy access to the countryside for residents and visitors alike. It was originally created to direct development into run down areas of the Wirral to prevent further decline in the North and East of the Peninsula. Erosion of the Green Belt would only exacerbate decline in these areas. The Council has recognised that we have a climate emergency and has passed a motion, unanimously, that no productive agricultural land will be released for development. The proposed Local Plan options fail to adhere to this commitment. The existing Green Belt is already making contributions to tackling climate change, reducing harmful pollution and promoting health and wellbeing through leisure activities and its attractiveness. It stands ready to enable: increasing tree cover, encouraging local food production (reducing air miles), creating and restoring flood plains, improving wildlife habitats by creating wildlife corridors, improving air quality and providing opportunities for recreation. Instead of the Council talking about "poorly performing Green Belt" to justify its destruction we should be investing in the Green Belt to allow it to contribute to the amelioration of Climate change, the gravest problem for many decades to come. Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for many of the visitor attractions must be recognised. Tourism and leisure are vital to Wirral's local economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, environmental and economic arguments all demand that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to the protection of farmland and wildlife; and should be reflected in planning policy and the Local Plan by ensuring the continued protection of the Green Belt. | | | | | | | |
| 1248115 | LPIO-19551 | Green Belt | I am writing to express my disappointment and concern with the Council's protection of Wirral's Green Belt sites. Protecting the remaining Green Belt is essential for wildlife preservation, cleaner air, and for the physical and emotional benefits provided to residents of Wirral. Building over it will destroy good land that cannot ever be retrieved. | | | | | | | |

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|-----------|------------|--|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1237805 | LPIO-15188 | | I am writing to formally submit my objections to any proposal for the release of Green Belt land for the purpose of development, particularly house building, and submit for your further consideration and records my reasoning as to why I believe this to be both unnecessary and detrimental. The Green Belt helps to make Wirral a "unique and attractive place to live, work and visit" as so accurately described in the Council's own Visitor Economy Strategy. It separates towns and villages allowing each to maintain its own character. On a personal note I am a lifetime Wirral resident having lived in New Ferry, West Kirby and now Storeton and having been a teacher in Wallasey for 25years. I have first hand experience of the huge inequalities in life chances for children and families living just a few miles apart. Allowing our Green Belt to be developed with the inevitable larger "executive" housing would do nothing to address these inequalities, indeed I believe it would reinforce them. With targeted and imaginative, 21st Century planning I believe we have a fantastic opportunity to enable ALL our residents achieve their potential. I would urge that priority be given to regeneration of existing urban areas and would suggest investment in managing the management and maintenance of our Green Spaces should be reflected in Planning Policy and the Local Plan. I intend sending copied of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1242183 | LPIO-11707 | | I am writing to formally submit my objections to any proposal for the release of Green Belt land for the purpose of development, particularly house-building, and submit for your further consideration and records my reasoning as to why I believe this to be both unnecessary and detrimental. In addition, the proposal to include Green Belt land as Options for development will likely result in those sites deteriorating through planning blight by discouraging land owners ' use, investment and improvement of the land whilst waiting for any real development interest and opportunity to arise. I also believe that the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Council's own Visitor Economy Strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit". | | | | | | | |
| 1247749 | LPIO-13598 | | I am writing to formally submit my objections to any proposal for the release of Green Belt land for the purpose of development, particularly house-building, and submit for your further consideration and records my reasoning as to why I believe this to be both unnecessary and detrimental. In addition, the proposal to include Green Belt land as Options for development will likely result in those sites deteriorating through planning blight by discouraging land owners' use, investment and improvement of the land whilst waiting for any real development interest and opportunity to arise. I also believe that the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Council's own Visitor Economy Strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit". It is the Green Belt that helps make Wirral so attractive and interesting by separating distinct residential towns and villages, and allowing easy access to the countryside for residents and visitors. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. The existing Green Belt is already making an important contribution towards tackling Climate Change, reducing harmful pollution and promoting health and wellbeing through leisure activities and its attractiveness. And further measures will include: Increasing tree cover through large scale tree planting; Encouraging local food production, reducing unnecessary food miles; Creating and restoring flood plains, protecting homes and businesses from flooding; Improving wildlife habitats by creating and maintaining wildlife corridors, linking with urban parks and open spaces; Improving air quality, reducing high incidence of asthma; Providing further opportunities for recreation. Clearly we should be investing in the Green Belt as a positive measure of tackling Climate Change and improving the quality of life of all local residents, most particularly those who live in urban areas. | | | | | | | |

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|-----------|------------|--|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1238693 | LPIO-23446 | | <p>I am writing to formally submit my objections to any proposal for the release of Green Belt land for the purpose of development, particularly house-building, and submit for your further consideration and records my reasoning as to why I believe this to be both unnecessary and detrimental. The case that more land is required for house-building seems to be based on the stated need to build an additional 12,000 homes when it is clear that the population figures for Wirral have been practically static for many years and there is no indication that this situation is about to change. The Council's own statistical data points to an actual need a fraction of the 12,000 figure. Consequently, demand will be much lower than the stated need would suggest. In addition, the proposal to include Green Belt land as Options for development will likely result in those sites deteriorating through planning blight by discouraging land owners' use, investment and improvement of the land whilst waiting for any real development interest and opportunity to arise. I also believe that the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Council's own Visitor Economy Strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit". It is the Green Belt that helps make Wirral so attractive and interesting by separating distinct residential towns and villages, and allowing easy access to the countryside for residents and visitors. We are fortunate to have Green Belt within the Borough and we need to protect and cherish it. It was created specifically to direct development into run-down areas and to prevent further decline: the need for Regeneration remains as evident as ever. Building houses in Green Belt would directly reduce still further the viability of housing in the north and east of the Peninsula, delaying their rejuvenation and improved quality of life. Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Please also see the attached document which I believe highlights and supports my comments. I intend sending copies of this letter to my local Councillors and MP for their information.</p> | | | | | | | |
| 1248379 | LPIO-23448 | | <p>I am writing to formally submit my objections to any proposal for the release of Green Belt land for the purpose of development, particularly house-building, and submit for your further consideration and records my reasoning as to why I believe this to be both unnecessary and detrimental. The case that more land is required for house-building seems to be based on the stated need to build an additional 12,000 homes when it is clear that the population figures for Wirral have been practically static for many years and there is no indication that this situation is about to change. The Council's own statistical data points to an actual need a fraction of the 12,000 figure. Consequently, demand will be much lower than the stated need would suggest. In addition, the proposal to include Green Belt land as Options for development will likely result in those sites deteriorating through planning blight by discouraging land owners' use, investment and improvement of the land whilst waiting for any real development interest and opportunity to arise. I also believe that the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Council's own Visitor Economy Strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit". It is the Green Belt that helps make Wirral so attractive and interesting by separating distinct residential towns and villages, and allowing easy access to the countryside for residents and visitors. We are fortunate to have Green Belt within the Borough and we need to protect and cherish it. It was created specifically to direct development into run-down areas and to prevent further decline: the need for Regeneration remains as evident as ever. Building houses in Green Belt would directly reduce still further the viability of housing in the north and east of the Peninsula, delaying their rejuvenation and improved quality of life. Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Please also see the attached document which I believe highlights and supports my comments. I intend sending copies of this letter to my local Councillors and MP for their information.</p> | | | | | | | |

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| 1248385 | LPIO-23458 | loss of greenbelt | I am writing to formally submit my objections to any proposal for the release of Green Belt land for the purpose of development, particularly house-building, and submit for your further consideration and records my reasoning as to why I believe this to be both unnecessary and detrimental. In addition, the proposal to include Green Belt land as Options for development will likely result in those sites deteriorating through planning blight by discouraging land owners' use, investment and improvement of the land whilst waiting for any real development interest and opportunity to arise. I also believe that the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Council's own Visitor Economy Strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit". I am strongly against green belt development, it is NOT needed. | | | | | | | |
| 1241035 | LPIO-25894 | | I am writing to formally submit my objections to any proposal for the release of Green Belt land for the purpose of development, particularly house-building, and submit for your further consideration and records my reasoning as to why I believe this to be both unnecessary and detrimental. In addition, the proposal to include Green Belt land as Options for development will likely result in those sites deteriorating through planning blight by discouraging land owners' use, investment and improvement of the land whilst waiting for any real development interest and opportunity to arise. I also believe that the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Council's own Visitor Economy Strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit". It is the Green Belt that helps make Wirral so attractive and interesting by separating distinct residential towns and villages, and allowing easy access to the countryside for residents and visitors. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. The existing Green Belt is already making an important contribution towards tackling Climate Change, reducing harmful pollution and promoting health and wellbeing through leisure activities and its attractiveness. And further measures will include: Increasing tree cover through large scale tree planting; Encouraging local food production, reducing unnecessary food miles; Creating and restoring flood plains, protecting homes and businesses from flooding; Improving wildlife habitats by creating and maintaining wildlife corridors, linking with urban parks and open spaces; Improving air quality, reducing high incidence of asthma; Providing further opportunities for recreation. Clearly we should be investing in the Green Belt as a positive measure of tackling Climate Change and improving the quality of life of all local residents, most particularly those who live in urban areas. | | | | | | | |
| 1247737 | LPIO-13570 | | I am writing to object on behalf of the Ramblers Association - Wirral Group to any proposal for the release of Green Belt land for the purpose of development, particularly house building, and submit for your consideration our reasoning as to why we believe this to be both unnecessary and detrimental. The Ramblers Association Wirral Group goal is to protect the ability of people to enjoy the sense of freedom and benefits that come from being outdoors on foot. The Wirral Group has a direct membership of around 750 and additionally there are a number of other walking groups within the Borough affiliated to us. Whilst our walks program focuses on further afield destinations at weekends, our year round mid-week and summer evening walks programs choose closer destinations, many being on Wirral and particularly within the green belt areas. Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and we believe the Green Belt areas play a major role in this economy. We cannot afford to lose any. Already the level of open countryside on Wirral is limited. It is essential to maintain this valuable resource and thus maintain existing green belt boundaries as far as possible for the residents and visitors to our attractive Peninsular to enjoy. In this regard, farmland crossed by official Rights of Way, permissive paths and other more informal paths are as vital to people's enjoyment of the outdoors as are the parks and country parks which, whilst welcome, provide limited walking within the Borough for the many residents and visitors who wish to undertake more extensive full day walks. | | | | | | | |

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| 1247737 | LPIO-13470 | | <p>I am writing to object on behalf of the Ramblers Association - Wirral Group to any proposal for the release of Green Belt land for the purpose of development, particularly house-building, and submit for your consideration our reasoning as to why we believe this to be both unnecessary and detrimental. The Ramblers Association Wirral Group is part of the Ramblers Association, the national charity whose goal is to protect the ability of people to enjoy the sense of freedom and benefits that come from being outdoors on foot. The Wirral Group has a direct membership of around 750 and additionally there are a number of other walking groups within the Borough affiliated to us. Whilst our walks programme focuses on further afield destinations at weekends, our year round mid-week and summer evening walks programmes choose closer destinations, many being on Wirral and particularly within the green belt areas. Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and we believe the Green Belt areas play a major role in this economy. We cannot afford to lose any. Already the level of open countryside on Wirral is limited. It is essential to maintain this valuable resource and thus maintain existing green belt boundaries as far as possible for the residents and visitors to our attractive Peninsular to enjoy. In this regard, farmland crossed by official Rights of Way, permissive paths and other more informal paths are as vital to people's enjoyment of the outdoors as are the parks and country parks which, whilst welcome, provide limited walking within the Borough for the many residents and visitors who wish to undertake more extensive full day walks. Wirral also has an attractive network of recreational paths joining up the Country Parks and National Trust Areas and the Council plans to extend this network.</p> <p>The removal of more areas of green belt will be to the detriment of the entire path network. In conclusion the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place for walkers, whether residents or visitors, which is so accurately described in the Council's own Visitor Economy Strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit". It is also the Green Belt that helps make Wirral so attractive and interesting by separating distinct residential towns and villages, and allowing easy access to the countryside for residents and visitors. The Borough's suggestion that their proposals largely amount to infill development is not accepted as they will lead to the joining up of several communities that currently have a distinct identity, for example Irby, Thingwall and Pensby. Elsewhere the release of significant acres of green belt land is proposed, for example around West Kirby, Caldy and Eastham that will destroy the semi-rural / village nature of these communities. In the future there is likely to be a surplus of large properties on the west side of Wirral as the increasingly aging population looks to downsize and move to be closer to services and amenities. The provision of apartments on brownfield sites, together with the possible conversion of larger older properties to apartments throughout Wirral, will address the future population needs of the Borough; which the provision of large detached units on greenbelt sites that are remote from such facilities won't. We call upon Wirral Council to reconfirm the existing Green Belt boundaries so that our residents and visitors can enjoy walking and similar activities in our precious open spaces with the undoubted improvements to health and wellbeing benefits these activities bring, thus preventing a drain on public funds in other ways. Likely increases in visitor numbers to also enjoy such activities, with the resulting increased spending they bring, would also be beneficial to local businesses and the Borough's funds. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space.</p> <p>Priority should be given to the regeneration of the existing urban areas and to protect farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. It is totally unacceptable, as per the planning guidance (NPPF) to destroy farmland when there are brown field sites and empty houses available as described above. The Borough's economic development plans rightly focus on the need to reinvigorate the town centres on the east side of the Borough that have suffered greatly from industrial decline. Surely the way forward is to focus on the development of the derelict brownfield sites within these towns with a range of units, but focussing on starter homes and apartments for the increasingly aging population in the Borough for which many of these brownfield sites are well suited. Much of the infrastructure and services are already in place, much of it underutilised. The development of units in these areas and the injection of new consumers will surely help with the rejuvenation of these towns and their many small businesses which is so sorely needed. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that no productive agricultural land will be released for development.</p> | | | | | | | |

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| 1239377 | LPIO-23461 | | <p>I am writing to offer my comments on the Draft Local Plan consultation process which ends today. First of all, as an IT professional I can understand the mammoth task this must have been for the (I assume) outsourced developers to present to the public. In terms of User Interface (UI) functionality, the navigational aspect was quite confusing as everything appeared to render onto one, long-flowing page. I am sure if the Council had been in the position of having more time to devote to the online consultation process, more UI testing would have been carried out and the clutter we see in its current format would have been represented more intuitively. Whilst it has been a thoroughly frustrating UI experience, I do not wish to point the finger of blame at the current leadership for this, having picked up the baton from two dysfunctional previous governance. Had the previous Cabinet approached this with more diligence, the Council would not have found themselves working under 'special measures' at the 11th hour. Notwithstanding the above, this Local Plan is the third draft since 2010, culminating in a compendium of 88 questions way beyond the comprehension of the average layperson not aux fait with planning terminology and local government procedure. I noted there was a 'lite' option which could be downloaded and completed which was a fantastic idea, but still left responders with the same problem of understanding the specialist concepts needed to make a meaningful response. I hope the Council will note this obvious stumbling block when processing respondents' answers and reflect that its timing of the consultation has been due to its own failures to comply with its obligations. I do not understand either, why the Council introduced the terms, "weakly performing green belt" and "Settlements" in the Plan. Green belt only needs to perform one role to justify its existence and introducing such an idea as "weakly performing" is a cynical method to try and undermine the validity of the green belt. As for the term "Settlement", this seems to be yet another tool in the box of Council to nefariously devalue the existing green belt between certain townships, particularly Irby and Pensby. This has been noted and will be challenged at the appropriate opportunity.</p> <p>The long overdue progression of Wirral Waters is welcome in association with Peel developments, who offered some 6500 new homes under the scheme. Yet for some bizarre reason, our Council gave no support to this! I put it to the Council, there is no justification whatsoever for the inclusion of potential green belt release in its Local Plan. The East side of the M53, namely Birkenhead and its surrounding townships, desperately need the regeneration. I urge the Council to retain its strict green belt boundaries and focus on the regeneration of previously industrial and deprived areas. I reiterate, the unknown of the post-Brexit and Corona virus economy is an enforced game-changer in terms of what is going to be important in Wirral's recovery. Those who already live in poverty and minimum wages are not going to benefit from the release of green belt to build new, unneeded homes they will never be able to buy. They will be the ones who need every penny destined for regeneration and recovery, which will now be even more challenging. Thank you for the opportunity to contribute, despite the many hurdles of trying to understand the information offered.</p> | | | | | | | |
| 1246489 | LPIO-23662 | | <p>I am writing to respond to the have your say request with regards to The Local Plan. I did register on the portal and did 2 answers but it was really difficult to navigate and the boxes kept freezing so you couldn't write in them. I say no to releasing a single Greenfield of Wirrals Green belt Land for Redevelopment. Greenbelts were set up to prevent urban sprawl and excessive infrastructure. All 12 sites in option 2a or 2b should not have any redevelopment. Green Belts are even more important now than when they were first set up as we need them for the mass of benefits they bring to the people who currently live on the Peninsula. They are mother nature lungs. Once a Greenfield is developed on it's gone forever and all the essential benefits with it making it more likely the areas around it will have poorer quality and more polluted air. Site SP005 and SO004 the Green fields between Saughall Road and Garden Hey had dairy cows. I consider it irresponsible for the council to even consider using this type of land for the extra housing of an un-researched ,over inflated number estimated by a central government body that doesn't take into account the geography of an area. The extra infrastructure,increased traffic, increased provision of education, medical, rubbish removal,and other services need would overload the area. Services strain to provide for the current population. The Wirral Peninsula is surrounded on 3 sides by water so it cant expand outwards .One of its main income generators is sports, leisure and tourism related. Many people cycle and walk the highways and byways. You want to walk near green fields and trees not along built up corridors of human activity. Some of the lands on your map currently have animals grazing on them eg SHLAA3095 Greenfield Estate off Grange Road has sheep there today.</p> | | | | | | | |
| 1246616 | LPIO-23213 | Green Belt | <p>I am writing to strongly object to the building of properties on areas of greenbelt. I live in Thingwall Wirral, and my family and I alongside so many within our community appreciate and respect our greenbelt land. There is numerous research that shows the many benefits of green areas for not only our physical health but also our mental health. Taking away this area of greenery will have such a negative effect on the whole community. Green belt land needs to be protected and is in place for a reason. There are many areas within the wirral which are brown belt and these could be utilised to build properties. I urge you to listen to the people and do not build on greenbelt land.</p> | | | | | | | |

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| 1246004 | LPIO-13607 | | I am writing to strongly object to the Council's Development Plan. I also want to say how appallingly labour intensive it is to fill in my response to your document on line. The wording of the questionnaire makes it extremely difficult understand what it means. THERE ARE 88 QUESTIONS TO BE ANSWERED. Not a consultation document. More like an examination for those in planning and associated fields! Question 8:10 is outrageous and should never have been included. The average person even if computer literate would find it all daunting. For example what is a "Past Completions Approach"? Gobbledegook to most of us. How unfair! Is this a deliberate ploy to dissuade people from taking part? I feel certain it is! | | | | | | | |
| 1247944 | LPIO-16142 | Option 2A | I am writing to submit my objections to any proposal for the release of Green Belt land for the purpose of development, particularly house-building, within the Local Plan, and submit my reasoning as to why I believe this to be both unnecessary and detrimental. I don't intend to relate to statistics as I know you are probably well aware of the low population increase projected for the Wirral and hence the lack of justification for building so many houses. I just want to make clear why we personally would be devastated for the beautiful green parks, countryside and farmland to be built upon. | | | | | | | |
| 1247948 | LPIO-16158 | | I am writing to submit my objections to any proposal for the release of Green Belt land for the purpose of development, particularly house-building. Below is a summery of the reasons why I feel so strongly about this and why I hope you will reconsider. I was born and grew up on the Wirral and the majority of my family and friends still live there. I come back to stay regularly and am proud to say that it is where I come from. The Wirral is such a pleasant place to live and work and that is mostly due to the green nature, it is the Green Belt that helps make Wirral so attractive and interesting by separating distinct towns and villages, and allowing easy access to the countryside for all its residents and visitors. In addition to this Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt, which creates the landscape background for so many of the visitor attractions, must be recognised. Tourism and Leisure are vital to our Local Economy and Green Belt plays a major role. We cannot afford to lose any. | | | | | | | |
| 1246613 | LPIO-16143 | | I am writing to submit my objections to any proposals within the Local Plan for the release of Green Belt land for the purpose of development, particularly house building. I also submit for your further consideration and records my reasoning as to why I believe this to be both unnecessary and detrimental. The Local Plan does not satisfactorily justify the proposed release of much loved and justifiably protected Green Belt. Possibly now more than ever we are all too aware of the impact of humanity on the environment and the knock-on effects to our health and well-being. Councils have a responsibility to make decisions about development based on all sustainability indicators - environmental, social and economic. A focus on economic growth has led us to the status quo which we can plainly see is unsustainable on all fronts. Green Belt land has the potential to play an increasingly important role in tackling Climate Change, reducing concentrations of Greenhouse gases in the atmosphere, moderating harsh climates at a local level, securing food supplies locally, etc. Further these areas of green space reduce flash flooding, improve air quality, provide places to improve quality of life and health and protect wildlife and their habitats. The importance of Green Belt should not be underestimated in relation to the tourist industry and the local economy either. It is the Green Belt that helps make Wirral such an attractive place to live and visit by separating distinct towns and villages, and allowing easy access to the countryside for all its residents and visitors. | | | | | | | |
| 1248140 | LPIO-20864 | Greenbelt | I am writing to submit my personal objections to any proposal for the release of Green Belt land for the purpose of development, within the Local Plan, and submit for your further consideration and records my reasoning to why it seems apparent to me that this is the wrong course of action for Wirral. 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. I have underlined elements of the above where I feel they are pertinent to the proposed plans. The most important of the above in my view is to prevent towns merging into each other and to prevent urban sprawl. The current proposal has a disproportionate effect and impact on West Wirral around the area of Irby, Pensby, and Heswall. | | | | | | | |
| 1240988 | LPIO-20906 | | I am writing to voice my concern regarding the recently published Wirral Local Plan 2020-2035: Issues and Options Consultation. First of all I have chosen to respond via email directly and not by the convoluted consultation process where one is expected to log in and then expected to answer in excess of 90 questions that would do any B.Sc. in Town & Country Planning final examination paper proud. Quite frankly at best this is a ridiculous method of an attempt to consult with the Borough's residents and at worst set up to discriminate against the Borough's less fortunate members of society. For example, in order to respond in the way the Authority would like, via the portal, a desk top or lap top computer is required plus the internet. In order to operate said hardware a competent level of IT skills is required and then to complete the consultation document a detail level of knowledge of, amongst other things, planning and development is required. There are many more points I could mention but will not as the three I have detailed demonstrate that Wirral Borough Council has deliberately chosen to exclude many members of society from taking part in this consultation. | | | | | | | |

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| 1247232 | LPIO-11375 | | I am writing to you as I am very concerned at the potential loss of green belt land not only in my area but also other areas on Wirral. The plan for the proposed regeneration is appalling, areas that are beautiful and delicately balanced with wildlife, woods, grasslands and farms will be lost forever if the government and developers have their way. I strongly urge councillors and MPs in this area to fight this as it will ruin what is a beautiful part of the county In my area the additional traffic would cause high levels of pollution and also congestion on our narrow roads. I know things have to move on and houses must be built to house people, but developers insist on building 4 and 5 bedroom luxury houses that young people cannot afford and then cannot get on the property ladder. Once the green belt is gone, it is gone forever, therefore we have to fight for it. | | | | | | | |
| 1247306 | LPIO-11511 | | I am writing to you to express my concern at the plan to build fifty houses on the sheep field on the south side of Grange Road, West Kirby. These fields are opposite my house and looking at them from my front window has helped to keep me sane while under virtual house arrest because of the Covid 19 pandemic. I have lived in this house for over fifty years and am now almost 72 years old. I know that nearly everyone in West Kirby loves these fields and they are a feature which is a delightful attribute to the unique character of the area. I have a map from the 1860's which shows the fields were identical then as they are now, with the hedgerows shown in the same positions, because they are not open to the public a totally natural habitat has been preserved. I believe that a local family owned the fields and wanted them to be saved forever for the people of West Kirby. I appreciate that the council are under pressure to allow the building of thousands of houses in Wirral. Why so many when I believe population growth in Wirral is virtually static? Surely there is enough space on genuine brownfield sites? Wirral waters is one obvious choice. Houses and flats there would greatly enhance the area. At this time of world crisis with the Covid 19 pandemic and climate emergency, when we are being told to improve our mental health by appreciating our beautiful countryside and its wildlife to cover yet more of it with buildings seems short sighted if not positively dim witted. | | | | | | | |
| 1247823 | LPIO-14398 | | I am writing to you to give my opinion on the proposed development on the green belt sites near me, which include Claremont farm fields north of Old Clatterbridge Road, Vinyard farm, Brackenwood golf course, land east of Dibbins Hey, land south of Poulton Hall, land north of Raby Hall Rd, land from Bromborough golf club to Eastham Rake station. This is of concern to me for several reasons. I work in the health profession in the local area & it is extremely overstretched as it is. If there was indeed this development there would be an increased strain on services to the local hospitals, GP surgeries, schools etc. There has been no talk of improving these services or increasing them to support the proposed developments. Traffic is a very serious issue here too, even during non peak hours the roads are extremely busy for the area. There are frequent accidents at Spital crossroads in particular. I noticed a real increase in the problem several years ago when blocks of flats were built on Poulton Road in place of the previous 2 houses, & it has only worsened over the years. I understand that certain targets need to be met for housing but sacrificing Greenbelt for this is tragic & unnecessary, especially when there are Brownbelt areas that could be developed with housing that will actually be affordable for people. Once the greenbelt is gone it's gone forever, & it's just so unnecessary in this case. We all know that having Greenbelt is important for everyone's mental health, & mental health issues are on the up. During this current situation wth the COVID-19 we have seen police shame people for driving to parks etc for a walk in a nice area. Perhaps if they have decent Greenbelt in their area they wouldn't have to resort to this. This issue with COVID has also made plain how populated the area is already, the supermarkets are crowded & no online slots are available for weeks. During this crisis our only saviour has been Vineyard Farm Shop, which I believe is on the list to be destroyed for the development. This really would be a tragedy if it were lost. I understand the COVID crisis is something unusual & unprecedented, but who knows how long it will be before something like this occurs again? I certainly don't believe it's the last time we'll see something like this in the near future, & for us it'd really be horrendous if we were having to struggle in an even more overpopulated neighbourhood. I hope you can appreciate how important the Greenbelt is to us here & can see it is for the best long term to reject applications to destroy it. | | | | | | | |

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| 1248144 | LPIO-20884 | | I ask again; where exactly is the vision for Wirral? Where are the visionary projects which will energise us residents and Council Tax payers? You know, the sort of thing you, yourselves, used to call the The North West Golf Coast which still clings to life in the form of Hoylake Golf Resort, The Sail Hotel in West Kirby, the new Shanghai on Wirral Waters and a new Brooklyn at Woodside - none of which ever got anyone (other than the dreamers who dreamt them up) dreaming of actually waking up to them! I'm as sorry to have to write this as I hope you will now be to read it. This consultation exercise like so many similar attempts in the past is doomed to failure because it started as a bureaucratic response to a long standing legal requirement to produce a Local Plan when it should have been started locally by local planners and leaders actively engaged with, interested in and attuned to their local community with a clear understanding of its needs and potential. As such, it has to be seen as part and parcel of a far greater, abject failure - politically, architecturally, administratively and commercially to develop and promote a unifying future vision of the Wirral which can be easily understood by and accepted by the majority of us Wirralians - my own thoughts but confirmed, I hate to say, in a recent peer level review. There is no simple and immediate way to address the immediate problems and their consequences of all this other than to seek a further moratorium on the production of a Local Plan on the grounds that the our recent and current leaders (political and administrative) have failed to grasp the nettle afforded by the Wirral's unique situation and potential and, because there's nothing other than gruesome detail which is re-usable, start the strategic planning thinking all over again with new leaders who know how to establish and set a direction to be followed. I said I was angry to start with and nothing has changed. Sorry, but, you, our leaders and planners need to get a grip (or get off the pot!) and grasp the opportunity afforded by the present Coronavirus crisis to abandon this process and start all over again - anything less and we'll end up with a camel, not the rather beautiful horse that the Wirral could be. | | | | | | | |
| 1248199 | LPIO-20885 | | I ask again; where exactly is the vision for Wirral? Where are the visionary projects which will energise us residents and Council Tax payers? You know, the sort of thing you, yourselves, used to call the The North West Golf Coast which still clings to life in the form of Hoylake Golf Resort, The Sail Hotel in West Kirby, the new Shanghai on Wirral Waters and a new Brooklyn at Woodside - none of which ever got anyone (other than the dreamers who dreamt them up) dreaming of actually waking up to them! I'm as sorry to have to write this as I hope you will now be to read it. This consultation exercise like so many similar attempts in the past is doomed to failure because it started as a bureaucratic response to a long standing legal requirement to produce a Local Plan when it should have been started locally by local planners and leaders actively engaged with, interested in and attuned to their local community with a clear understanding of its needs and potential. As such, it has to be seen as part and parcel of a far greater, abject failure - politically, architecturally, administratively and commercially to develop and promote a unifying future vision of the Wirral which can be easily understood by and accepted by the majority of us Wirralians - my own thoughts but confirmed, I hate to say, in a recent peer level review. There is no simple and immediate way to address the immediate problems and their consequences of all this other than to seek a further moratorium on the production of a Local Plan on the grounds that the our recent and current leaders (political and administrative) have failed to grasp the nettle afforded by the Wirral's unique situation and potential and, because there's nothing other than gruesome detail which is re-usable, start the strategic planning thinking all over again with new leaders who know how to establish and set a direction to be followed. I said I was angry to start with and nothing has changed. Sorry, but, you, our leaders and planners need to get a grip (or get off the pot!) and grasp the opportunity afforded by the present Coronavirus crisis to abandon this process and start all over again - anything less and we'll end up with a camel, not the rather beautiful horse that the Wirral could be. | | | | | | | |
| 1237574 | LPIO-12838 | Development Affecting Conservation Areas | I attach two submissions on the Local Plan covering "Development Affecting Conservation Areas". These will be followed by submissions from Eastham, Heswall, Saughall Massie, Mountwood, Birkenhead Park and Port Sunlight. CAW is happy to endorse all these submissions. We have split our responses in this way to reflect the differing capacity, expertise and ,in some cases, the policy context of the 26 Conservation Areas. Eastham and Saughall Massie, for example, have issues related to adjacent Green Belt land which they want to highlight. Birkenhead Park is in the midst of a WHS bid which requires their Management Plan to be updated etc. WE are also conscious of how the emerging regime for tackling the corona virus is already impacting on the process of preparing submissions, especially in respect of any potential face to face meetings with Council officers. Our meeting with you on March 30th is clearly now at risk and CAW has already suspended all its meetings. In this context it's vital that we maintain effective e mail and phone communications to clarify our respective positions. One matter of clarification. We assume that the submissions in this form are valid in relation to your Local Plan protocol? WE hope you have recovered from your accident and look forward to what should be an ongoing dialogue over the next few months. | | | | | | | |

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| 1245148 | LPIO-13777 | | I attended the recent consultation in regard to the Local Plan. I have the same concerns for the other greenbelt sites in the plan as I feel that the evidence to support the 12,000 homes is weak. It would appear that the council have the same concerns and I am writing to the housing minister to ask for clear substantiation as to the figures. In short, I am totally against building on any greenbelt sites without full and clear understanding behind the rationale. The Wirral is a beautiful oasis and known as the leisure peninsula. Why lose its greatest asset? I would also like it noted that accessing the feedback on the consultation site has been very difficult hence this letter. The poor access will be a huge stumbling block to many people and reduce the responses you get. The most prominent address www.wirral-consult.objective.co.uk on the front page of the consultation document you have on your form says the site no longer exists! Please note my husband would also like to add his weight to this feedback and be noted as a separate response in signing this letter. If this cannot be done then please contact me asap on my email so we can register his response. Please add my name as a comment in regard to the Wirral Local Plan and that I require more evidence as to the number of houses required before any greenbelt is released. I would also like personal notification of consultation meetings so that I can attend. Please consider my name as an independent response and logged as such to add weight to this feedback and ensure we do not lose our green peninsula. | | | | | | | |
| 1246337 | LPIO-13269 | | I attended your walk in event at Heswall the other day and examined the displays etc. Whilst I appreciate you are trying to do what you think the people want i.e.: Your statement: "No development to take place on the green belt is our preferred option" and probably the majority of home owners of Heswall who attended the event would agree with that sentiment. BUT there is another view point which was not on display. Simply put: If every English Council tried as hard as they could to minimise the allocation of new homes within their area then, as a nation, we will struggle to solve the housing crisis. The population of the UK is rising by some 300,000 per annum. If you had shown display boards acknowledging this fact, and then showing pictures of homeless people, numbers on council housing lists, pictures of poor quality living conditions and following this by statements that with more homes these poor social conditions could be vastly improved - then you might receive comments of a supportive nature for more homes rather than grudgingly acknowledging that we may need to look again at the green belt. In principle I support green belt policy to retain "green areas" around settlements and most importantly retain productive farmland. However Wirral's Green belt boundaries were fixed many decades ago and in my view should be reviewed on a regular basis, taking into account land quality, redefining boundaries and population pressures. To protect green belt boundaries as a political expedient or a political slogan is just that and not good planning or allocation of resources | | | | | | | |
| 1246758 | LPIO-23639 | | I believe that the proposed Local Plan should be revised using realistic housing needs. The Green Belt needs protecting. I believe that if developers are readily offered sites in the Green Belt then the development of Brownfield sites will be neglected. | | | | | | | |
| 1247983 | LPIO-18158 | | I disagree with the destruction of agricultural land by reclassifying it as weakly performing arable land. The Covid19 virus is showing us how fragile the supply chain is. We should grow as much of our own food as we can (and used to) on Wirral, to supply locally grown fresh fruit and vegetables. | | | | | | | |
| 1245604 | LPIO-15000 | Option 2A | I do not agree to any green belt release and do not want either a dispersed release of land, a single larger urban extension, or a hybrid of the two options as there should be no release of green belt at all. If the property figures are readjusted in light of the information the council now has this would not be needed. Any greenbelt development is clearly only going to be beneficial to developers and not the Wirral residents. | | | | | | | |
| 1241989 | LPIO-20895 | | I do not agree with the destruction of agricultural land by reclassifying it as weakly performing arable land. The corona virus crisis is showing us how fragile the supply chain is. We should grow as much of our own food as we can on Wirral ensuring a supply of locally grown fresh fruit and vegetables throughout the year. Please support community food growing initiatives and small scale community food waste recycling projects. | | | | | | | |
| 1248311 | LPIO-23005 | | I do not agree with the destruction of agricultural land by reclassifying it as weakly performing arable land. The corona virus crisis is showing us how fragile the supply chain is. We should grow as much of our own food as we can on Wirral ensuring a supply of locally grown fresh fruit and vegetables throughout the year. Please support community food growing initiatives and small scale community food waste recycling projects. | | | | | | | |
| 1242537 | LPIO-18010 | | I do not agree with the destruction of agricultural land by reclassifying it as weakly performing arable land. The corona virus crisis is showing us how fragile the supply chain is. We should grow as much of our own food as we can on Wirral, ensuring a supply of locally grown fresh fruit and vegetables throughout the year. | | | | | | | |
| 1248150 | LPIO-22551 | | I do not agree with the destruction of agricultural land by reclassifying it as weakly performing arable land. The coronavirus crisis is showing us how fragile the supply chain is. We should grow as much of our own food as we can on Wirral ensuring a supply of locally grown fresh fruit and vegetables throughout the year. Please support community food growing initiatives and small scale community food waste recycling projects. | | | | | | | |

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| 1247952 | LPIO-16175 | | I do not agree with the release of any green belt in any of the options given in the consultation documents. I do not prefer either a dispersed release of greenbelt land, a single larger urban extension, nor a hybrid of the two options. | | | | | | | |
| 1246624 | LPIO-9502 | | I do not think your infrastructure plans match your housing plans. Having said that, I believe these are exaggerated and should be recalculated I believe the boroughs housing needs can be met by utilising brownfield sites. There should be no loss of or re-defining of Greenbelt | | | | | | | |
| 1248126 | LPIO-19593 | | I do not wish to accept a Local Plan including the release of any Green Belt on the Wirral as there is no need for it. in the Local Plan is too high and Greenbelt land should not be used. Building on Greenbelt Land will only generate profits for Builders and Developers, it will not serve the needs of the residents of Wirral, it will not produce the type of housing that is needed and it will unnecessarily destroy the green areas which should be preserved for the benefit of future generations. | | | | | | | |
| 1248419 | LPIO-23625 | Green Belt | I do so hope you are not going to build on Green belts or green spaces though you seem to say that you may. What is particularly annoying is, if you will follow central government policy using their statistics on how/ where you build, when they don't know the local area or needs of the Wirralians. Of course homes need to be built but for a variety of the needs of the local population and being environmentally friendly. This is you planning for our long term future. It is a big big responsibility and I hope you aren't swayed by business's and profit and can see the wider Environmental picture for our future ahead. | | | | | | | |
| 1246581 | LPIO-7658 | | I don't think that a questionnaire is an appropriate way to get proper feedback from residents on such an important document | | | | | | | |
| 1249204 | LPIO-26089 | | I don't understand when there is so much brown land, waist land and houses which can be improved or are empty you feel the need to use our green belt. Yes I know the government have told you to build ex amount of houses before you write back tell me, but I'm sure if you really thought about the situation put it to the people of Wirral a response could be met without having to touch our green belt. We are so lucky to be living on one of the most beautiful pieces of land in the country so steeped in history and natural forest still scattered around Wirral that you want to take this away. Please think carefully about our green belt and the future you want for the next generation to enjoy. Beautiful green belt land or one giant housing estate that will the be the Wirral. Save our green belt | | | | | | | |
| 1247667 | LPIO-13157 | | I feel I must urgently request that when planning for housing development which, I fully understand is required, the following must be taken into the equation before agreement is reached.. Regardless of the loss of green belt in the Bromborough/ Clatterbridge area which would be catastrophic for wild life and detrimental to Wirral in general, the committee must pay due regard to land drainage. Forty years, when we moved into the area, the River Dibbin was a trickle, flooding its banks possibly once a year due to heavy rain but housing development along its course has now resulted in flooding on a regular basis (I quote from a conversation with the manager of the Flood Team) and the 'Dibbin' has been in permanent flood since September of last year, flooding property along its course. Further housing development in this area will exacerbate the situation as we need open land to absorb the additional rain which appears to be the norm for the future. Wirral is a unique area and Wirral Borough Council have a duty to protect it. | | | | | | | |
| 1245100 | LPIO-2825 | A number of key issues identified in WMBOS Draft Spatial report are not adequately addressed in The Local Plan. And the section on The Green Belt | I feel that the Local Plan needs to be reviewed against the following identified issues: - Providing for adaptation to and the mitigation of Climate change - Closing the gap between social, economic and environmental conditions and opportunities, - Protecting and enhancing local distinctive assets such as landscape, countryside and coast, heritage and areas of natural conservation, - investing in the Green Belt as a positive measure in tackling Climate Change and encouraging local food food production to reduce food miles -promoting a more sustainable pattern of transport and active travel, - securing sustainable waste management | | | | | | | |
| 1241924 | LPIO-10353 | | I feel that this document has been made as complicated as possible to discourage people to give feedback. Completing this was the worst experience I've ever had of giving feedback. | | | | | | | |
| 1247271 | LPIO-11436 | | I found the site plans very difficult to understand, too small and very few. Road names indicated. I have lived in Acre Lane for nigh on 60 years. I noticed that most fields and some houses around the Barnston area become flooded. Some houses have already been supported on piles. Would the Council or the developers be prepared to insure these properties against flooding in the future. Also, Barnston Road is already brought to a halt with traffic congestion at certain times of the day. The number of cars per house proposed would only increase the problem. | | | | | | | |
| 1237870 | LPIO-2854 | | I have already stated this BUT I will say it again GREENBELT LAND should never be uilt on. AGRICULTURAL LAND should be sacrosanct 12,000 homes - as stated by the Council - is woefully inaccurate. This figure really does need to be adjusted to something more realistic. EAST WIRRAL is in dire need of regeneration. The Council should focus on bringing Birkenhead, Rock Ferry and surrounding areas up to a good standard of housing and amenities. Use Port Sunlight as an example and starting point. | | | | | | | |

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| 1246591 | LPIO-22989 | | I have completed a submission through the consultation portal under username DSW2, but have found it extremely difficult to both absorb the huge amount of information and navigate the website. I have had to have several attempts at registering and the process for submitting final responses is not intuitive. I suspect many people would like to have made responses, but have been prevented by the Council's preferred method of gathering responses. | | | | | | | |
| 1243903 | LPIO-6304 | | I have found this questionnaire far too complicated and confusing. I do appreciate that there is a lot of information which you need to convey. however, those who have little concentration, not IT savvy, elderly, impatient, etc etc, will undoubtedly give up. This is unfair. This is my fourth attempt at trying to voice my comments. I do not agree with the below paragraph in the document concerning sites classified as brownfield. "Land in built-up areas such as residential gardens, parks, recreation grounds and allotments" | | | | | | | |
| 1244475 | LPIO-11459 | | I have just spent 4 hours trying to fill in your online questionnaire only to have all but the first question's answers deleted despite saving each section as I went along. To say that I am furious would be an understatement. I do not have the time to start again with it. If this is happening to many other people your statistics from this survey will by no means represent the opinion of the populace as . I am sure there are not many people who have boundless amounts of time and energy to spend on such a cumbersome questionnaire. | | | | | | | |
| 1247269 | LPIO-13764 | | I have just spent several days reading the contents of the recent Consultation documents together with previous literature relating to Wirral Local Plans from the planning departments of WBC. I have also read literature written by concerned members of several respected and knowledgeable organisations throughout the Wirral. Sadly, after attempting to answer the Consultation questionnaire I soon found it apparent that the questions appear to be mainly based on unexplained evidence and unrealistic housing needs for now and in the future. I do not see the need for and strongly object. that any Green Belt Land is used for our current housing development. Villages in Rural Wirral should maintain their identity and the Greenbelt areas surrounding and within the villages, should be rigorously maintained. This is fundamental in maintaining the unique character of Wirral and is particularly beneficial to our visitors. This has been apparent in the many conversations I have had during my lifetime. Other available and suitable brownfield sites could therefore be used as employment sites. There are many subjects mentioned in your Consultation; Namely: Farmland, Habitats, Parks & Gardens, Sport, Recreation, Trees, Heritage, Climate change, Flooding etc. All of which are important to the future of the Wirral, but also of course, in many ways, also relevant to the most correct estimated rate of population expansion. Ratepayers must surely be able to rely upon our Planning Department to assess the above mentioned items in an honest and professional way and equally address all relevant applications received by various organisations representing Wirral residents. | | | | | | | |
| 1247286 | LPIO-13588 | | <p>I have lived on the Wirral for 7 4 years and have resided at my present address for 30 years. I mention these matters solely to underline both my accumulated knowledge and experience of the Borough and its environs and my deep and abiding commitment to their well-being. To consider developing SP061, SP062, SP063, SP064 & SP065 is flawed by unacceptable infrastructure and health and safety problems.</p> <p>These proposals will have the following impact on roads:</p> <ul style="list-style-type: none"> • There is factual evidence to identify the additional cars on the roads in areas SP061, SP062 and SP063 with a range of 1658- 2486 using the Transport National Travel Survey and RAC forecast • The A551 has been designated by the Council as unsafe and has imposed a weight restriction. Articulated vehicles are banned except for access • The A551 has been designated an accident alert route with fatalities over recent years with lanes and road structures on commuter routes that cause congestion and danger on a daily basis now • On several roads , within a space of a less than half a mile, speed restrictions range from 20MPH to 30MPH to 40MPH to 30MPH to 20MPH • Traffic counts show high density on the commuter routes through the lanes • The A551 is the main route for emergency vehicles to the main A&E hospital (Arrowe Park -also in West Wirral) that serves the whole of the Wirral. • The A551 is a commuter route to Liverpool via Junction 3 of the M53 • Buses are available to Liverpool from Heswall via the A450 and, as a consequence, commuters are already turning the A450 into a car park where their cars are left all day • There is no direct train link to Liverpool from Heswall Hills Station • Commuters already face long queues at peak times to get to the motorway Drainage and Sewage • Barnston Dale (served by the A450) was formed in the ice Age and is a steep U shaped valley. • The stream in the valley and its unnamed tributaries drain most of central Wirral. • The present bridge was built in 1875 • The Dale is an ancient woodland with three Sites of Biological Importance | | | | | | | |

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| 1247311 | LPIO-13583 | | I have lived on the Wirral for over 40 years and have enjoyed the natural delights the Wirral has to offer. Both its coastline and countryside. It is the latter, which is now threatened, particularly if Option 2b is adopted. I would also like to raise my objections to having a second consultation. You had a consultation in 2019 that thousands of people responded to. Why another? Is your tactic to wear people down so that they will eventually stop objecting? My objections to building on Green Belt, with specific reference to the questions asked in your consultation document are laid out in this letter. The Green Belt is in most cases farm land. Covid 19 has shown us that when globalisation breaks down there is a need to be self-sufficient. The Green Belt needs to be preserved to ensure secure food production and creating a healthier, cleaner environment for us all as well as providing habitats for a number of species. The Wirral has always considered itself to be the Leisure Peninsular. This is not just because of its coastline and amenities but also because of its countryside, with its fabulous views and walks. | | | | | | | |
| 1245604 | LPIO-13726 | | I have logged on to view and comment on the local plan consultation on three separate occasions and have found the process of commenting difficult. The format is poor and confusing, the guidance is not clear and the plan is extremely detailed and long. I do wonder if this has been completed this way on purpose to put off many people from objecting to what is a very difficult and emotive subject. I am a senior manager in a central Government department, used to drafting and completing surveys and reports and would not expect to find something so important to the whole of the Wirral in such a format as to be inaccessible or too difficult for many to complete. | | | | | | | |
| 1247187 | LPIO-11248 | | I have read your documents concerning the proposed Local Plan with interest, but was surprised to see no reference to the former plans to create a Golf complex on the Green Belt land in Hoylake. Will you let me know please whether or not this proposed project has been aborted? | | | | | | | |
| 1247765 | LPIO-13683 | | I have recently read through your 2020 Wirral Draft Local plan designed to designate potential area's for urban development and housing construction over the next few decades-part's of this plan directly affect the surrounding area of where I live, the following 8 green belt sites have been listed: -Claremont Farm fields North of Old Clatterbridge road -Vineyard Farm - Brackenwood golf course -Land East of Dibbins Hey -Land South of Poulton Hall -Land North of Raby Hall road -All the land from Bromborough Golf Club to Eastham Rake station I strongly object to the proposals which would result in the above green belt area's being demolished to allow sufficient space for more housing to be built within my local area. Our surrounding roadways are already well- known for being small/narrow and an influx of an extra 1200-3300 new houses would likely bring with it an extra 1800-4500 vehicles which the current system wouldn't be able to cope with. Moreover, houses built by the M53 will be exposed to extreme levels of noise pollution and air pollution (from passing vehicles) which will damage our current green belt protection. I have lived in Spital my whole life and always re-collect my best childhood memories being in the likes of Dibbinsdale woods and the surrounding green belt area's we have (these set us apart from other area's in the Wirral). Myself and my friends practically grew up in Paradise woods along with Dibbinsdale, Raby mere and Claremont Farm-removing these green belt area's will impact the future generation directly, they won't have the same facilities as I did in my upbringing and this will likely result in them congregating in the local area, on roads and streets (not only dangerous due to road traffic but also an unhealthy setting without green space, woodlands, meres, rivers and natural habitat). Furthermore, it will impact every age group-the natural habitat in the surrounding area is ideal for local elderly people where they can get exercise by going on long walks and dog-walking. Please think seriously about your future plans and consider how it might impact the next generation, the natural habitat (deforestation) and its residents. Thank you" | | | | | | | |
| 1240997 | LPIO-23540 | | I have registered on the Wirral Council Planning Consultation Portal as ColinSpencer but have decided to submit my views/comments via Email. In light of the current situation regarding Coronavirus I would have thought that the Council would have suspended the Consultation period rather than just extending it by a couple of weeks. | | | | | | | |
| 1248005 | LPIO-19567 | | I have registered so as to be able to complete the above mentioned questionnaire online but I am experiencing difficulty in being able to "open" the consultation document so as to respond to the questions. | | | | | | | |
| 1248127 | LPIO-19600 | | I have seen the lose of greenbelt in Greasby and surrounding areas since 1978. There is no need to build more houses in these areas when we have so much open land down on the docks and running along the river mersey. Get grip and start thinking of people and not your builder mates. With this pandemic we will need more green space to be self sufficient. As usual you will do what you think is more profitable for yourselves as you all forget why you are in power. | | | | | | | |
| 1246766 | LPIO-23707 | | I have tried repeatedly to register and log in to the Consultation Process but have been unable to. The website has given me the error code [SPJD105.2-12] today. I am therefore presenting my comments in this email. I would be grateful if you would acknowledge receipt and acknowledge that my comments have been considered in the consultation process. I am writing as a resident of Wirral and have no connection to the Council. | | | | | | | |

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| 1240731 | LPIO-19462 | | <p>I hope that you are well and keeping safe during these uncertain times. Are any other sites being considered for removal from the Green Belt other than the sites highlighted on the following maps in Appendix 4.7 of the Issues and Options Document?</p> <ul style="list-style-type: none"> • Map B Weakly performing parcels with development potential for consideration for inclusion in the Local Plan • Map C Initial Urban Extension Options Put Forward for Consideration for Inclusion in the Local Plan could you confirm that only Green Belt sites on on Maps B and C in appendix 4.7 are being considered for Green Belt release. Other sites are mentioned on different reports in the document | | | | | | | |
| 1247299 | LPIO-11501 | | <p>I hope you will reconsider these proposals as they have a detrimental effect on wildlife, local farms, local health and education providers and the village in general. The Council has said in the past "no productive agricultural land will be released for development". Please do not break your promise. With regards to the Wirral in general, 12,000 houses will mean at least 24,000 new residents. Where are the jobs? Where is the infrastructure to cope with this increase? Better management of green spaces is needed to attract visitors, not a reduction</p> | | | | | | | |
| 1248394 | LPIO-23497 | | <p>I made an attempt yesterday to access the planning portal. However, due to the complexity of using the site and locating our particular area of interest we unfortunately ran out of time to complete our comments on this portal. At 4.45pm we did ring the contact number on the top right hand side of the letter you sent on 27th January for guidance, 0151 691 8233 and there was no answer. We have also tried to contact the number again several times this morning, again without success. However, I do understand that your department may have closed due to the current corona virus.</p> | | | | | | | |
| 1238251 | LPIO-19589 | Green Belt- SP019b, 59b-e, 60-62, 65 | <p>I object to any proposed option that includes the potential for release of Green Belt land for development. The reason for maintaining the Green Belt, as given in the Merseyside Green Belt Local Plan, are as strong and as relevant as ever. The role of the Green Belt, as stated in UDP Policy GBT1, still applies and the five reasons given for maintaining the Green Belt, as given in the NPPF, support this. If the Green Belt sites around Irby, Pensby, Thingwall, Barnston and Heswall (SPOs 19B, 59B-E, 60, 61, 62, 65) were to be released for housing, it would result in one massive urban area, without separation, loss of local characteristics, loss of openness and loss of countryside.</p> | | | | | | | |
| 1246537 | LPIO-15913 | | <p>I object to building on any building on green belt land and support a brown field only housing policy. The future of our beautiful and unique peninsular is in your hands. Please protect our environment and wildlife for generations to come. Once it is destroyed we cannot get it back.</p> | | | | | | | |
| 1248195 | LPIO-20862 | Greenbelt | <p>I object to releasing greenbelt land for building</p> | | | | | | | |
| 1241495 | LPIO-10047 1 of 2 | Proposed release of Green Belt land for development | <p>I object to the release of Green Belt land for development. Green Belt land provides both valuable wildlife habitat as well as agricultural land for food production. I am concerned about the loss of habitat and the impact the subsequent development would have on Wirral's wildlife in particular badgers. Wirral's Green Belt is extremely important for wildlife. It contains several SSSIs and many Local Wildlife Sites. I estimate that two thirds of badger setts on Wirral lie within the Green Belt. The Green Belt currently affords extra protection to wildlife sites and its value must not be underestimated. It provides green, quiet, natural space away from humans and traffic. It provides valuable wildlife corridors and foraging areas. Development of the Green Belt could lead to destruction of large areas of foraging territory. This could cause badgers to travel further afield in search of food causing potential conflict with humans by relying on gardens and/or forcing them to cross more roads with a potential increase in road fatalities. Badges and badger setts may well be protected by law and planning policies but foraging area is equally important. The same is true of bats. Bats and roosts are protected by law but their foraging areas also need protection. A joined up countryside is essential for wildlife to thrive especially in urban and suburban areas such as exists on Wirral. Wildlife corridors are essential to link up the existing habitats. Currently the Green Belt provides the space for wildlife movement. I believe that the loss and subsequent development of the Green Belt would be detrimental to wildlife as it could lead to fragmentation of green sites making it difficult for wildlife movement. It is especially important to maintain links between badger populations. The loss of Green Belt land and subsequently wildlife corridors could lead to the isolation of social groups. When populations become isolated, there is a risk of genetical restriction reducing their ability to flourish. Therefore it is essential to protect existing wildlife corridors from development. 'Making space for nature' (2010) said that "England's collection of wildlife sites are generally too small and too isolated, leading to declines in many of England's characteristic species. This is bad news for wildlife but also bad news for us, because the damage to nature also means our to provide the many services upon which we depend. We need more space for nature." The report made the following key points for establishing a strong and connected natural environment: That we better protect and manage our designated wildlife sites; That we establish new Ecological Restoration Zones; That we better protect our non-designated wildlife sites; Currently the National Planning Policy Framework states that all development should achieve "net gains for biodiversity". But if development is allowed on the parcels of Green Belt land proposed for release I fail to see how this would be achieved. Large areas of the proposed sites would be needed for basic mitigation reducing the area available for development. It is difficult</p> | https://wirral-consult.objective.co.uk/file/5661600 | | | | | | |

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|-----------|----------------------|--|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1241495 | LPIO-10047 2 of 2 | | to see how or where net gain could be achieved elsewhere, as there is limited opportunity considering Wirral is a peninsula surrounded by water on three sides. All wildlife, badgers included, is stuck at the end of a cul-de-sac with limited space as it is. Although I write primarily concerning the implications of development of the Green Belt on badgers I am concerned about the impact on all wildlife be it on designated sites or otherwise. The Green Belt needs protecting to support wildlife not the reverse. Local authorities have a responsibility to protect existing wildlife and manage it for the future. Development of the Green Belt would have the opposite effect. On selecting the parcels of land for possible release it would appear that little or no consideration has been given to Local Wildlife Sites resulting in the designation of possible release sites with potential impact on wildlife. Areas important for wildlife should not be proposed for development. I oppose any development on any parcel of land in Option 2A and Option 2B which would have an impact on wildlife. Of the 12 parcels currently proposed for possible release in Option 2A I have major concerns for three of them. Of the 3 parcels in Option 2B I have particular concerns over one of them. In conclusion I object to the release of Green Belt land for development and request it should stay as Green Belt land. Relaxation of Green Belt policies negates the important purpose of supporting urban regeneration. Therefore development should be focused in the existing urban areas with redevelopment of Brownfield sites. This is the most sustainable approach and the least damaging to wildlife. Every effort should be made to avoid building on Green Belt land especially where there is wildlife interest. Any development in a wildlife area would require an extensive buffer zone around it to prevent disturbance to the wildlife interest especially around trees, river systems and sensitive areas. Wildlife needs space, minimum disturbance and it is vital to maintain links to other sites to enable wildlife movement. If Green Belt protection for the proposed parcels of land is removed then the protection given to wildlife in the Local Plan policies should be increased. It must be made clear that development which adversely affects wildlife especially SSSIs or LWSs will not be allowed. | | | | | | | |
| 1249325 | LPIO-26250 | 7.27 Thingwall - Pensby - Irby - SP060 (Objection) | I object to the use of any Greenbelt land. It will spoil the character of Wirral. As Greenbelt was historically use to define boundaries and stop urban sprawl, why would it now be acceptable to let Thingwall, Pensby & Irby become one big housing estate. There was an outcry when The Warrens Medical Centre was proposed to be built on Greenbelt, it was eventually granted with modified plans under exceptional circumstances as health facilities are vital, how can a proposal of 1100 houses be acceptable on SP060, they won't be low key or sit discreetly on the landscape, they will be a mass of tightly packed together, out of character houses. The visual impact will be horrendous. There are not sufficient schools, libraries, doctors or dentists, transport or leisure facilities to put so many houses in one place. Loss of green space will add to environmental decline, the air pollution will increase as no offset of countryside. That area is a natural wetland over winter many gardens boarding are water logged, but provides house for many animals, birds and rest stops for migrating geese. These can't be moved, they will be lost. There is limited public transport, roads are busy and cannot cope with increased cars, there would need to be a lot of access points to the vast area, it would cause gridlock. Developers are keen for 'greenbelt', why should they profit from a ruined landscape. If they had to pay all associated costs of development brownfield sites would be as attractive. Look at Ellesmere Port, lots of new affordable homes built and sold on derelict land. Wirral do the same. Leave Greenbelt Green! | | | | | | | |
| 1241821 | LPIO-26099 | | I regret that the on-line questionnaire does not allow me to respond as I would wish but I trust that the attached paper will be taken into account in the appraisal of responses. With particular reference to the Report Introduction. The Council meeting on 3rd January 2020 stated that :- "The key themes emerging from the consultation were: 1) no development should take place in the Green Belt. 2) concern over the lack of progress by Peel in delivering residential development in Wirral Waters 3) ability of infrastructure (roads, sewers, drains, etc) to support further development 4) need to protect agricultural land which is used for food production 5) need to protect sensitive environmental and ecological site from future development and/or the impact of development," A new consultation document, "Wirral Local Plan 2020-2035 Issues and Options "was subsequently issued, indicating that the Council had, broadly accepted the above key themes. It might have been expected that in view of 4 and 5 above, a further review of the Green Belt would give emphasis to these elements. This has not been the case. It can be anticipated that the above themes will recur in responses and will remain key issues in further stages. | | | | | | | |
| 1240988 | LPIO-20911 | Green Belt | I remain fundamentally opposed to any development on Green Belt land within the Borough of Wirral. | | | | | | | |
| 1246460 | LPIO-6897 | | I remain fundamentally opposed to any development on Green Belt land. I urge most strongly that the final version of the Local Plan submitted to central government does not include any option to release Green Belt land. It is simply not needed and to do so would inhibit (and detract from) much-needed regeneration of urban sites in East and North Wirral. It is little short of scandalous that Wirral is even considering releasing Green Belt land for development. The Green Belt is the jewel in Wirral's crown, making Wirral such a pleasant place to live. To take away Green Belt land will clearly adversely impact upon the beauty of the Wirral Peninsula and certainly not encourage tourism, etc. An often forgotten consequence of developing Green Belt land is that it represents a missed opportunity for regenerating brownfield sites, of which there are many on Wirral. Of course, developers want to build on Green Belt land – there are no clean-up costs. But surely, for the sake of Wirral as a whole, we must not 'sacrifice' Green Belt land. | | | | | | | |

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| 1237807 | LPIO-14373 | | I should like to summarise the main points of EVPA's comments/objections/endorsements of the Local Plan. 1. There must be no release of green belt. 2. The categorising of the green belt into 'weakly performing', 'moderate', 'strong' is unacceptable. 3. Reinstatement of the public footpath between Bromborough and Eastham needs to be of a high priority to ensure that it complies with the Governments 2023 deadline for the reinstatement of old public footpaths. Plans should be made to add to this to include the final stretch of Wirral's Coastal path via the banks of the ship canal to end at Ellesmere Port Boat Museum. I would be glad if you could add this to the local plan comments | | | | | | | |
| 1245469 | LPIO-14363 | Option 2A | I strongly oppose the notion that building houses in the greenbelt of the Wirral Peninsula is either necessary or desirable. 1. The council insist on using out of date projections of population numbers - there is no need to do it. 2. I fear that inappropriate pressure from developers would tempt the Council to release greenbelt. 3. It's obvious that most developers would want the easy option of developing on the greenbelt. 4. Developing on the greenbelt further undermines Birkenhead as it strives to regenerate itself. 5. The area around the identified greenbelt locations have few employment opportunities. 6. There is no easy rail connection to Chester, Liverpool and beyond. 7. Motorway access is along inadequate roads through Brimstage or Barnston Dale. | | | | | | | |
| 1247824 | LPIO-14497 | | I think that all planning should be delayed until further figures resulting from the pandemic are collected. | | | | | | | |
| 1238147 | LPIO-10369 | | I think that this consultation process is over-complicated and time-consuming which will reduce the number of people prepared to take the time to participate. There are too many missing data and assessments which weaken the power of the consultation. In particular the assessment of the Green Belt sites is poor, and does not recognise their agricultural value and the contribution they make to mitigating the impact of climate change. In my opinion the Green Belt options should only be considered once it is proven that urban regeneration cannot deliver the required housing need. | | | | | | | |
| 1246612 | LPIO-8417 | Consultation | I think the overall plan is well written and if there was no consideration of developing on greenbelt, would have my full support. I think you need to relook at your numbers, agree that the plan is deliverable on brownfield sites, remove the greenbelt and get everyone behind you working towards a vision for Birkenhead and Wirral Waters. This is a once in a lifetime opportunity to change Wirral for the better. Do not alienate everyone by having us all focussing on the wrong aspect of the plan!!! I do worry about how many residents can spend the amount of time I have reading and commenting on this document (5 hours). Good job I'm at home due to covid!! | | | | | | | |
| 1246206 | LPIO-5647 | Support for protection of Green Belt | I understand that it is a clear objective of Government to protect the nation's Green Belt, virtually at any cost, and to encourage developers to build on Brown Field sites and, to that end, that a press release on 5 March 2018 from the Ministry for Housing, Communities and Local Government had emphasised that councils should prioritise Brown Field sites for redevelopment. The release emphasised that Green Belt land should be preserved and protected and that urban sprawl should be limited as much as possible; thus only in the most exceptional circumstances could any type of development be approved on Green Belt land. Furthermore I understand that, in July 2018, the Government published guidance in the National Planning Policy Framework aimed at protecting Green Belt land, paragraph 145 stating that development of Green Belt areas could only be approved in very special circumstances which outweigh the resulting harm to the environment. | https://wirral-consult.objective.co.uk/file/5656341 | | | | | | |
| 1241910 | LPIO-6688 | | I understand that some "parcels" have yet to be assessed as suitable for development for release from Green Belt. Will we be given opportunity to comment on these? These response booklets were NOT available for 3 WEEKS after the beginning of the consultation period. This is totally unacceptable and holds Wirral MBC at risk of the consultation process being void. At the very least, respondents on paper versions should have 3 EXTRA WEEKS to respond. Even now (19.02.20) libraries do not have response booklets as far as I am aware. Biodiversity has NOT been addressed, except for SSI's, in this I agree with the response from Cheshire Wildlife (Wirral wildlife). I find these booklets questions misleading and potentially biased towards developers. NO "Buffer zone" around copse is acceptable. The farm MUST remain intact. Loss of HIGH grade agricultural land is unacceptable for both local/national long term interest. The character of the immediate area would be destroyed and could NOT support any development. Heritage - there is both natural and archaeological heritage to consider, The field "East of Rigby Drive" is a flood risk, as witnessed with storms Ciara & Dennis. the farm has been a valuable part of our community since the early 19th century. | | | | | | | |
| 1248307 | LPIO-22988 | Green Belt | I wanted to drop you a short email regarding the consultation in regards to the release of some greenbelt land for building new houses. I am totally opposed to the release of any greenbelt land for building houses. Particularly in this current COVID crisis our green spaces are even more important than ever. I understand that there may need to be more housing built in the coming years to help with the growing population but this should be done in the form of redeveloping brownfield sites and not by building on greenbelt land | | | | | | | |

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| 1246347 | LPIO-13261 | | I was appalled to hear that Greenhouse Farm in Greasby, Sandy Lane in Irby and Hillbark Road in Frankby (all in the Greasby Ward) are earmarked for huge housing developments. Greasby already has higher population than most communities. These areas for house building are totally unacceptable. The fact that two options for greenbelt release were mentioned in the Local Plan, and that we are hearing that infrastructure (specifically roads : Wirral Local Plan Option 2B Single Urban Extension (Jan 2020) are already being considered, make me wonder if platitudes such as our greenbelt being the "jewel in Wirral's crown", "farmland must be retained" and declaring a climate change emergency, are just that - platitudes. Nothing has made me change my mind that it is a probability that greenbelt in our most beautiful semi rural areas could still be released for development, and that you have absolutely no intention of listening to the people whose opinions matter the most . Campaigners know full well by now that our vision for the future of Wirral and its greenbelt is entirely different from your own . You have repeatedly heard arguments supplied by various statisticians with regards to housing which you continue to choose to ignore. The above document interestingly mentions remedial action proposed for severe congestion which is regularly experienced on Woodchurch Road towards the traffic lights at the Arrowe Park Hotel. This has only happened since the roundabout was removed prior to the Open Golf Championship at Hoylake. Ask any driver who regularly drives along this road! How much money would need to be spent to correct this "correction?" I hope I am wrong and that you DO intend to both keep our greenbelt intact and to manage Council Taxpayers' money with regards to money spent on consultations such as the transport document, with more alacrity. | | | | | | | |
| 1246825 | LPIO-13302 | | I was appalled to hear that Greenhouse Farm in Greasby, Sandy Lane in Irby and Hillbark Road in Frankby (all in the Greasby Ward) are earmarked for huge housing developments. Greasby already has higher population than most communities. These areas for house building are totally unacceptable. The fact that two options for greenbelt release were mentioned in the Local Plan, and that we are hearing that infrastructure (specifically roads : Wirral Local Plan Option 2B Single Urban Extension (Jan 2020) are already being considered, make me wonder if platitudes such as our greenbelt being the "jewel in Wirral's crown", "farmland must be retained" and declaring a climate change emergency, are just that - platitudes. Nothing has made me change my mind that it is a probability that greenbelt in our most beautiful semi rural areas could still be released for development, and that you have absolutely no intention of listening to the people whose opinions matter the most . Campaigners know full well by now that our vision for the future of Wirral and its greenbelt is entirely different from your own . You have repeatedly heard arguments supplied by various statisticians with regards to housing which you continue to choose to ignore. The above document interestingly mentions remedial action proposed for severe congestion which is regularly experienced on Woodchurch Road towards the traffic lights at the Arrowe Park Hotel. This has only happened since the roundabout was removed prior to the Open Golf Championship at Hoylake. Ask any driver who regularly drives along this road! How much money would need to be spent to correct this "correction?" I hope I am wrong and that you DO intend to both keep our greenbelt intact and to manage Council Taxpayers' money with regards to money spent on consultations such as the transport document, with more alacrity. | | | | | | | |
| 1237873 | LPIO-12587 | | I was appalled to learn that Greenhouse Farm in Greasby, and Hillbark Road in Frankby (all in the Greasby Ward) are earmarked for huge housing developments. Greasby already has a higher population than most communities (ward). These areas for house building are totally unacceptable. The fact that two options for green belt release were mentioned in the draft local plan, and that we are hearing that infrastructure (especially roads: Wirral Local Plan Option 2B Single Urban Extension) are already being considered, make me wonder if platitudes such as our green belt being the ""jewel in Wirral's crown"", ""farmlands must be retained"" and declaring a climate change emergency, are just that 'platitudes'. Nothing has made me change my mind that it is a probability that green belt in our most beautiful semi rural areas could still be released for development and that you have absolutely no intention of listening to the people whose opinions matter the most - Wirral residents. Campaigners know fully well by now our vision for the future of Wirral and its green belt is entirely different from our own. You have repeatedly heard arguments supplied by eminent statisticians with regards to housing figures, which you continue to choose to ignore. The above document interestingly mentions remedial action proposed for the sever congestion/tailbacks regularly experienced on Woodchurch Road towards the traffic lights at the Arrowe Park Hotel. This has only happened since the roundabout (which kept the traffic moving) was removed prior to the Open Golf Championship at Hoylake. Ask any driver who regularly drives along this road. How much money would we need to be spent to correct this ""correction""? I hope I am wrong and that you do intend to both keep our green belt intact and manage Council Tax Payers' money with regards to money spent on consultations (Mott McDonald) such as the transport document, with more alacrity. | | | | | | | |

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| 1246903 | LPIO-23428 | | I was appalled to learn that Greenhouse Farm in Greasby, Sandy Lane in Irby and Hillbark Road in Frankby (all in the Greasby Ward) are earmarked for huge housing developments. Greasby already has a higher population than most communities (ward). These areas for house building are totally unacceptable. The fact that two options for green belt release were mentioned in the draft local plan, and that we are hearing that infrastructure (especially roads: Wirral Local Plan Option 2B Single Urban Extension) are already being considered, make me wonder if platitudes such as our green belt being the "jewel in Wirrals crown", "farmlands must be retained" and declaring a climate change emergency, are just that 'platitudes. Nothing has made me change my mind that is a probability that green belt in our most beautiful semi rural areas could still be released for development and that you have absolutely no intention of listening to the people whose opinions matter the most - Wirral residents. Campaigners know fully well by now our vision for the future of Wirral and its green belt is entirely different from our own. You have repeatedly heard arguments supplied by eminent statisticians with regards to housing figures, which you continue to choose to ignore. | | | | | | | |
| 1246906 | LPIO-23429 | | I was appalled to learn that Greenhouse Farm in Greasby, Sandy Lane in Irby and Hillbark Road in Frankby (all in the Greasby Ward) are earmarked for huge housing developments. Greasby already has a higher population than most communities (ward). These areas for house building are totally unacceptable. The fact that two options for green belt release were mentioned in the draft local plan, and that we are hearing that infrastructure (especially roads: Wirral Local Plan Option 2B Single Urban Extension) are already being considered, make me wonder if platitudes such as our green belt being the "jewel in Wirrals crown", "farmlands must be retained" and declaring a climate change emergency, are just that 'platitudes. Nothing has made me change my mind that is a probability that green belt in our most beautiful semi rural areas could still be released for development and that you have absolutely no intention of listening to the people whose opinions matter the most - Wirral residents. Campaigners know fully well by now our vision for the future of Wirral and its green belt is entirely different from our own. You have repeatedly heard arguments supplied by eminent statisticians with regards to housing figures, which you continue to choose to ignore. | | | | | | | |
| 1246447 | LPIO-23483 | | I was appalled to learn that Greenhouse Farm in Greasby, Sandy Lane in Irby and Hillbark Road in Frankby (all in the Greasby Ward) are earmarked for huge housing developments. Greasby already has a higher population than most communities (ward). These areas for house building are totally unacceptable. The fact that two options for green belt release were mentioned in the draft local plan, and that we are hearing that infrastructure (especially roads: Wirral Local Plan Option 2B Single Urban Extension) are already being considered, make me wonder if platitudes such as our green belt being the "jewel in Wirral's crown", "farmlands must be retained" and declaring a climate change emergency, are just that 'platitudes. Nothing has made me change my mind that is a probability that green belt in our most beautiful semi rural areas could still be released for development and that you have absolutely no intention of listening to the people whose opinions matter the most - Wirral residents. Campaigners know fully well by now our vision for the future of Wirral and its green belt is entirely different from our own. You have repeatedly heard arguments supplied by eminent statisticians with regards to housing figures, which you continue to choose to ignore. | | | | | | | |
| 1247225 | LPIO-11361 | | I was born on the Wirral and have lived here for all of my life - i.e. over 80 years. During this time I have witnessed many changes to accommodate the natural increasing population. I am well aware of the need to provide appropriate housing for people who wish to live here. Some really want and need to live close to their extended family, closer to town centres, whilst others choose to live in suburbia. They have the choice depending on their requirements and their income. Irby is a village, where I have lived for over 50 years, has its own Character developed over many years. Natives appreciate the need for change to incorporate the changing world. However people who choose to live here do so because they are very aware of the unique quality of life it provides for them. Young families come to live here so that the children have the very best environment in which to grow and develop. I also am given to understand there are thousands of empty houses far in excess of the present need. So much better to have them occupied than open to neglect and vandalism. It seems counter-productive to take greenbelt land and target it for building houses in areas where those most in need of homes cannot afford and do not wish to live. The schools, doctors and utilities are already stretched and could not cope with extra demands a larger population would create. | | | | | | | |
| 1246723 | LPIO-9794 | The whole proposal | I wholeheartedly support the representations made by Leith Planning Ltd on behalf of The Caldys Society as if they were made on my behalf. In summary :- I SUPPORT the Council's preferred approach of urban intensification; I QUESTION the proposed housing requirement of 12,000 new dwellings in the period 2020-2035 and the methodology use to derive this figure; I OBJECT to the proposed release of Green Belt Parcel 6.15 under Option 2A in the Plan (Site 4); I OBJECT to the inclusion of Green Belt Option Sites; I OBJECT to the Green Belt Review methodology; I OBJECT on the basis that the Plan has failed to have proper regard to impacts on Heritage Assets; I OBJECT on the basis that the Plan has failed to have proper regard to the sequential test in terms of both retail provision and flood risk; and I OBJECT on the basis that the Council has yet to conclude its duty to cooperate | | | | | | | |

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| 1247523 | LPIO-12639 | | <p>I wish to comment upon the effects upon human environment linked with the reduction in environmental pollution: Specifically street lighting. There is a concerted effort to reduce electricity consumption, laudable, by replacing sodium street lighting with LED lamps. However, I believe there has been scant investigation into the environmental costs of giving some areas 24 hours of light. If it disturbs human sleeping patterns then the corollary must be that it also disrupts other fauna. My personal experience is in living parallel to Fender Way, Beechwood that has LED lighting along its almost 2 miles length. Because the lamps reflect off concrete the street is a river of light as bright as day. It is quite possible to drive along it at night without headlamps. They even come on Midsummer evening! Because Fender Way is almost straight the advantage to street racers of powerful cars is unmissable. They frequently use the road as a race-track in the early hours. The effect upon me (and no doubt my neighbours) is that I have had to purchase blackout blinds as well as hang heavy curtains on my bedroom windows. The lamps are about 15m from the rear of the house. To add further insult, recently the sodium lighting was replaced outside the front of the house, even closer. I can now walk around my home in darkness throughout the night. Consider further effects – I wish to hang bird boxes on my fences, but cannot do it as nesting birds require some night-time resting. However, it has been a massive advantage to our urban foxes. There may be an argument that clear illumination is a deterrent to criminal activity. As recent activity on the Beechwood estate will graphically reveal, the opposite may actually be the case and have actually contributed to some terrible criminal damage, by allowing perpetrators to see precisely what they were doing! Discussing this with a friend who lives on Ballantyne, she states that street lighting has been changed to LED outside her home and it is causing her great distress as it too is outside her bedroom window. On 21 August 2019 it was reported in the local press that SSE Enterprise Ltd were chosen to undertake this work and over 26,000 street lights would be replaced by 2021.</p> <p>One of our Councillor sees this as a '(to)benefit Wirral's residents' with the main point being to 'minimise future energy use and reduce carbon emissions, creating a more efficient, reliable and environmentally conscious network'. There is no mention of any study being undertaken into the human cost of such a strategy. Might I suggest that a conversation with the Head of Geography, University of Liverpool would offer some enlightenment? There are important studies being undertaken in the USA into the issues surrounding this, now, controversial technology. Plus, any image of Merseyside at night from orbit shows what a terrible and insensitive light polluter this area is.</p> | | | | | | | |
| 1246634 | LPIO-19435 | | <p>I wish to make my comments on the Local Plan in the following email rather than by answering the questions in the relevant online document. I have been a resident of Wirral for thirty nine years and have lived in Upton throughout that time. I welcome the opportunity to comment on the Local Plan. I believe the overall criteria for the Local Plan should be the preservation of the Green Belt as a matter of principal and necessity for the people of and visitors to Wirral. As well as the environment and wildlife.</p> | | | | | | | |
| 1246659 | LPIO-8893 1 of 2 | SHLAA - question 4 | <p>I wish to object to the allocation of land for residential development on Seabank Road, Riverbank Road, Manners Lane and Wittering Lane - Lower Heswall, as part of the SHLAA on the following grounds: The land is situated in the greenbelt. The importance of the greenbelt in determining planning applications and related matters should not be underestimated. Policy GB2 – guidelines for development in the greenbelt – clearly identifies the types of permitted development in the greenbelt, and this does not include for new build residential premises aimed at meeting social housing targets. Specifically policy GB2 states that – Within the greenbelt there is a general presumption against inappropriate development and such development will not be approved except in very special circumstances. Planning permission will not be granted for development in the greenbelt unless it is for the purpose of: i. Agriculture or forestry; ii. Essential facilities for outdoor sports and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the greenbelt and do not conflict with the purposes of including land within it; iii. The limited extension, alteration or replacement of existing dwellings, subject to policy GB4 and policy GB5; iv. The limited infilling in existing villages, subject to policy GB6, including limited affordable housing subject to local community needs; v. The limited infilling or redevelopment of major existing developed sites identified under proposal GB9. Such appropriate development shall not damage the visual amenities of the greenbelt by virtue of its siting, materials or design. Similar views are expressed in the core strategies for Wirral proposed submission draft (December 2012); see para 6.13 and policy CS3 – greenbelt. These policies, both current and emerging serve to underline the incompatibility of allowing residential development in the greenbelt, and should therefore form the basis for refusing any further consideration of these sites from the assessment process. Furthermore, there are no “special circumstances” identified by the assessment which weigh in favour of the proposed sites and offset objections to their development in the greenbelt.</p> <p>Finally I wish to underline the fact that these sites fall within the “undeveloped coastal zone” which gives added emphasis in policy COA1 to the protection of the greenbelt between the Wirral Way and the Dee estuary. Further to my correspondence of the 12th September 2017 – Strategic Housing Land Availability Assessment (SHLAA) – Lower Heswall, I am writing to include additional relevant information in opposition to the allocation of land for residential development at Seabank Road, Riverbank Road, Manners Lane and Wittering Lane – Lower Heswall.</p> | https://wirral-consult.objective.co.uk/file/5656381 | | | | | | |

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| 1246659 | LPIO-8893 2 of 2 | SHLAA - question 4 | I note from my review of the – Initial Green Belt Review Proposed Methodology – that most of the land between Mostyn Avenue and Seabank Road is defined as 'high quality agricultural land' (see Appendix 7). This is important information as the Initial Green Belt Review makes the following observations about this category of land in Paras 6.17, 6.19 and 6.20. 6.17 National planning policy states that local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land and where significant development of agricultural land is demonstrated to be necessary, should seek to use areas of poorer quality land in preference to that of a higher quality (NPPF, paragraph 112). 6.19 The Council therefore propose to base the initial assessment on the latest available information on the current extent of best and most versatile agricultural land in Wirral shown on Appendix 7, to 'flag' the potential presence of high quality agricultural land within Grades1, 2 3. 6.20 Landowners and developers will need to provide additional information to demonstrate that any development that would lead to the loss of agricultural land would have no significant implications for the Borough's agricultural land resource or for the continued productivity and viability of individual agricultural land holdings, before any site will be recommended for inclusion in the Core Strategy Local Plan. Taken in conjunction with my earlier observations concerning the status of the Green Belt and the 'coastal zone' in this area, I believe that these additional points form the basis of a strong case against any further residential development in this part of Lower Heswall. | | | | | | | |
| 1248374 | LPIO-23544 | Green Belt | I wish to object to the plan as this would fail to preserve the Green Belt land and destroy the countryside. | | | | | | | |
| 1248329 | LPIO-23240 | Green Belt | I wish to register my objection to building on the green belt. As this is a peninsula it would increase what is already traffic gridlock for people trying to get to work either in Liverpool and Chester, the roads could not cope. Also in the times we are in at present who can afford new housing as I could guarantee the houses built would not be affordable. The farm land will be needed to grow food for the country. | | | | | | | |
| 1247945 | LPIO-16147 | | I wish to voice my objection to the proposed release of Green Belt on the Wirral Peninsula for the development of 12,000 new homes. There is absolutely no evidence at all to support that proposal as there is very low growth, economically or population wise that would warrant that amount of houses. In fact, the population growth between 1997 and 2017 was around 100 - hardly game changing. There are sufficient brownfield sites and dockland areas to provide for the small amount of housing required based on realistic figures and areas of regeneration for the development of new industries and businesses without the need to decimate green spaces . | | | | | | | |
| 1248008 | LPIO-18377 | Parcel 7.16 | I would also pose one final question how many of the people making the decisions actually live in this area and truly understand the effect it would have. | | | | | | | |
| 1244804 | LPIO-11365 | | I would be very happy if the brown land was used to build these houses on, but I would have great concerns and objections to them being built on greenbelt land especially as there is so much concern around climate change, green house gases and wildlife etc. The following are my observations and questions from the various sessions I have attended. • Why are we building more houses when there is clearly no need for them and will they just be houses that remain empty? • Who is going to be able to afford them? • If there are no jobs on the Wirral why are we encouraging people to live in the area and then forcing them to commute to work, which will add to the greenhouse gasses, which we have to reduce? • If they use the greenbelt fields at the top of Exmoor Close It would join up Pensby and Irby, where at present there is a clear distinction. • At present the close is full of parked cars and mostly doubled parked. If the greenbelt were used it would create more through traffic thus creating a bottle neck at the bottom of Cornelius Drive. • Already in the mornings there are queues of traffic getting onto the Arrowe Park Road this would obviously increase creating more of a bottle neck? • Extra schools, facilities etc would be required. • Arrowe Park Hospital is already overstretched and they would certainly struggle with extra people. I trust that you will listen to the voice of the people and weigh up all the consequences of your decisions. If necessary go back to the Government expressing what so many people have voiced that these extra homes are clearly not needed on the Wirral. Finally I would like to point out that I found it very hard to make comments on your website and thus had to resort to a letter. | | | | | | | |
| 1240525 | LPIO-13730 | | I would firstly like to register my total disapproval at the Planning Portal in which we are expected to give feedback on the Wirral Plan. I spent 3 hours filling in this over complicated, very badly developed feedback tool. I cannot believe that this was developed with the intention of making it easy for people to provide feedback. After eventually filling it in and submitting it a series of errors were highlighted??? Then the app crashed losing all my input. This feedback platform is a disgrace! I would therefore like to give my feedback via e-mail, and would ask that you ensure that I receive acknowledgement that my objections have been logged. | | | | | | | |
| 1247658 | LPIO-13097 | | I would like my comments to be recorded and I AM AGAINST THE USE OF GREEN BELT LAND FOR ANY DEVELOPMENT NOW OR IN THE FUTURE! | | | | | | | |
| 1245638 | LPIO-4332 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |

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|-----------|------------|--|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1246724 | LPIO-10644 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. Also with the current situation due to the virus people have not had acces to libraries to fill in forms and voice the opinions. | | | | | | | |
| 1245060 | LPIO-1945 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1245180 | LPIO-2806 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1242751 | LPIO-663 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1246482 | LPIO-7060 | The statistics in the local plan | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1240903 | LPIO-8058 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. Also the council has deliberately made this complicated and slanted towards the developers and not the residents. If this is politically motivated then Councillors should be aware that your position is being reviewed and as has happened previously, you can be removed. Do as the residents request and not as you want. | | | | | | | |
| 1246693 | LPIO-9929 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247196 | LPIO-11634 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247214 | LPIO-12468 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247492 | LPIO-12571 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1240843 | LPIO-12725 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247578 | LPIO-12926 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247510 | LPIO-13049 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1246335 | LPIO-13187 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1246853 | LPIO-13440 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |

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| 1247287 | LPIO-16263 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247344 | LPIO-16351 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247349 | LPIO-16438 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247353 | LPIO-16527 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247354 | LPIO-16621 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247434 | LPIO-16728 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247436 | LPIO-16829 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247437 | LPIO-17034 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247439 | LPIO-17035 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247441 | LPIO-17125 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247960 | LPIO-17246 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. To Summarise I do not agree with any proposal to build on green belt land in the Wirral for any reasons and would hope that any private submission by housing developers to build on green belt and pasture land in the foreseeable future would be rejected by WBC planning department to preserve the heritage of our unique peninsular for the environment, habitat for wildlife and education and enjoyment of future generations and residents. | | | | | | | |
| 1247962 | LPIO-17343 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247966 | LPIO-17448 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247971 | LPIO-17544 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1241726 | LPIO-17644 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247979 | LPIO-17832 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |

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| 1247980 | LPIO-17833 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1245502 | LPIO-17936 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247541 | LPIO-18041 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247539 | LPIO-18147 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1247996 | LPIO-18328 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1246851 | LPIO-21220 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. 35,000 residents on Wirral have signed up to a petition against any greenbelt release for housing. Currently our Council are proposing to build in excess of 12,000 houses. They say they are forced to by the government. I understand that this figure comes from the 2014 methodology and can be challenged. Our Council wishes not to do this. They want the new homes bonus that comes with each new dwelling. I agree with our Council when they state that there should be a brownfield first approach, however, I am not too sure that they believe it themselves. In their Issues and Options document, there are two options to build on masses of greenbelt, farms, fields and open spaces. These options are not acceptable, they are simply too large. Wirral Borough Council, produce every year their own, Compendium of Statistics. This Compendium reports everything that is needed for our borough, projections, populations, growth, birth rates, death rates, life expectancy, transport, amenities etc. It shows housing and household projections, for the life span of the current local plan that is about to be produced. The Compendium uses sources from the 2014 methodology for calculating house numbers, also sourced from the ONS (Office of National Statistics and from the Ministry of Housing Communities and Local Government (MHCLG). Our Council say we need in excess of 803 houses per year. Their Compendium clearly states 327 houses per year. Although I agree that we may need to build more homes, they have to be the right houses in the right places and for those who are in need. I totally disagree that we need to use our greenbelt. Can I please appeal to you for your intervention on this subject, before our farms fields and open spaces are gone forever. | | | | | | | |
| 1246918 | LPIO-21475 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. 35,000 residents on Wirral have signed up to a petition against any greenbelt release for housing. Currently our Council are proposing to build in excess of 12,000 houses. They say they are forced to by the government. I understand that this figure comes from the 2014 methodology and can be challenged. Our Council wishes not to do this. They want the new homes bonus that comes with each new dwelling. I agree with our Council when they state that there should be a brownfield first approach, however, I am not too sure that they believe it themselves. In their Issues and Options document, there are two options to build on masses of greenbelt, farms, fields and open spaces. These options are not acceptable, they are simply too large. Wirral Borough Council, produce every year their own, Compendium of Statistics. This Compendium reports everything that is needed for our borough, projections, populations, growth, birth rates, death rates, life expectancy, transport, amenities etc. It shows housing and household projections, for the life span of the current local plan that is about to be produced. The Compendium uses sources from the 2014 methodology for calculating house numbers, also sourced from the ONS (Office of National Statistics and from the Ministry of Housing Communities and Local Government (MHCLG). Our Council say we need in excess of 803 houses per year. Their Compendium clearly states 327 houses per year. Although I agree that we may need to build more homes, they have to be the right houses in the right places and for those who are in need. I totally disagree that we need to use our greenbelt. Can I please appeal to you for your intervention on this subject, before our farms fields and open spaces are gone forever. | | | | | | | |

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|-----------|------------|--|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1246924 | LPIO-21476 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. 35,000 residents on Wirral have signed up to a petition against any greenbelt release for housing. Currently our Council are proposing to build in excess of 12,000 houses. They say they are forced to by the government. I understand that this figure comes from the 2014 methodology and can be challenged. Our Council wishes not to do this. They want the new homes bonus that comes with each new dwelling. I agree with our Council when they state that there should be a brownfield first approach, however, I am not too sure that they believe it themselves. In their Issues and Options document, there are two options to build on masses of greenbelt, farms, fields and open spaces. These options are not acceptable, they are simply too large. Wirral Borough Council, produce every year their own, Compendium of Statistics. This Compendium reports everything that is needed for our borough, projections, populations, growth, birth rates, death rates, life expectancy, transport, amenities etc. It shows housing and household projections, for the life span of the current local plan that is about to be produced. The Compendium uses sources from the 2014 methodology for calculating house numbers, also sourced from the ONS (Office of National Statistics and from the Ministry of Housing Communities and Local Government (MHCLG). Our Council say we need in excess of 803 houses per year. Their Compendium clearly states 327 houses per year. Although I agree that we may need to build more homes, they have to be the right houses in the right places and for those who are in need. I totally disagree that we need to use our greenbelt. Can I please appeal to you for your intervention on this subject, before our farms fields and open spaces are gone forever. | | | | | | | |
| 1246928 | LPIO-21477 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. 35,000 residents on Wirral have signed up to a petition against any greenbelt release for housing. Currently our Council are proposing to build in excess of 12,000 houses. They say they are forced to by the government. I understand that this figure comes from the 2014 methodology and can be challenged. Our Council wishes not to do this. They want the new homes bonus that comes with each new dwelling. I agree with our Council when they state that there should be a brownfield first approach, however, I am not too sure that they believe it themselves. In their Issues and Options document, there are two options to build on masses of greenbelt, farms, fields and open spaces. These options are not acceptable, they are simply too large. Wirral Borough Council, produce every year their own, Compendium of Statistics. This Compendium reports everything that is needed for our borough, projections, populations, growth, birth rates, death rates, life expectancy, transport, amenities etc. It shows housing and household projections, for the life span of the current local plan that is about to be produced. The Compendium uses sources from the 2014 methodology for calculating house numbers, also sourced from the ONS (Office of National Statistics and from the Ministry of Housing Communities and Local Government (MHCLG). Our Council say we need in excess of 803 houses per year. Their Compendium clearly states 327 houses per year. Although I agree that we may need to build more homes, they have to be the right houses in the right places and for those who are in need. I totally disagree that we need to use our greenbelt. Can I please appeal to you for your intervention on this subject, before our farms fields and open spaces are gone forever. | | | | | | | |
| 1246920 | LPIO-21655 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. 35,000 residents on Wirral have signed up to a petition against any greenbelt release for housing. Currently our Council are proposing to build in excess of 12,000 houses. They say they are forced to by the government. I understand that this figure comes from the 2014 methodology and can be challenged. Our Council wishes not to do this. They want the new homes bonus that comes with each new dwelling. I agree with our Council when they state that there should be a brownfield first approach, however, I am not too sure that they believe it themselves. In their Issues and Options document, there are two options to build on masses of greenbelt, farms, fields and open spaces. These options are not acceptable, they are simply too large. Wirral Borough Council, produce every year their own, Compendium of Statistics. This Compendium reports everything that is needed for our borough, projections, populations, growth, birth rates, death rates, life expectancy, transport, amenities etc. It shows housing and household projections, for the life span of the current local plan that is about to be produced. The Compendium uses sources from the 2014 methodology for calculating house numbers, also sourced from the ONS (Office of National Statistics and from the Ministry of Housing Communities and Local Government (MHCLG). Our Council say we need in excess of 803 houses per year. Their Compendium clearly states 327 houses per year. Although I agree that we may need to build more homes, they have to be the right houses in the right places and for those who are in need. I totally disagree that we need to use our greenbelt. Can I please appeal to you for your intervention on this subject, before our farms fields and open spaces are gone forever. | | | | | | | |

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|-----------|------------|--|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1246926 | LPIO-21656 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. 35,000 residents on Wirral have signed up to a petition against any greenbelt release for housing. Currently our Council are proposing to build in excess of 12,000 houses. They say they are forced to by the government. I understand that this figure comes from the 2014 methodology and can be challenged. Our Council wishes not to do this. They want the new homes bonus that comes with each new dwelling. I agree with our Council when they state that there should be a brownfield first approach, however, I am not too sure that they believe it themselves. In their Issues and Options document, there are two options to build on masses of greenbelt, farms, fields and open spaces. These options are not acceptable, they are simply too large. Wirral Borough Council, produce every year their own, Compendium of Statistics. This Compendium reports everything that is needed for our borough, projections, populations, growth, birth rates, death rates, life expectancy, transport, amenities etc. It shows housing and household projections, for the life span of the current local plan that is about to be produced. The Compendium uses sources from the 2014 methodology for calculating house numbers, also sourced from the ONS (Office of National Statistics and from the Ministry of Housing Communities and Local Government (MHCLG). Our Council say we need in excess of 803 houses per year. Their Compendium clearly states 327 houses per year. Although I agree that we may need to build more homes, they have to be the right houses in the right places and for those who are in need. I totally disagree that we need to use our greenbelt. Can I please appeal to you for your intervention on this subject, before our farms fields and open spaces are gone forever. | | | | | | | |
| 1246458 | LPIO-25851 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. 35,000 residents on Wirral have signed up to a petition against any greenbelt release for housing. Currently our Council are proposing to build in excess of 12,000 houses. They say they are forced to by the government. I understand that this figure comes from the 2014 methodology and can be challenged. Our Council wishes not to do this. They want the new homes bonus that comes with each new dwelling. I agree with our Council when they state that there should be a brownfield first approach, however, I am not too sure that they believe it themselves. In their Issues and Options document, there are two options to build on masses of greenbelt, farms, fields and open spaces. These options are not acceptable, they are simply too large. Wirral Borough Council, produce every year their own, Compendium of Statistics. This Compendium reports everything that is needed for our borough, projections, populations, growth, birth rates, death rates, life expectancy, transport, amenities etc. It shows housing and household projections, for the life span of the current local plan that is about to be produced. The Compendium uses sources from the 2014 methodology for calculating house numbers, also sourced from the ONS (Office of National Statistics and from the Ministry of Housing Communities and Local Government (MHCLG). Our Council say we need in excess of 803 houses per year. Their Compendium clearly states 327 houses per year. Although I agree that we may need to build more homes, they have to be the right houses in the right places and for those who are in need. I totally disagree that we need to use our greenbelt. Can I please appeal to you for your intervention on this subject, before our farms fields and open spaces are gone forever. | | | | | | | |
| 1246459 | LPIO-25852 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. 35,000 residents on Wirral have signed up to a petition against any greenbelt release for housing. Currently our Council are proposing to build in excess of 12,000 houses. They say they are forced to by the government. I understand that this figure comes from the 2014 methodology and can be challenged. Our Council wishes not to do this. They want the new homes bonus that comes with each new dwelling. I agree with our Council when they state that there should be a brownfield first approach, however, I am not too sure that they believe it themselves. In their Issues and Options document, there are two options to build on masses of greenbelt, farms, fields and open spaces. These options are not acceptable, they are simply too large. Wirral Borough Council, produce every year their own, Compendium of Statistics. This Compendium reports everything that is needed for our borough, projections, populations, growth, birth rates, death rates, life expectancy, transport, amenities etc. It shows housing and household projections, for the life span of the current local plan that is about to be produced. The Compendium uses sources from the 2014 methodology for calculating house numbers, also sourced from the ONS (Office of National Statistics and from the Ministry of Housing Communities and Local Government (MHCLG). Our Council say we need in excess of 803 houses per year. Their Compendium clearly states 327 houses per year. Although I agree that we may need to build more homes, they have to be the right houses in the right places and for those who are in need. I totally disagree that we need to use our greenbelt. Can I please appeal to you for your intervention on this subject, before our farms fields and open spaces are gone forever. | | | | | | | |

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| 1241315 | LPIO-3331 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1246310 | LPIO-5988 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1246488 | LPIO-7334 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1246594 | LPIO-8028 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1246605 | LPIO-8219 | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents | | | | | | | |
| 1237882 | LPIO-8483 | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1244629 | LPIO-4995 | | I would like to comment that the plan for schools, health, leisure, special needs going forward is not very good at all. As mentioned in previous answers, the housing figures are exaggerated and do not represent future projections. Really and truly, I wonder if the Council will just go ahead and largely ignore comments about greenbelt and housing and just keep their own secret agenda going. So many people have told me I am wasting my time answering anything from the Council or Planners as they never listen to anyone but themselves, we'll soon see. | | | | | | | |

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|-----------|------------|--|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1247205 | LPIO-11228 | | I would like to express my views on the proposed risk to all Green Belt Sites on the Wirral arising out of the local council's (WBC) plans. I understand WBC 's local plan does include using Green Belt but from what I understand there is not sufficient evidence to show this is necessary. On a personal note it would be a shame if parts of our lovely green countryside are unnecessarily spoiled and surely part of the remit of WBC should be to preserve it to encourage people to live on and visit the peninsula. The importance of Green Belt land must not be underestimated and the positive effect it has on all Wirral residents and visitors - cleaner air, views and walks, wildlife and heritage. These are all incredibly important positives which surely should be considered seriously when balanced against how land is found for new houses. Once the land is used it will never be recovered !! | | | | | | | |
| 1248337 | LPIO-23424 | | I would like to preface my response to the local plan by highlighting a number of things that I feel materially impact my ability to respond fully to this consultation. Firstly, the current COVID-19 situation will hugely affect not only the lives of each individual within the Wirral but also the huge assumptions and plans described in the consultation documents. This will be the obvious short term effects, but also the long-term economic effects on us all - this includes the whole period that the local plan covers. Evidence of how this happens can be found in the aftermath of any natural disasters / wars over the last century or so. For this reason, I believe that the Council should update all numbers and plans bases on economic data on the impact of the virus and rewrite / reconsult in 12 months time at the very earliest. Secondly, I feel that this consultation response is futile and the whole thing is already a fait accomplis. This is partly because of the reason above but mostly because all of my comments below were made as part of the last consultation and have clearly been ignored. I know from the consultation meetings that the points that I make below and made previously were made by many others and these points are still valid to be raised now. I see no attempt has been made to address them in this consultation. Sadly I see no way in how this plan will be changed despite huge public opposition. Thirdly, it is obvious that if the plan is agreed as is, developers would target the huge swathes of former green belt land first because of the higher value and profits. Nothing in the documentation suggests any way that this would be prevented. Finally, the huge amount of, at times, unreadable documentation in poor formats makes it very difficult for a lay person to valuably comment. I'm unsure if there are standards around public consultations, but an opportunity to use 'plain English' has been missed. | | | | | | | |
| 1248309 | LPIO-22998 | | I would like to register my general comment on the local plan here rather than through the given web site which I find unnecessarily complex, requiring the harvesting of far too much personal detail by an unknown 3rd party survey company, and seemingly contrived with its multiple cross referenced questions to arrive at a conclusion that the questioner wants. So, I would be obliged if you would record this objection | | | | | | | |
| 1243448 | LPIO-989 | | I would like to reinforce my earlier comments on:- - preservation of ALL current green belt/field sites. - review the future housing need predictions downwards to a more realistic number - vigorously develop and promote the tourism potential of Wirral for the visitor economy Wading through this consultation has been a marathon task which I suspect, most Wirral residents will not have the time or energy to do! It's almost as if you are making it difficult for people to have their say!!! It would be helpful that when consultation occurs for the final plan it is distilled into a set of very focused proposals/actions about where, when, what type and how many new developments have been proposed. There could be links to further background information within this document. | | | | | | | |
| 1246486 | LPIO-7134 | | I would like to see a Council that is looking after the residents of Wirral. Lets have a plan that reflects accurate and reasonable housing demands and lets have planners who make this happen. Look after the residents of Wirral and not the developers. | | | | | | | |
| 1244826 | LPIO-2494 | | I would like to see a more detailed plan for schools, health, leisure, special needs going forward as this is missing. The housing figures of 12, 000 are extortionate and exaggerated and do not represent future projections and are not supported by the Wirral residents as true and factual. | | | | | | | |

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|-----------|-----------|--|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1246342 | LPIO-6022 | Empty shops, Public Transport, Brownfield/Green Belt | I would like to see empty shops in certain area converted in an appropriate way e.g. Edwardian premises converted in keeping with character of original building could provide affordable apartments. More public transport to expanding urban areas. Electric charging points. Local recycling initiatives. Removing redundant urban clutter. Solar panels on more public buildings. Council to use digital technology, virtual reality & 3d modelling to shape local areas. Encourage the upgrading of the "Lacys Bar" adjacent to Wetherspoons Master Mariner develop mixed use for New Brighton Station. I welcome the Brownfield first approach & the inclusion of social housing & affordable homes. It is good that the council wants to keep Green Spaces & to plant more trees. Government guidelines may change in the future. Brownfield first 1 deal option, include a Green Space in new developments. - In view of climate change agreements the council can challenge the idea of 12,000 new houses. (e.g. Heathrow expansion halted) - Once a single dwelling is allowed on Green Belt this creates a precedent. - Local Green Spaces to be preserved - St. Georges Park-natural beauty. The Dips-potential flood area. Quarry Park, Mount Pleasant-amenity. Marine Park, Wellington Road-amenity. Most of Tower Grounds-youth area. Vale Park-Green flag area. Captains Pit-amenity & natural beauty. - Over development of New Palace site could lead to traffic bottleneck & no access for RNLI Lifeboat launching site. No fossil fuels to be used for heating in new homes. Where a developer removes a tree, a new fully grown tree to be planted elsewhere. Preserve Hedgerows. Take into account historic character of an area. | | | | | | | |
| 1246435 | LPIO-6635 | | I would like to see full protection of the green belt and a realistic and sustainable number of affordable homes built on brownfield sites only where good public transport links and infrastructure already exists i.e. trainline on the east of the borough. As I have already stated Council need to reduce the number of houses it is said it is being forced to build by 2035. The case that more land is required for house-building seems to be based on the stated need to build and additional 12,000 homes when it is clear that the population figures for Wirral have been practically static for many years and there is no indication that this situation is about to change. The Council's own statistical data points to an actual need a fraction of the 12,000 figure. consequently, demand will be much lower than the stated need would suggest. In addition the proposal to include Green Belt land as Options for development will likely result in those sites deteriorating through planning blight by discouraging land owners use, investment and improvement of the land whilst waiting for any real development interest and opportunity to arise. I also believe that the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Council's own Visitor Economy strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit" | | | | | | | |
| 1245286 | LPIO-6653 | | I would like to see full protection of the green belt and a realistic and sustainable number of affordable homes built on brownfield sites only where good public transport links and infrastructure already exists i.e. trainline on the east of the borough. As I have already stated Council need to reduce the number of houses it is said it is being forced to build by 2035. The case that more land is required for house-building seems to be based on the stated need to build and additional 12,000 homes when it is clear that the population figures for Wirral have been practically static for many years and there is no indication that this situation is about to change. The Council's own statistical data points to an actual need a fraction of the 12,000 figure. consequently, demand will be much lower than the stated need would suggest. In addition the proposal to include Green Belt land as Options for development will likely result in those sites deteriorating through planning blight by discouraging land owners use, investment and improvement of the land whilst waiting for any real development interest and opportunity to arise. I also believe that the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Council's own Visitor Economy strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit" | | | | | | | |
| 1246438 | LPIO-6670 | | I would like to see full protection of the green belt and a realistic and sustainable number of affordable homes built on brownfield sites only where good public transport links and infrastructure already exists i.e. trainline on the east of the borough. As I have already stated Council need to reduce the number of houses it is said it is being forced to build by 2035. The case that more land is required for house-building seems to be based on the stated need to build and additional 12,000 homes when it is clear that the population figures for Wirral have been practically static for many years and there is no indication that this situation is about to change. The Council's own statistical data points to an actual need a fraction of the 12,000 figure. consequently, demand will be much lower than the stated need would suggest. In addition the proposal to include Green Belt land as Options for development will likely result in those sites deteriorating through planning blight by discouraging land owners use, investment and improvement of the land whilst waiting for any real development interest and opportunity to arise. I also believe that the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Council's own Visitor Economy strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit" | | | | | | | |

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| 1246441 | LPIO-6727 | | I would like to see full protection of the green belt and a realistic and sustainable number of affordable homes built on brownfield sites only where good public transport links and infrastructure already exists i.e. trainline on the east of the borough. As I have already stated Council need to reduce the number of houses it is said it is being forced to build by 2035. The case that more land is required for house-building seems to be based on the stated need to build and additional 12,000 homes when it is clear that the population figures for Wirral have been practically static for many years and there is no indication that this situation is about to change. The Council's own statistical data points to an actual need a fraction of the 12,000 figure. consequently, demand will be much lower than the stated need would suggest. In addition the proposal to include Green Belt land as Options for development will likely result in those sites deteriorating through planning blight by discouraging land owners use, investment and improvement of the land whist waiting for any real development interest and opportunity to arise. I also believe that the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Council's own Visitor Economy strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit" | | | | | | | |
| 1246666 | LPIO-9025 | | I would like to see full protection of the green belt and a realistic and sustainable number of affordable homes built on brownfield sites only where good public transport links and infrastructure already exists i.e. trainline on the east of the borough. As I have already stated Council need to reduce the number of houses it is said it is being forced to build by 2035. The case that more land is required for house-building seems to be based on the stated need to build and additional 12,000 homes when it is clear that the population figures for Wirral have been practically static for many years and there is no indication that this situation is about to change. The Council's own statistical data points to an actual need a fraction of the 12,000 figure. consequently, demand will be much lower than the stated need would suggest. In addition the proposal to include Green Belt land as Options for development will likely result in those sites deteriorating through planning blight by discouraging land owners use, investment and improvement of the land whist waiting for any real development interest and opportunity to arise. I also believe that the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Council's own Visitor Economy strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit" | | | | | | | |
| 1247098 | LPIO-10932 | Wirral Waters and the Wirral Waterfront | I would like to see redevelopment of Wirral Waters and the Wirral Waterfront. I would like to see building of appropriate housing on brown field sites. I would like to see the protection and preservation of our valuable green belt land. More can be done to reduce traffic, reduce the erosion of green & open spaces. Planning committees MUST also be accountable on this issue. The Council's projections of economic growth and jobs growth set out in the Issues and Options document are deeply flawed and need to be reconsidered. | | | | | | | |
| 1239386 | LPIO-19585 | Land at Junction of Arrowe Park Road | I would like to specifically object to the sale of the land at the junction of Arrowe Park road (A551) and Upton Road (including the Upton fire station site) for the construction of a Lidl supermarket. This will cause much worse traffic congestion at the adjacent roundabout that already grinds to a standstill at various times of day, much worse pollution and will devastate the businesses in Upton village to which people can currently get to without a car. The planning department is not fit for purpose and regulations and policies should be written that enforce the retention of trees and green spaces and make climate change the top priority. This needs to be reflected in concrete actions, within this local plan and not just in gestures and Council motions. | | | | | | | |
| 1246009 | LPIO-13077 | | I would like to take the opportunity to submit some comments on the above plan. I prefer to write them in the form of this letter rather than take the opportunity to provide answers to the related questionnaire. My comments are as follows: It is essential to maximise the use of available brownfield sites and minimise any usage of Green Belt land. The unique constraints of Wirral being a peninsula must be allowed for, given that historically developments have generally followed the banks of the River Dee, River Mersey and the Irish Sea. Unlike 'normal' towns and cities, which radiate out from a specific central location and are surrounded by countryside, Wirral's Green Belt is actually in the middle of the peninsula surrounded by housing, commercial and industrial developments. To partly misquote Mark Twain in respect of Wirral's Green Belt land, 'they're not making it anymore'. The approach described in the Plan is consistent with, and supportive of the Council's aim to maintain the health and well being of its residents and meet its 'Climate Emergency' commitments by minimising the loss of trees and green space. It is important that there should be the opportunity for such people to move from their current home to somewhere more suitable, as their circumstances change which is still local. This could then release housing that has become too big or difficult for their needs, and still maintain links with local family and friends. I would like to have seen a stronger reference to the option of converting retail and office space into residential units. This is something that was raised by Parliament's 'Housing, Communities and Local Government Committee' in its Eleventh Report of Session 2017-19, entitled 'High streets and town centres in 2030'; see (https://publications.parliament.uk/pa/cm/201719/cmselect/cmcomloc/1010/full-report.html) This could be very relevant to the redevelopment of Birkenhead. | | | | | | | |

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| 1247130 | LPIO-11065 | Tourism, Transport. SPO40 & SPO42 | I would love to see tourism boosted by the development of Wirral waterfront, this could lead to hotels being built and a great addition to the already popular Liverpool waterfront that you can see from all along our currently unused waterfront. More homes need to be allocated for first time buyers, that will bring young couples into the Borough. I would like to see all of the services across Wirral development and funded correctly. Public transport is very much needed in parts of the Borough, Greasby for example, so that people have a choice of how to get to their place of work. SPO40 & SPO42 - Objection - I wish to object to the release of greenbelt at Vineyard Farm and Claremont Farm. Recently Wirral Archaeology have been seen in both fields searching for evidence of the Battle of Brunanburgh. I feel residents need to know more information of the findings at these sites as it is of historic importance. The land at Claremont farm floods and a few fields still have large pools of water that could be called ponds. Many wildlife are visiting these watering holes, including Canadian geese and ducks. We have bats and owls in this area, of which must be kept as many wild species are in decline. If this area was developed, together with land at Clatterbridge hospital, our area and infrastructure would change and not for the better. Far too close to the M53 and all the problems go with inhaling fumes, traffic would increase and schools would need to be built. All of this is very much against WBC own Climate Emergency that they have raised. Development must take place at brownfield sites first. | | | | | | | |
| 1239377 | LPIO-9252 | | I would to say I believe the plan in place for schools, health, leisure and special needs going forward, is below par. Housing figures are exaggerated and do not represent future economic projections. Furthermore, in the light of Brexit and the Coronavirus pandemic which has taken the world by surprise and will change our future drastically, this consultation and plan should be deemed no longer relevant. It needs to be delayed and done again once we know the parameters we will be living under post-pandemic. Our economy could change beyond recognition, making this Local Plan as it stands now, null and void. | | | | | | | |
| 1242155 | LPIO-25891 | | I write further in relation to the consultation on the Wirral Local Plan 2020 – 2035 Issues and Options document (January 2020). I set out further comments on the document as the promoter of land to the east of Croft Drive East, Caldy identified within the Wirral Strategic Housing Land Availability Assessment 2019 as site reference 3055 and 3056. I have based representations on the questions contained within the Issues and Options document. Overall the Issues and Options report does little if anything to highlights the benefits of development. The report makes reference to ‘impacts’ throughout with associated negative connotations. More detail should be afforded to the need for a sustainable plan based approach to development, ultimately via the adoption of a Local Plan that will result in much needed new homes and jobs that many residents across the Borough are currently deprived of. The emerging Local Plan and associated reports should make more effort to highlight the benefits of development such as precious spaces, new public transport links, new play space and contributions to support essential public services through new Council Tax and Business Rate incomes. The Council should endeavour to challenge (and educate) the often vocal minority whose self interest is holding back sustainable economic growth of the Borough and opportunities for younger generations to be provided with homes. The need to include pragmatic and well considered Green Belt release is strongly supported beyond and in addition to the quantum currently proposed within option 2A. The list of Green Belt release sites should be extended further with a proportionate distribution throughout the Borough to share both the impacts and benefits. The Borough desperately needs new homes and a Local Plan that simply encourages ‘Town Cramming’ and threatens already limited formal / informal open spaces in our towns should not be supported. | | | | | | | |
| 1247243 | LPIO-11389 | | I write to comment on the local plan. I have found response and comment via your online portal impossibly convoluted, so have chosen to write a letter instead. You appear to be paying lip service to the feeling of local people that our Green Belt should be preserved, but it is worrying that you are reserving the option to use Green Belt land if the need arises. You need to be more insistent that building must only be on brownfield sites; to force developers who hold land with planning permission and do nothing with it either to build, or lose the planning permission. Give them a time limit. There is plenty of idle land here which could be used for housing without digging up fields and hedgerows that have been farmed for centuries and that provide havens for wildlife. I am very concerned that the richest landowners on the Wirral appear to want to sell up their holdings and destroy our local farms, first by selling off the farmyards and buildings (the 'brownfield' bit of their inheritance) but inevitably eventually followed by applications to develop the adjoining farmland too. Once a farm loses its heart - its house, cattle sheds, dairy yards etc - the farmland will be less attractive to contractors. What a perfect excuse for the owners to say the farm is not viable! What an opportunity to cash in on the development value, by sneaking development through in stages, a piecemeal destruction! But where does that leave the rural character of the Wirral? Destroyed. | | | | | | | |

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| 1238779 | LPIO-11656 | | I writing to make my comments on the above via email as I find the consultative document issued by yourselves far too long and complicated for the average resident like myself to meaningfully complete. If this is an unacceptable way of commenting on the proposed local plan, I trust you will advise me in writing to enable me to make alternative arrangements. I would confirm that I have been a resident of Wirral and ratepayer since 1975. I have also been a member of ITPAS since 1978 and a committee member since 2012. It will therefore come as no surprise that I feel passionately about Wirral in general and more specifically about the protection of its existing greenbelt. The green and pleasantness of Wirral was the main reason I moved here in the first place. | | | | | | | |
| 1247292 | LPIO-11488 | | If the large number of dwellings were allowed it would create a huge urban sprawl and will have a massive impact on already over-crowded roads and traffic black spots and will require many millions of pounds to deal with already inadequate drainage and sewerage. We sincerely hope further consideration will be given to the use of these very important Green Belt sites. | | | | | | | |
| 1246504 | LPIO-7194 | | Improved economy, better housing for first time buyers and social and amenity housing. Protection of its Greenbelt and green space areas and a Council that treats residents as a priority. The Planning advisory Service Peer Review - 25th-27th June 2019 recorded severe deficiencies in the council's Planning Department and Planning Committee. I would like to see its recommendations fully implemented. This document has been issued for the benefit of Lawyers, Planners and Developers, not for the general public. None of the options would be suitable. | | | | | | | |
| 1247154 | LPIO-11200 | Various | Improvement and development of Brownfield sites. New houses should be built with solar panels - Improvement in public transport - Additional tree planting schemes - Protection of existing wildlife habitats essential with maintaining biodiversity plus consideration to new habitat creation and management - No new homes should be built in flood risk areas. | | | | | | | |
| 1247590 | LPIO-14141 | | <p>In addition the proposal to include Green Belt Land as options for development will likely result in those sites deteriorating through planning blight by discouraging land owners investment and improvement. This is a clear change from previous policy which protected areas in the Green Belt and applied rigorous controls on development. In my view this option would be regrettable. I also believe the existing plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Councils Visitor Economy Strategy, Wirral Peninsula is a unique and attractive place to live, work and visit. It is the Green Belt that help make Wirral so attractive and interesting by separating residential towns and villages and allowing easy access to the countryside for residents and visitors. Residents identify with their community, whether it be Wallasey, Barnston, Heswall or Irby and it is the Green Belt which helps separate these communities and help gives them their own character. The Council also recognises that we have a Climate Emergency and is committed to taking measures to address this situation. The existing Green Belt is already making an important contribution to helping tackle climate change and further measures should include connecting up existing wildlife sites. This would help restore biodiversity, help with flood mitigation, water and air purification, carbon sequestration, and crop pollination. If we are serious about addressing Climate issues the needs and requirements of nature should be built into the planning process and the Green Belt protected and ecological improvement encouraged. We are fortunate to have Green Belt within the Borough and we need to protect it and cherish it. Apparently Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of the Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space.</p> <p>Priority should be given to the regeneration of the existing urban areas and the protection of farmland and wildlife and this should be reflected in the Planning Policy by ensuring the protection of the Green Belt. Finally Wirral is committed to building a Healthier Wirral for all, and it is generally recognised that environmental improvements have a beneficial affect on human physical and mental health. The Green Belt is already contributing to this policy but there is clearly potential to do so much more through the creation of Nature Improvement Areas which already exist in some areas of the Country. In my view the Green Belt should remain intact. It is an outstanding feature of the Borough and has clear social, environmental and economic benefits.</p> | | | | | | | |
| 1248411 | LPIO-23602 | Green Belt | In addition, the proposal to include Green Belt land as Options for development will likely result in those areas deteriorating through planning blight which will discourage the use, investment in, and improvement of the land | | | | | | | |

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| 1244705 | LPIO-13990 | Option 2A | <p>In addition, the proposal to include Green Belt land as Options for development will likely result in those sites deteriorating through planning blight by discouraging land owners' use, investment and improvement of the land whilst waiting for any real development interest and opportunity to arise. I also believe that the existing Local Plan proposals fail to recognise the full value the Green Belt has in making Wirral such an attractive place to live and visit, which is so accurately described in the Council's own Visitor Economy Strategy, "Wirral Peninsula is a unique and attractive place to live, work and visit. It is the Green Belt that helps make Wirral so attractive and interesting by separating distinct residential towns and villages, and allowing easy access to the countryside for residents and visitors. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment The existing Green Belt is already making an important contribution towards tackling Climate Change, reducing harmful pollution and promoting health and wellbeing through leisure activities and its attractiveness. And further measures will include:</p> <ol style="list-style-type: none"> 1. Increasing tree cover through large scale tree planting; 2. Encouraging local food production, reducing unnecessary food miles; 3. Creating and restoring flood plains, protecting homes and businesses from flooding; 4. Improving wildlife habitats by creating and maintaining wildlife corridors, linking with urban parks and open spaces; 5. Improving air quality, reducing high incidence of asthma; 6. Providing further opportunities for recreation . <p>Clearly we should be investing in the Green Belt as a positive measure of tackling Climate Change and improving the quality of life of all local residents, most particularly those who live in urban areas. We are fortunate to have Green Belt within the Borough and we need to protect and cherish it. It was created specifically to direct development into run-down areas and to prevent further decline: the need for Regeneration remains as evident as ever. Building houses in Green Belt would directly reduce still further the viability of housing in the north and east of the Peninsula, delaying their rejuvenation and improved quality of life. Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. I intend sending copies of this letter to my local Councillors and MP for their information</p> | | | | | | | |
| 1248376 | LPIO-23560 | | <p>In addition, the proposal to include Green Belt land as Options for development will likely result in those sites deteriorating through planning blight by discouraging land owners' use, investment and improvement of the land whilst waiting for any real development interest and opportunity to arise.</p> | | | | | | | |
| 1244235 | LPIO-16164 | | <p>In addition: As a lifelong resident of the Wirral, being born in Prenton, always worked on the Wirral and now retired, am concerned that the use of green field sites will destroy the perhaps unique nature and attraction of the Borough. There is the industrial and more developed side to the Wirral as well as the "leafier" side and I have always been fond of both and their proud history.</p> | | | | | | | |
| 1247513 | LPIO-12640 | | <p>In general I would like to add:- WBC has said it has abandoned its policy of Green Belt release for housing and increased Town Hall receipts. It is at last working on better stated Aims but has yet to take sufficient actions to deliver a Local Plan without Green Belt. I would certainly be opposed and would not accept a Plan including ANY Green Belt Release.- there is NO necessity for it!</p> | | | | | | | |
| 1248347 | LPIO-23532 | | <p>In relation to the status and timing of the two planning options for release of Green Belt land for housing and related development, it is unclear in the revised plan whether these are being presented as last resort options or merely second order preference options. It is also wholly unclear under what specific conditions and criteria these planning options would be invoked and on what timeline. In future iterations of the plan, it will be helpful to explain this in more detail. It will be helpful also to clarify the timeline for monitoring progress on urban and brownfield site development, and for reviewing ways to further incentivise and accelerate such development.</p> | | | | | | | |

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|-----------|------------|--|--|---|--------------|--------------|--------------|--------------|--------------|--------------|
| 1248347 | LPIO-23529 | Green Belt | In summary, I object to the proposed options for irrevocable release of Green Belt land for housing development on the following grounds: a) they are founded on unreliable projections of housing need, b) their status and timing are unclear and do not go far enough to safeguard precious Green Belt land from premature release, and c) they risk undermining both the statutory purposes of Green Belt designation and aspects of wider national policies. More explanation around these issues will be helpful in further iteration of the Local Plan. Furthermore, there is concern that the standard approach to estimating housing need ignores the unique features of the Wirral as a geographically circumscribed area of rare natural beauty with a dedicated Green Belt serving an extended urban hinterland, and thereby places the Wirral at an unfair disadvantage relative to other authorities with denser urban populations and greater scope for urban and brownfield site development. | | | | | | | |
| 1246161 | LPIO-6260 | | In terms of potential contributions to improvement of infrastructure, WUTH would like to note the specific need to include health improvement and expansion as part of this. As outlined a number of times throughout WUTHs comments to the Local Plan, WUTH would welcome and proactively engage with any forums or requirements to greater understand and describe the health impact of the Local Plan. | | | | | | | |
| 1247399 | LPIO-11694 | | In these times of climate change and environmental concern I find it alarming that Wirral Council are still planning to re classify large areas of Green Belt. The Green Belt policy has protected the countryside for many years putting a stop to mass urban sprawl. I have lived in Dibbins Hey for over 25 years and moved here with the knowledge that I was able to access the countryside within minutes of leaving my house.I can not see the point of destroying good farm land, forestry and recreational land that is the habitat to all creatures great and small. Scientist tell us that the world is at a tipping point and we need to put the environment at the top of the agenda.It is everyone's responsibility to protect our environment for the present and the future.By building on the Green Belt we are destroying the countryside and the effect can not be reversed.I do not want to live in an urban sprawl. This letter explains the feelings of my family and friends. I will carefully monitor the future developments in regards to these matters. The point I am making is quite simply.....leave the Green Belt alone | | | | | | | |
| 1248347 | LPIO-23522 | | In view of the overwhelming public objection to the release of Green Belt land for housing development, a commitment to reassess these planning options at a mature stage of the 15-year planning cycle, by which time planning assumptions will be better evidenced, would be justified in my view. It will be helpful to specify in more detail the reassessment process and timeline. In relation to the statutory purposes of Green Belt designation, the proposed options for potential release of Green Belt land for development risk undermining the statutory purposes of the Green Belt in the following ways: a. by leading to further sprawl of already large built up areas such as Heswall; b. by risking, through encroachment, the future merging of small settlements such as Barnston into the built-up area; c. by encroaching into countryside of a distinctly rural character and rare natural beauty; d. by risking, through encroachment, the setting and historic character of small settlements such as Barnston and Eastham Village; e. by disincentivising urban regeneration through the recycling of derelict and other urban land. | | | | | | | |
| 1238193 | LPIO-10361 | Full document | Included in this submission is a full representations document to the Wirral Local Plan Issues and Options Consultation. This document has also been submitted to the Council via localplan@wirral.gov.uk. The document includes a detailed response to the relevant questions included in this submission. | https://wirral-consult.objective.co.uk/file/5656289 | | | | | | |
| 1238193 | LPIO-9659 | The full document | Included in this submission is a full representations document to the Wirral Local Plan Issues and Options Consultation. This document has also been submitted to the Council via localplan@wirral.gov.uk. The document includes a detailed response to the relevant questions included in this submission. | https://wirral-consult.objective.co.uk/file/5679329 | | | | | | |
| 1238193 | LPIO-9969 | Full document | Included in this submission is a full representations document to the Wirral Local Plan Issues and Options Consultation. This document has also been submitted to the Council via localplan@wirral.gov.uk. The document includes a detailed response to the relevant questions included in this submission. | https://wirral-consult.objective.co.uk/file/5679328 | | | | | | |
| 1247296 | LPIO-11496 | Barnston Dale | Instead of destroying the area you should be developing the tourist potential - the listed buildings, the farms, the views, the local footpaths, Barnston Dale, the SBI, the wildlife - that is your growth employer, but only if you maintain and improve the facilities and showcase what we have, not annihilate them. Over the years, the Barnston Conservation Society has bought and planted thousands of daffodil bulbs and snowdrops. We regularly clean the grass verges of litter. You have been a very poor council for many years. Our roads are full of potholes, we have very poor street lighting and have waited for many years to have the lighting in Barnston Dale with hazardous pavements, repaired, and no responses to our letters and with councillors failing miserably to take you to task' We are now easy pickings. I have lived in this area all my life and have a strong attachment to it. If this development goes ahead, we shall probably lose our house, but many others will lose something which future generations should have been assured of. | | | | | | | |

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| 1246550 | LPIO-8407 | | Investments in our towns to make them economically viable for business, attractive and safe places to shop and for entertainment and to live. Affordable housing - new developments taking full advantage of our Mersey coastline which is a fantastic asset for the borough and should not be wasted and neglected - look at the success of the development of the Liverpool side of the Mersey. Protecting the greenbelt land for environmental safety and the enjoyment of residents and the supply of food. As new houses are needed, first consideration must be Brownfield sites as opposed to Greenbelt. Maintaining the beauty of Wirral and attraction of Wirral to entice tourism. This includes preserving our heritage. | | | | | | | |
| 1246348 | LPIO-11117 | | Issues and Options is difficult to read, complicated and incomplete. Are you seriously expecting the public to read 500 pages of drivel plus reports written and not yet written, maybe amounting to 2000 pages. Questionnaire will take hours to complete or even day with no summary of main points. First question 'do you agree with the council's calculations using the standard method set out in national guidance (ref 26). If not, please explain why.' There are more technical questions than this. Who set these questions? Your expensive QC in London? The whole thing is designed to confuse and overwhelm people. Thanks a lot | | | | | | | |
| 1247015 | LPIO-13782 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1238192 | LPIO-13837 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247012 | LPIO-13891 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247014 | LPIO-13946 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247016 | LPIO-14883 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |

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| 1247018 | LPIO-14951 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247022 | LPIO-18486 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247023 | LPIO-18541 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247024 | LPIO-18596 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247025 | LPIO-18718 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247038 | LPIO-18719 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247039 | LPIO-18829 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247040 | LPIO-18830 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247041 | LPIO-18889 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247042 | LPIO-18954 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247060 | LPIO-19072 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247061 | LPIO-19073 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247063 | LPIO-19127 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247064 | LPIO-19181 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247068 | LPIO-19235 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247071 | LPIO-19292 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247072 | LPIO-19350 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247078 | LPIO-19406 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247080 | LPIO-19532 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247081 | LPIO-19533 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247082 | LPIO-19673 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |

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| 1247083 | LPIO-19727 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247084 | LPIO-19791 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247085 | LPIO-19850 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247088 | LPIO-19913 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247089 | LPIO-19973 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247090 | LPIO-20028 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247091 | LPIO-20083 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247092 | LPIO-20143 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247093 | LPIO-20206 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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|-----------|------------|--|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1247094 | LPIO-20262 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247095 | LPIO-20317 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247096 | LPIO-20373 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247099 | LPIO-20428 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247101 | LPIO-20482 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247108 | LPIO-20509 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |

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| 1247102 | LPIO-20510 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247106 | LPIO-20697 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247105 | LPIO-20698 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |

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|-----------|------------|--|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1247109 | LPIO-20752 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247110 | LPIO-20859 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247111 | LPIO-20860 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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|-----------|------------|--|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1247112 | LPIO-20972 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247113 | LPIO-21026 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247115 | LPIO-21082 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247116 | LPIO-21136 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247117 | LPIO-21769 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247118 | LPIO-21770 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247145 | LPIO-21877 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247147 | LPIO-21878 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247148 | LPIO-21989 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |

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| 1247150 | LPIO-21990 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1244329 | LPIO-22050 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247119 | LPIO-22158 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1246678 | LPIO-22159 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247151 | LPIO-22266 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247152 | LPIO-22267 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247153 | LPIO-22380 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247155 | LPIO-22381 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247156 | LPIO-22495 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |

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| 1247158 | LPIO-22496 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247159 | LPIO-22526 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247160 | LPIO-22527 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247161 | LPIO-22746 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247164 | LPIO-22747 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247167 | LPIO-22868 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247168 | LPIO-22869 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247169 | LPIO-22896 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247170 | LPIO-22897 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |

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| 1247173 | LPIO-23133 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247174 | LPIO-23134 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |
| 1247175 | LPIO-23252 | | <p>It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses.</p> | | | | | | | |

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| 1247176 | LPIO-23253 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247177 | LPIO-23418 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1247178 | LPIO-23419 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane.The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |

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| 1247179 | LPIO-23420 | | It is anticipated that the predicted increase in population, and the associated private vehicular traffic which it would inevitably produce, would need some off-site junction and highway improvements to avoid major congestion problems in surrounding areas such as M53 junctions (Woodchurch and Clatterbridge) and on the A540. A specific omission from the transport submission appears to be that of any proposed improvement to the Barnston Road / Storeton Lane junction, one of the most congested junctions on the commuter routes from Heswall, where no straight ahead traffic can pass traffic turning right heading to Lever Causeway. This is one of the most congested pinch points in the area with northbound queues often extending to Whitehouse Lane. The Society would also have expected to see proposals for prioritisation of sustainable modes of transport such as bus priority at junctions on key routes and segregated off-highway cycle lanes. In particular, segregated cycleway using adjacent land on highways links such as Brimstage Road could provide significant benefits on this narrow carriageway which provides one of the main commuter routes from Heswall to the wider north west area .Cyclists on Brimstage Road cause major traffic tailbacks with resultant hazards which strongly discourage this environmentally mode of commuting from Heswall to employment sites in the east side of Wirral Due to the high cost and damage to the environment that Option 2B would bring to the Green Belt, this is not the right location and it would be by far preferable to locate this housing close to electric rail lines with frequent services linking with new proposals for stations on the West Kirby and Chester Lines as above. It is generally accepted that electric rail is by far the most sustainable form of transport for commuting reasonable distances , even compared to hybrid buses. | | | | | | | |
| 1248749 | LPIO-24908 | | It is critical that any further pieces of work being undertaken by the Council in relation to their preferred spatial option is consulted upon at the earliest opportunity and not left until Regulation 19 stage of the Draft Local Plan. | https://wirral-consult.objective.co.uk/file/5684847 | https://wirral-consult.objective.co.uk/file/5684848 | https://wirral-consult.objective.co.uk/file/5684845 | | | | |
| 1248769 | LPIO-25027 | | It is critical that any further pieces of work being undertaken by the Council in relation to their preferred spatial option is consulted upon at the earliest opportunity and not left until Regulation 19 stage of the Draft Local Plan. | https://wirral-consult.objective.co.uk/file/5659045 | https://wirral-consult.objective.co.uk/file/5684957 | https://wirral-consult.objective.co.uk/file/5659039 | https://wirral-consult.objective.co.uk/file/5659038 | https://wirral-consult.objective.co.uk/file/5684956 | | |
| 1248823 | LPIO-25131 | | It is critical that any further pieces of work being undertaken by the Council in relation to their preferred spatial option is consulted upon at the earliest opportunity and not left until Regulation 19 stage of the Draft Local Plan. | https://wirral-consult.objective.co.uk/file/5674317 | https://wirral-consult.objective.co.uk/file/5684865 | https://wirral-consult.objective.co.uk/file/5684849 | | | | |
| 1248832 | LPIO-25241 | | It is critical that any further pieces of work being undertaken by the Council in relation to their preferred spatial option is consulted upon at the earliest opportunity and not left until Regulation 19 stage of the Draft Local Plan. | https://wirral-consult.objective.co.uk/file/5684857 | https://wirral-consult.objective.co.uk/file/5659562 | | | | | |
| 1248833 | LPIO-25345 | | It is critical that any further pieces of work being undertaken by the Council in relation to their preferred spatial option is consulted upon at the earliest opportunity and not left until Regulation 19 stage of the Draft Local Plan. | https://wirral-consult.objective.co.uk/file/5661125 | https://wirral-consult.objective.co.uk/file/5661100 | https://wirral-consult.objective.co.uk/file/5661124 | https://wirral-consult.objective.co.uk/file/5661129 | | | |
| 1248986 | LPIO-25555 | | It is critical that any further pieces of work being undertaken by the Council in relation to their preferred spatial option is consulted upon at the earliest opportunity and not left until Regulation 19 stage of the Draft Local Plan. | https://wirral-consult.objective.co.uk/file/5662723 | https://wirral-consult.objective.co.uk/file/5662725 | https://wirral-consult.objective.co.uk/file/5662770 | | | | |
| 1246401 | LPIO-23631 | | It is known that developers prefer undeveloped land. Previously developed land requires clearance, demolition and decontamination with its associated costs. However, this is no reason to release Green Belt land and the burden should be placed on the developer to come up with solutions in conjunction with the Council. In planning law, ALL Development of Green Belt land is considered inappropriate except in exceptional circumstances. I cannot see where the Council can justify its plan to develop ANY of the precious Green Belt areas in our borough. In putting forward Green Belt land in the Local Plan the Council seeks to devalue its worth. The Council is ignoring the core principles behind its creation and retention. | | | | | | | |
| 1248347 | LPIO-23531 | | It is unclear, too, how projected housing needs are likely to be impacted by Brexit and the coronavirus pandemic. In a future iteration of the Local Plan it will be helpful to provide a detailed assessment of the potential impacts in these and related areas. It will also be helpful to make available to the public all independent expert commentary on housing needs projections for the Wirral. | | | | | | | |

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| 1246420 | LPIO-6517 | Green Belt, Climate Change | It would be encouraging to believe WBC has taken full stock of what Wirral residents believe needs to happen over the next 15 years - it appears the Council has very fixed ideas of what THEY wish to occur on the Wirral Peninsula. The Climate Emergency is a very real threat and although the Council has called a Climate emergency it hardly seems to feature at these Local Plan meetings, well certainly the one I attended. Any talk & plans for tree planting en masse? Protecting or encouraging bio-diversity - conserving or preserving the natural assets we have already got on the Wirral - what steps are being take to incorporate eco-building in these housing plans? More vision is needed. Taking away Greenbelt from an already diminishing area is not the way to proceed. It is a known fact for physical & mental good health, green space & the natural world is vital. these assets should be encouraged & increased. Please think and plan very carefully - "Don't it always seem to go, that you don't know what you've got till it's gone. They paved paradise & put up a parking lot" Big Yellow Taxi - Joni Mitchell - 1970 | | | | | | | |
| 1248144 | LPIO-20880 | | It's where we Wirralians all live, to which we all relate and to which some 12,000 houses over the next five years suggest an increase of up to 24,000 adults and say 12,000 kids and raises questions not only about where they will be built but also: - where the increased population is going to (find) work - where it will be educated - how it will be cared for medically and socially - how it will be protected by emergency services, police, fire - where it is going to shop, play and be entertained - how our current transport infrastructure will need to be developed to deal with increased use both work, leisure and support services - and, last, but by no means least, about the overall impact of all of the above on the ecology, air quality etc of a relatively small area of land bounded on three sides by water? | | | | | | | |
| 1248199 | LPIO-20881 | | It's where we Wirralians all live, to which we all relate and to which some 12,000 houses over the next five years suggest an increase of up to 24,000 adults and say 12,000 kids and raises questions not only about where they will be built but also: - where the increased population is going to (find) work - where it will be educated - how it will be cared for medically and socially - how it will be protected by emergency services, police, fire - where it is going to shop, play and be entertained - how our current transport infrastructure will need to be developed to deal with increased use both work, leisure and support services - and, last, but by no means least, about the overall impact of all of the above on the ecology, air quality etc of a relatively small area of land bounded on three sides by water? | | | | | | | |
| 1246921 | LPIO-12945 | | LAND BETWEEN CHARLES ROAD AND MELROSE AVENUE, HOYLAKE Having recently inspected The Local Plan map, I am, interested what future is proposed for this small parcel of land. The map did not show developments of 2019: 1) The building of houses on the Tennis Court and the felling of mature trees. This development is known as St. Lukes Court. 2) The tarmacing of the separate parcel of land referred to above. 3) The blocking of the thoroughfare on the above parcel of land. The apparent abandonment of the legal Right of Way through this area to connect connect the two roads. While I am at present able exercise a Right of Way as a pedestrian, I fear that this will, in future, be blocked. I shall be contacting my Councillor and the Wirral Society about this development. | | | | | | | |
| 1247301 | LPIO-12585 | Site 6.15 | Landscape character. This greenbelt parcel 6.15 protects and enhances a unique and valuable landscape. In addition to local residents many people ass through this area be they visitors or walkers who use the footpaths, and roads adjacent to Stapleton Woods and the woodland along Column road. Many people appreciate how special and valued this landscape is to the community and the need for it to be maintained and undeveloped. The proposed development would be disastrous to the rich variety of indigenous wildlife in this open space corridor which supports woodland birds especially woodpeckers, bats, hedgehogs and other animals. Physical/Policy Constraints. In addition to the detrimental environmental impact the infrastructure requirements would be considerable and I fear would not be adequately covered by obligations o a developer should the proposed number of units be built. The area is not well sited for sustainable development and would impose excessive traffic density, ravel disruption, risk of flooding and unacceptable pressure on existing medical, parking and retail facilities. | | | | | | | |
| 1247499 | LPIO-12590 | Site 6.15 | Landscape character. This greenbelt parcel 6.15 protects and enhances a unique and valuable landscape. In addition to local residents many people ass through this area be they visitors or walkers who use the footpaths, and roads adjacent to Stapleton Woods and the woodland along Column road. Many people appreciate how special and valued this landscape is to the community and the need for it to be maintained and undeveloped. The proposed development would be disastrous to the rich variety of indigenous wildlife in this open space corridor which supports woodland birds especially woodpeckers, bats, hedgehogs and other animals. Physical/Policy Constraints. In addition to the detrimental environmental impact the infrastructure requirements would be considerable and I fear would not be adequately covered by obligations o a developer should the proposed number of units be built. The area is not well sited for sustainable development and would impose excessive traffic density, ravel disruption, risk of flooding and unacceptable pressure on existing medical, parking and retail facilities. | | | | | | | |

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| 1247500 | LPIO-12592 | Site 6.15 | Landscape character. This greenbelt parcel 6.15 protects and enhances a unique and valuable landscape. In addition to local residents many people pass through this area as they visitors or walkers who use the footpaths, and roads adjacent to Stapleton Woods and the woodland along Column road. Many people appreciate how special and valued this landscape is to the community and the need for it to be maintained and undeveloped. The proposed development would be disastrous to the rich variety of indigenous wildlife in this open space corridor which supports woodland birds especially woodpeckers, bats, hedgehogs and other animals. Physical/Policy Constraints. In addition to the detrimental environmental impact the infrastructure requirements would be considerable and I fear would not be adequately covered by obligations of a developer should the proposed number of units be built. The area is not well sited for sustainable development and would impose excessive traffic density, travel disruption, risk of flooding and unacceptable pressure on existing medical, parking and retail facilities. | | | | | | | |
| 1244871 | LPIO-12594 | Site 6.15 | Landscape character. This greenbelt parcel 6.15 protects and enhances a unique and valuable landscape. In addition to local residents many people pass through this area as they visitors or walkers who use the footpaths, and roads adjacent to Stapleton Woods and the woodland along Column road. Many people appreciate how special and valued this landscape is to the community and the need for it to be maintained and undeveloped. The proposed development would be disastrous to the rich variety of indigenous wildlife in this open space corridor which supports woodland birds especially woodpeckers, bats, hedgehogs and other animals. Physical/Policy Constraints. In addition to the detrimental environmental impact the infrastructure requirements would be considerable and I fear would not be adequately covered by obligations of a developer should the proposed number of units be built. The area is not well sited for sustainable development and would impose excessive traffic density, travel disruption, risk of flooding and unacceptable pressure on existing medical, parking and retail facilities. | | | | | | | |
| 1247501 | LPIO-12596 | Site 6.15 | Landscape character. This greenbelt parcel 6.15 protects and enhances a unique and valuable landscape. In addition to local residents many people pass through this area as they visitors or walkers who use the footpaths, and roads adjacent to Stapleton Woods and the woodland along Column road. Many people appreciate how special and valued this landscape is to the community and the need for it to be maintained and undeveloped. The proposed development would be disastrous to the rich variety of indigenous wildlife in this open space corridor which supports woodland birds especially woodpeckers, bats, hedgehogs and other animals. Physical/Policy Constraints. In addition to the detrimental environmental impact the infrastructure requirements would be considerable and I fear would not be adequately covered by obligations of a developer should the proposed number of units be built. The area is not well sited for sustainable development and would impose excessive traffic density, travel disruption, risk of flooding and unacceptable pressure on existing medical, parking and retail facilities. | | | | | | | |
| 1247502 | LPIO-12598 | Site 6.15 | Landscape character. This greenbelt parcel 6.15 protects and enhances a unique and valuable landscape. In addition to local residents many people pass through this area as they visitors or walkers who use the footpaths, and roads adjacent to Stapleton Woods and the woodland along Column road. Many people appreciate how special and valued this landscape is to the community and the need for it to be maintained and undeveloped. The proposed development would be disastrous to the rich variety of indigenous wildlife in this open space corridor which supports woodland birds especially woodpeckers, bats, hedgehogs and other animals. Physical/Policy Constraints. In addition to the detrimental environmental impact the infrastructure requirements would be considerable and I fear would not be adequately covered by obligations of a developer should the proposed number of units be built. The area is not well sited for sustainable development and would impose excessive traffic density, travel disruption, risk of flooding and unacceptable pressure on existing medical, parking and retail facilities. | | | | | | | |
| 1247672 | LPIO-13238 | Site 6.15 | Landscape character. This greenbelt parcel 6.15 protects and enhances a unique and valuable landscape. In addition to local residents many people pass through this area as they visitors or walkers who use the footpaths, and roads adjacent to Stapleton Woods and the woodland along Column road. Many people appreciate how special and valued this landscape is to the community and the need for it to be maintained and undeveloped. The proposed development would be disastrous to the rich variety of indigenous wildlife in this open space corridor which supports woodland birds especially woodpeckers, bats, hedgehogs and other animals. Physical/Policy Constraints. In addition to the detrimental environmental impact the infrastructure requirements would be considerable and I fear would not be adequately covered by obligations of a developer should the proposed number of units be built. The area is not well sited for sustainable development and would impose excessive traffic density, travel disruption, risk of flooding and unacceptable pressure on existing medical, parking and retail facilities. | | | | | | | |

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| 1247676 | LPIO-13247 | Site 6.15 | Landscape character. This greenbelt parcel 6.15 protects and enhances a unique and valuable landscape. In addition to local residents many people pass through this area as they visitors or walkers who use the footpaths, and roads adjacent to Stapleton Woods and the woodland along Column road. Many people appreciate how special and valued this landscape is to the community and the need for it to be maintained and undeveloped. The proposed development would be disastrous to the rich variety of indigenous wildlife in this open space corridor which supports woodland birds especially woodpeckers, bats, hedgehogs and other animals. Physical/Policy Constraints. In addition to the detrimental environmental impact the infrastructure requirements would be considerable and I fear would not be adequately covered by obligations of a developer should the proposed number of units be built. The area is not well sited for sustainable development and would impose excessive traffic density, travel disruption, risk of flooding and unacceptable pressure on existing medical, parking and retail facilities. | | | | | | | |
| 1246450 | LPIO-13256 | Site 6.15 | Landscape character. This greenbelt parcel 6.15 protects and enhances a unique and valuable landscape. In addition to local residents many people pass through this area as they visitors or walkers who use the footpaths, and roads adjacent to Stapleton Woods and the woodland along Column road. Many people appreciate how special and valued this landscape is to the community and the need for it to be maintained and undeveloped. The proposed development would be disastrous to the rich variety of indigenous wildlife in this open space corridor which supports woodland birds especially woodpeckers, bats, hedgehogs and other animals. Physical/Policy Constraints. In addition to the detrimental environmental impact the infrastructure requirements would be considerable and I fear would not be adequately covered by obligations of a developer should the proposed number of units be built. The area is not well sited for sustainable development and would impose excessive traffic density, travel disruption, risk of flooding and unacceptable pressure on existing medical, parking and retail facilities. | | | | | | | |
| 1246397 | LPIO-6361 | | Limited Housing all with front & rear gardens, 200 + houses in my road, but with several bus routes passing through. | | | | | | | |
| 1248383 | LPIO-23583 | 7.4 SP102 & 103 and 7.5 SP104 & 105 | Local issues pertaining to 7.4 SP102 & 103 and 7.5 SP104 & 105 particularly: <ul style="list-style-type: none"> The use of land around the Heswall area and invading green belt initially looks promising and is argued on the basis of "poorly performing farm land" this could not be further from the case - in most parts the land continues to be farmed and maintained and although the major land owner claim a lack of profitability from the land they continue to invest major time and effort into maintaining it as well as planting crops only last weekend. It would seem therefore this would be an accounting measure in order to increase the attractiveness of the land for lucrative sale and residential development. Such developments would fail in the government's key objectives in order to allow affordable housing. Any such housing would be for wealthy individuals who apart from paying council tax are unlikely to work or create employment in the borough. The infrastructure in the area is lacking to support such a development - already if any major rainfall occurs the streets of Heswall are flooded and storm drain covers especially on riverbank road are blown off. These are not maintained by the borough but by local residents. The green belt surrounding this land provides vital run off and as such should not be jeopardised - one only has to look at recent flooding around the country and the fact the peninsula by its nature is surrounded on three sides that any further development in a poorly chosen piece of green belt will worsen the situation and risk destruction rather than creation of housing stock." | | | | | | | |
| 1247190 | LPIO-13612 | | Local Plan for Housing Development I write to contest the local plan for housing development within Wirral Borough and request that only brownfield sites be used for such development. It seems to me that there are plenty of such sites within the Borough and I question why they have not yet been used. My first suggestion is Bidston Dock, which was drained before I retired in 2003. It was subsequently reclaimed but has now been left idle for many years. The second site is the western end of West Float which was cleared. My understanding was that would be used for housing development but similarly that has been idle for many years. Next, we come to the former Birkenhead Post Office on the corner of Argyle Street and back Oliver Street. This has also been empty and derelict for a number of years. The former Central Hotel in Birkenhead has also been empty for some considerable time and now appears to have been vandalized. My final suggestion for development is the former Marks & Spencer Store (within the Pyramids Shopping Centre). This and the former Birkenhead Post Office and the Central Hotel could be redeveloped for office or retail facilities. This would achieve the Council's aim to regenerate the centre of Birkenhead. If commercial usage for these three sites is not acceptable could they not be redeveloped as small apartments/affordable housing units. Finally, I do think it is essential that we retain green field sites with the Borough. | | | | | | | |
| 1246763 | LPIO-25400 | | Local Plans should be prepared in line with the NPPF. Paragraph 23 discussed, Paragraph 81- Sustainable development NPPF A-D listed. Paragraph 35 – LP Soundness listed | | | | | | | |

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| 1241770 | LPIO-23658 | | Local spaces; CH49 Triangular piece of land alongside Sainsbury's roundabout needs to be protected. This provides a vital public right of way for Woodchurch residents to both Sainsbury's and Upton village shops which are already in demise due to the building of the by-pass and supermarket. This area also becomes gridlocked at peak times, causing a danger to both public road safety and local air pollution levels. | | | | | | | |
| 1248091 | LPIO-19245 | | Given the unknowns from the Corona virus that will likely impact the next 2+ years any plan made now on historical information must be totally unsound. There could be, hopefully not, a major impact on Wirral Borough given the very high percentage of elderly in the population. I must encourage you to postpone work on the Draft Local Plan. Perhaps you have already approached MHCLG to postpone the Draft Local Plan? The money (my money) that you are spending on Consultants and the (most) expensive Planning QC, should surely be better spent on supporting the vulnerable in the community. If this Local Plan Process is to continue than I am sending you my full response below. My comments re the Corona Pandemic and the Local Plan are above, my comments below are "pre Pandemic". If this Local Plan Process is to continue than I am sending you my full response below. My comments re the Corona Pandemic and the Local Plan are above, my comments below are "pre Pandemic". The complexity of this "Consultation" makes it obvious that the Council is not looking for real responses from the public. Only professional bodies would be able to answer such complex issues. I have tried with my "amateur" Planning Status. Having read reports on the "issues" with the IT response system I have chosen to go for the simple WORD DOCUMENT. The questions are copied from your consultation document. This is the third Draft Local Plan since 2010 that Wirral Metropolitan Borough Council (WMBC) has consulted on, possibly the fourth. The Council must have spent £m on all of these attempts. There must be grave concern that the complexity of the 88 questions in this response form are far beyond the abilities of the average Ratepayer to comprehend. The value of the consultation must be viewed against this. The last consultation was totally unstructured, and the Council was unable to provide any meaningful feedback, despite there being over 3,000 responses. The Council's Draft Local Plan approach seems to be to produce a something that could be called a "Local Plan" to avoid being placed in "Special Measures". This 3rd (or 4th?) attempt AGAIN at cost to the ratepayer is now with the additional cost of retaining a QC and Consultants. | | | | | | | |
| 1238102 | LPIO-7308 | Wildlife, Historic, Air Quality | Loss of valuable habitat for Wildlife. Cutting down trees, hedgerows which help reduce CO2. Loss of historical areas of Wirral which date back to the Domesday Book. Regeneration of rundown areas. Support for agriculture. Tree planting and reduction in CO2. Protection of Wildlife areas and coastline. SP061 & SP062 - Objection - Species rich areas of woodland, hedgerows & ponds, many dating back hundreds of years. Potential loss of vital wildlife habitat which could result in loss of species. Barnston Road A551 is an accident balck spot. Any development would add traffic to a dangerous road. The council propoerts to support agriculture - 4 Farms are at risk in these sites, Thingwall is site of Viking settlement and is distinct & special, and Barnston which remains a village described in Domesday Book. Close proximity to Reservoir, a potential risk if catastrophic failure occurs. Present sewers are unable to cope with present flow. United Utilities has experienced difficulties over the years. | | | | | | | |
| 1248145 | LPIO-20916 | | Many others can and will discuss the wider picture as they have greater knowledge and experience however I will now focus on one site that I have a great deal of knowledge and experience of. A while back now, December 2017 I think, I responded to the Authority's Initial Green Belt Review Proposed Methodology; a response that appears to have been ignored by the Authority. However, a number of points from said response are still more than relevant and will be stated again within this response with appendices referred to coming from Authority's Initial Green Belt Review Proposed Methodology October 2017. | | | | | | | |
| 1248152 | LPIO-24109 | Mark Rake - site of former 'Archers' public house | Mark Rake - site of former 'Archers' public house - The social housing block that covers more than the footprint of the original public house is both too high and too cramped. Further, insufficient parking space has been allowed which has led to pavement parking. Not only this but the neighbouring properties are overlooked leading to an invasion of privacy and a loss of amenity. Importantly, the ancient trees on the margin of this site are subject to Tree Preservation Order No. 347 confirmed by the Council on the 18th October 2012. The unfortunate close proximity of the adjacent new block to these ancient trees severely comprises them and their future. We wrote to the Council expressing our concerns about the plan and our opposition to it at the time. | | | | | | | |
| 1248152 | LPIO-22731 | Mark Rake - site of former 'Archers' public house, Bromborough | Mark Rake - site of former 'Archers' public house i. The social housing block that covers more than the footprint of the original public house is both too high and too cramped. Further, insufficient parking space has been allowed which has led to pavement parking. Not only this but the neighbouring properties are overlooked leading to an invasion of privacy and a loss of amenity. ii. Importantly, the ancient trees on the margin of this site are subject to Tree Preservation Order No. 347 confirmed by the Council on the 18th October 2012. Generally, such ancient trees as these can live for a considerable number of centuries and can provide both shelter and food for around 500 species of wildlife. This year, 2020, is dedicated, nationally, as 'The Year of the Tree' and ambitious planting is taking place widely in the UK. The unfortunate close proximity of the adjacent new block to these ancient trees severely comprises them and their future. We wrote to the Council expressing our concerns about the plan and our opposition to it at the time. | | | | | | | |

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| 1246393 | LPIO-6354 | Questionnaire, Green Belt. | More trees, less urbanisation. Should be more accessible rather than expecting people to go on line, log in etc to comment. | | | | | | | |
| 1247097 | LPIO-10914 | | Mostly Parcels 7.15, 7.16, 7.17, 7.18 Objection - Plan 2A - Plan 2A will cause significant pollution and congestion to the local area. Plan 2A goes against the Council's stated aims of Option 1A of Build Housing near Employment and reduce traffic and pollution. | | | | | | | |
| 1248199 | LPIO-20882 | | Moving on, the exercise as to where any of these new houses might be built seems to be fuelled by developer, landowner and, dare I say, Council (Tax) greed rather than anything sympathetic to the burgeoning need to re-generate the east of Wirral and protect the relative calm and tranquility of the west and its wonderful Greenbelt and coastal areas. | | | | | | | |
| 1248144 | LPIO-20883 | | Moving on, the exercise as to where any of these new houses might be built seems to be fuelled by developer, landowner and, dare I say, Council (Tax) greed rather than anything sympathetic to the burgeoning need to re-generate the east of Wirral and protect the relative calm and tranquility of the west and its wonderful Greenbelt and coastal areas. | | | | | | | |
| 1246631 | LPIO-9033 | Q4.12 Dispersed Green Belt disposal | My comment is on Parcel 7.27, the area to the south of Thingwall Road in Irby. Development on this land would have the effect of merging the separate communities of Irby, Thingwall and Pensby, thereby destroying the distinct character which each possesses at present. This land is an important green lung for residents of all three communities, being traversed by footpaths. Moreover, it is an area of particular historical significance, being the site of a Viking racecourse, possibly an ancient battle site, and an area where one can still see evidence of mediaeval ridge and furrow farming methods. Building on it would be to ignore all five of the criteria for the preservation of green belt. | | | | | | | |
| 1245607 | LPIO-4624 | | My comments relate mostly to the selection of greenbelt sites set out in the Summary Consultation Document. In my opinion there are fundamental issues around selection of sites particularly in terms of sustainable transport. See attached upload. | https://wirral-consult.objective.co.uk/file/5656739 | | | | | | |
| 1238310 | LPIO-6202 | Appendix 4.7 | My concern is that the greenbelt site selection has been made without sufficient time or detailed co-ordinated information. The issue of the draft plan should be delayed. Prioritisation of developer's speculative interest has shaped the local plan particularly with regard to option 2a. and 2b. The very short time between now and the proposed issue of the plan in July makes it virtually impossible to co-ordinate reports, check their accuracy, and apply them to the available land to form the plan in any detailed or considered way. Known constraints and added values of importance have not been included in the selection process of sites. They have been listed as items to address. The sites remain selected. The recommendations of important reports have not only been ignored but in some cases completely oppose guidance, recommendations and existing WBC policies. The driving force in the NPPF is to develop plans with sustainable patterns of growth. This is totally ignored in greenbelt site selection. Even a cursory inspection of the Sustainability report, the spatial modelling report, the spatial portrait report, the infrastructure development plan will show the massive hole in services, amenities, schools, doctor's, retail, employment growth, accessibility in the epicentre of Option 2a Irby. Add to this the local natural heritage SSSI biodiversity action plans, areas of special landscape and you could easily assume the object of the local plan is to develop the most unsustainable area on the Wirral and damage as much valuable landscape and habitat as possible. This is the result of developer lead planning. | | | | | | | |
| 1247991 | LPIO-18253 | | My family and I are Wirral residents living in Irby. We moved here 4 years ago to raise our family in the splendour of the Wirral and its Green Belt. All this is now at risk, due to in my opinion poor judgement and management by the Wirral Council. The decision to consider the Green belt as viable option to build houses on is ill judged and complete dereliction of duties by the Council. The Council's first propose is surely to respect the decisions of the current electorate. (the people who put you in power) and not simply to bow to the idealisms of the national government. If we were in a position where all of the brownfield areas had been developed to capacity then the stance of the community might be different. However, this isn't the case. The easy 'option' is to simply allocate green belt to allow developers to maximise their profits instead of standing up to them and saying the Green Belt is not for sale. It would appear that the Wirral council are happy to blame everyone else for this situation when the truth of the matter is the only people in a position to influence is the current Labour Council. Regardless of colour, blue/red/green/yellow, it's the same boat. This is a short term planning that will simply kick the problem further down the road for the next generation to try and defend what's left of our green belt. This is just not acceptable. It is a flawed approach that must change. | | | | | | | |

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| 1245343 | LPIO-1520 | | <p>My main comments are as follows:</p> <ol style="list-style-type: none"> 1. I support the preferred option of the Local Plan to develop BUT with "Urban Intensification". Overall, I support a sequential approach to development to ensure that sustainable sites are developed before those with any heritage value. 2. The playing field used by St Bridgets Primary School in West Kirby within the Conservation Area should be designated as such and protected 3. The area of the West Kirby Conservation Area - Rectory Road Field" should be protected from development. <p>The Diocese of Chester has apparently a contract for sale with a high end nursing home development company and allowing such development would be highly detrimental to the whole of this area. This is a natural green space that clearly fulfils all points stipulated in para 8.49 of the draft Local Plan - this is an area of natural beauty and has historic roots as the old viking settlement (St Bridgets Church has a museum related to Viking settlements). For the health and wellbeing of the residents and also the school children, and to maintain a green approach, we need to avoid any development that would have a catastrophic impact on the small lane, we need to avoid additional traffic, there is already nowhere to park, and there would be additional pollution. Designating this as a green space will encourage all those on foot or bicycle to continue to pass through and enjoy.</p> | | | | | | | |
| 1248133 | LPIO-19611 | | <p>My opinion is that we should maintain the current green spaces at all costs. The current report regarding houses needed and the one which the council is proposing to use, has been proven to be too high, why do the council not take this on board?</p> | | | | | | | |
| 1246366 | LPIO-23520 | Option 1, Urban Intensification | <p>My preference would be to support option 1, urban intensification. This borough like many other areas has a need for good quality affordable homes for our community. These homes need to have access to good transport links and local amenities including schools, shops and medical facilities. It appears to me that a number of the earmarked greenbelt sites will not contain enough affordable homes and are in areas of limited public transport and other necessary amenities. Some of the sites along the River Mersey and Birkenhead and Wallasey should be developed to provide first class affordable homes and an environment that would enhance the borough as a place to live and work. Moreover, I feel that given recent events it is even more evident the need to keep greenbelt areas as a vital lung to our community giving both space between settlements and providing an improvement in well being both physical and mental. The coronavirus has also highlighted the need for local farmland to sustain and increasing population. As a resident of the Wirral Peninsula I feel it is vital that we get this plan right for our sake and the future generations that will follow us in living in this beautiful part of the world.</p> | | | | | | | |
| 1249940 (Network Rail) | LPIO-26650 1 of 2 | | <p>Network Rail is a statutory consultee for any planning applications within 10 metres of relevant railway land (as the Rail Infrastructure Managers for the railway, set out in Article 16 of the Development Management Procedure Order) and for any development likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway (as the Rail Network Operators, set out in Schedule 4 (J) of the Development Management Procedure Order). Network Rail is also a statutory undertaker responsible for maintaining and operating the railway infrastructure and associated estate. It owns, operates and develops the main rail network. Network Rail aims to protect and enhance the railway infrastructure, therefore any proposed development which is in close proximity to the railway line or could potentially affect Network Rail's specific land interests will need to be carefully considered. It is noted that the Local Plan aspiration is for up to 12,000 new dwellings within the time frame of the plan.</p> <p>Therefore Network Rail has the following comments.</p> <p>(1) Level Crossings In the core Strategy in 2012 the council Wirral Council included a level crossings policy as below. Policy CS40 - Transport Requirements New development will be permitted where the proposals can be demonstrated to:</p> <p>Developments resulting in a material increase or significant change in the character of traffic using a rail crossing will be refused, unless it can be demonstrated that safety will not be compromised in consultation with Network Rail. A change in the character of users includes vulnerable users. 'Vulnerable Users' are characterised as those who are unable to use the level crossing quickly and effectively, and are not fully aware of the dangers at a level crossing. This term does not relate exclusively to disabled or elderly people with impaired mobility; but also those with impaired hearing or vision, learning difficulties or do not speak English, young children who do not have a mature perception of the risks that are inherent in crossing the railway, older children in groups and fully able bodied people who are vulnerable because, say, they may be carrying heavy bags, or pushing buggies, or walkers with a dog either on, or off the lead. Many pedestrians now wear head-obscuring clothing and/or earphones and just do not see or hear an approaching train until it is too late. Those who walk/lead a dog (or dogs) import a real possibility for vulnerability, albeit we do not say that every dog walker will always exhibit an equally high level of vulnerability.</p> <p>Again, the approach is measured and ultimately, public safety-led. Councils are urged to take the view that level crossings can be impacted in a variety of ways by planning proposals:</p> <ul style="list-style-type: none"> • By a proposal being directly next to a level crossing | | | | | | | |

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| 1249940 (Network Rail) | LPIO-26650 2 of 2 | | <ul style="list-style-type: none"> • By the cumulative effect of developments added over time in the vicinity of a level crossing • By the type of level crossing involved e.g. where pedestrians only are allowed to use the level crossing, but a proposal involves allowing cyclists to use the route • By the construction of large developments (commercial and residential) where road access to and from the site includes a level crossing or the level / type of use of a level crossing increases as a result of diverted traffic or of a new highway • By developments that might impede pedestrians ability to hear approaching trains at a level crossing, e.g. new airports or new runways / highways / roads • By proposals that may interfere with pedestrian and vehicle users' ability to see level crossing warning signs • By any developments for schools, colleges or nurseries where minors in numbers may be using the level crossing • By any proposal that may cause blocking back across the level crossing • By any proposal which may see a level crossing impacted by the introduction of cycling or walking routes <p>Therefore, the council should include a policy that requires:</p> <p>(a) Developers to provide funding towards mitigation measures at level crossings. Developer contributions could be via CL, S106 or unilateral undertaking, and financial contributions could be pooled over several developments.</p> <p>(b) Developers are encouraged to include specific consideration of impacts upon level crossings as part of their Transport Assessments.</p> <p>(c) Where proposals result in a material increase in the type and/or volume of user at a level crossing; that the Local Planning Authority, Highways and Rights of Way would support in principle the relevant mitigation measures at the level crossing (including closure, diversions and /or replacement bridges) and that they would not actively seek to oppose them.</p> <p>(2) Freight. As with many built up areas, a lack of rail connected facilities that lend themselves to modern freight requirements is an inhibitor to growth and modal shift, but if rail connected sites were available then they could be developed into suitable rail freight sites thus supporting sustainable rail transport, reducing emissions and congestion while stimulating economic growth and sustainable modal shift.</p> <p>(3) Developer Contributions Transport Assessments (TA) should still consider the potential for increased footfall from developments to impact stations, as well as vehicle parking / cycle storage at stations. Any enhancements required to cater for passenger demand should be funded through developer contributions.</p> | | | | | | | |
| 1241989 | LPIO-20902 | | No more contracts or collaboration with any organisation based in a tax haven until they can prove they are not tax avoiders. For example https://www.manchestereveningnews.co.uk/news/greater-manchester-news/property-giant-peel-group-accused-4290988 For example Athena Healthcare Group. https://fairtaxmark.net/wp-content/uploads/2019/07/Intro-to-CFFTD.pdf | | | | | | | |
| 1248311 | LPIO-23011 | | No more contracts or collaboration with any organisation based in a tax haven until they can prove they are not tax avoiders. For example https://www.manchestereveningnews.co.uk/news/greater-manchester-news/property-giant-peel-group-accused-4290988 For example Athena Healthcare Group. https://fairtaxmark.net/wp-content/uploads/2019/07/Intro-to-CFFTD.pdf | | | | | | | |
| 1248150 | LPIO-22589 | | No more contracts or collaboration with until they can prove they are not tax avoiders. | | | | | | | |
| 1240932 | LPIO-26638 | | No, we disagree with the Council's approach and wish to make some recommendations. Notwithstanding the apparent current lack of evidence base support for the Council's approach to how heritage is dealt with in the Local Plan, we note that the Council's Preferred Approach is to set a positive strategy for the "conservation and enjoyment" of the Borough's heritage assets through inter alia the "protection" of heritage assets and conservation areas (our emphasis). The Preferred Approach mentions 'conservation' and 'protection', however makes no mention of the desirability of enhancing heritage assets, as outlined in national policy and guidance. In particular, this reflects the requirements of the Framework at paragraph 185 that Local Plans should take into account "the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation". We also wish to highlight how the Local Plan policies should be worded to allow the requirements of section 16 of the Framework, in particular, paragraphs 192 and 196, to be discharged in the determination of planning applications: "192. In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness; 196. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."As such, we recommend that draft Local Plan policies for both the Council's overarching heritage strategy and development management will need to be flexible to allow for new uses sympathetic to the assets' heritage characteristics and value as well as securing their long term survival in line with the requirements of national policy and guidance. | https://wirral-consult.objective.co.uk/file/5683689 | https://wirral-consult.objective.co.uk/file/5682697 | https://wirral-consult.objective.co.uk/file/5682701 | | | | |

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| 1246671 | LPIO-9127 | | None. It's a lovely place to live as it is. | | | | | | | |
| 1248121 | LPIO-19570 | Green Belt | Number of houses should not be built on Green Belt Land Brown belt land should be used | | | | | | | |
| 1248265 | LPIO-21963 | Objection to Development of Parcel 7.27 – (SP060) | Objection to Development of Parcel 7.27 – (SP060) I have resided in the same house in Irby for almost 60 years. I write to object to the proposal to include green belt land in Wirral's Local Plan. In particular I object to inclusion of Parcel 7.27 – (SP060) Land between Irby and Pensby. I have studied the online Consultation document but in my advancing years and with poor computer skills, I elect to share my views with you by letter. I would also add that I find the possibility of completing the online consultation daunting, difficult to follow and too convoluted. In my opinion the document expects a level of technical information and understanding of planning matters beyond most residents of any age. | | | | | | | |
| 1241873 | LPIO-13762 | | On a point of detail I have already asked the council highway department why the road sign on Column Road adjoining the fields has recently been changed from 'West Kirby' to read 'Newton'. Apparently ten years ago this same sign read 'Caldy', which was also part of the postal address of the garage that stood on our site. I have not had an answer to my question. Is there a subtle redesignation of areas going on in the hope of making greenfield development of less concern to some communities? | | | | | | | |
| 1247132 | LPIO-11077 | Parcel 7.27 - SP060 | Option 2a & Option 2b - Parcel 7.27 - SP060 Loss of agricultural land and open spaces would reduce Wirral to just another cosmopolis. Extra housing in the wrong area/place would impound on the already over burdened infrastructure and utilities. | | | | | | | |
| 1246331 | LPIO-10597 | | Our Client has attached an overarching Representation Report, which provides their representations in full. The Council must read this report alongside the summarised responses above. Peel is keen to work with WMBC to ensure the emerging WLP meets the tests of soundness and would welcome engagement and discussions with WMBC about how the land at Riverbank Road and East of Ferry Road can assist the Council in meeting the Borough's development needs. | https://wirral-consult.objective.co.uk/file/5681307 | | | | | | |
| 1237961 | LPIO-26695 | Green Belt Release | Our client is of the opinion that significant Green Belt releases are required to meet the Council's needs over the plan period. Furthermore, to accord with the requirements of the Framework, when the Council is reviewing Green Belt boundaries there is also a requirement to identify safeguarded land to meet the development needs of the borough beyond the plan period. Our client is firmly of the opinion that Wirral Council needs to identify sustainable and suitable sites in the Green Belt to help meet identified needs arising over the plan period and beyond. | https://wirral-consult.objective.co.uk/file/5685069 | https://wirral-consult.objective.co.uk/file/5685068 | | | | | |
| 1240932 | LPIO-7642 | Various, please see our response to Q10.1a. | Our Client wishes to make a number of comments on the following sections of the Issues and Options document and the evidence base documents: 1. The Council's assumptions on new-build windfalls, net conversions and changes of use and empty homes (Section 4 of the Issues and Options document) 2. Interim Sustainability Appraisal Report: Appraisal of Spatial Options (December 2019); 3. Study of Agricultural Economy and Land in Wirral (ADAS, September 2019); 4. Transport evidence; 5. Site Specific Landscape Sensitivity Assessment (October 2019); and 6. Supplementary 'sub-questions' posed by the Council on the consultation portal which were not shown in the main text of the Issues and Options consultation document. Please refer to Section 10 of our representations and accompanying reports for further details. | https://wirral-consult.objective.co.uk/file/5683689 | https://wirral-consult.objective.co.uk/file/5682697 | https://wirral-consult.objective.co.uk/file/5682701 | | | | |
| 1246736 | LPIO-26571 | | Our client's primary interests relate to land at Eastham Hall (2019 SHLAA Ref: 4037), which is located within the Green Belt. It has been included within part of a much larger parcel (ref: 4.16), which the 2019 Green Belt Review considers makes a "moderate contribution" to the purposes of including land in the Green Belt. It is unclear why our client's site has not been included within parcels 4.15 or 4.18 which include the remainder of Eastham Village. The 2019 Green Belt Review concludes that parcels 4.15 and 4.18 make a "weak contribution" to the purposes of including land within the Green Belt. The conclusions made about parcel 4.16 clearly relate to the area of land outside of the village and not our client's site. Our client's site should be re-considered. | | | | | | | |
| 1247298 | LPIO-11499 | | Our green belt needs to be preserved to secure food production, cleaner air, health and welfare, wild habitats, heritage assets, views, walks plus the tourist economy. We need to preserve our green belt for future generations as we have enjoyed the Wirral all these years - it should not be eroded when the brown field sites are available to be used for development in the years to come and beyond. | | | | | | | |
| 1249205 | LPIO-26091 | | Our green spaces are so precious. For the well-being of people. This Corona virus is showing us daily how everyone is flocking these green spaces. There must be other sites you could build on. | | | | | | | |
| 1237944 | LPIO-3483 | | Overall, the proposed Local Plan appears to address the issues likely to be faced by Wirral Council. To improve and simplify decision making, Development Briefs should be used on each site identified for redevelopment within the Local Plan. Such Development Plans should be undertaken in consultation with the existing residents within that location. However, there is no clearly identifiable centre to Birkenhead, rather there are existing areas independent not successfully linked. Utilising the Plaza in front of Vue Cinema, to create a regular, but temporary open market could create a centre of social activity. The introduction of a central Transport Hub for bus/rail interchange at Conway Park railway station, would also provide a centralised transport hub for bringing the residents and commercial operations from the Wirral to a central location. | | | | | | | |

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| 1246736 | LPIO-26573 | | Paragraph 138 of the NPPF confirms that where this is the case, first consideration should be given to land which is previously developed and/or is well-served by public transport. Both of these apply to Eastham Village. Paragraph 140 of the NPPF also states that if it is necessary to restrict development in a village primarily because of the important contribution which the open character of the village makes to the openness of the Green Belt, it should be included in the Green Belt. This is not the case in Eastham as openness is reduced by the amount of built form in the village. Paragraph 140 of the NPPF continues by stating that if the character of the village needs to be protected for other reasons then other means should be used such as a conservation area and the village is excluded. That is the case with Eastham Village, which is already designated as a conservation area. For the reasons set out in this statement, the village performs poorly in terms of the five purposes of identifying land within the Green Belt set out in paragraph 134 of the NPPF and as above paragraph 140 of the NPPF states that it should be excluded from the Green Belt. Within the context of the above, our client proposes that his site at Eastham Hall is allocated for residential development and would welcome the opportunity to discuss this with the Council in the preparation of its plan. The Wirral Local Plan proposes a plan period of 2020– 2035. This is inconsistent with national policy, set out at paragraph 22 of the Framework as follows: “Strategic policies should look ahead over a minimum 15 year period from adoption to anticipate and response to long-term requirements and opportunities, such as those arising from major developments in infrastructure [our emphasis].”The Wirral Local Plan is only at Issues and Options consultation which ends in April 2020. Following this, the consultation responses will need to be reviewed and then there will be further consultations at ‘Preferred Options’ and Publication stages. There will then be an examination period. Therefore, based on the necessary steps even in the best case scenario, the Plan is unlikely to be adopted prior to 2022. This would result in a plan period of just 13 years from adoption. This is inconsistent with national policy and therefore the Plan, in its current form, is not sound. | | | | | | | |
| 1248463 | LPIO-23746 | Duty to Cooperate | Paragraph 35 of the NPPF sets out the criteria for establishing whether a plan is ‘sound’. Criterion a) requires Local Planning Authorities to reach agreements with neighbouring authorities to accommodate need. Paragraph 24 sets out that Local Planning Authorities have a duty to cooperate on strategic matters that cross administrative boundaries. The Council’s ‘Duty to Co-operate – Summary of Current Position at Start of Regulation 18 Consultation’ sets out the steps that the Council has taken so far to satisfy the duty to co-operate. On the distribution of housing, the document states: “Wirral Council is meeting all the LCR districts, to be followed up in writing, requesting confirmation that they are or are not able to accommodate any of Wirral’s housing needs” We note that the Council has not yet concluded their work in relation to the duty to cooperate. We do not understand how the Council can consult publicly on the Issues and Options for the emerging Local Plan without this first being concluded. We strongly urge the Council to resolve this before it seriously considers spatial strategies for future growth. | https://wirral-consult.objective.co.uk/file/5657858 | | | | | | |
| 1246486 | LPIO-11184 | | Parcel 7.25 SP009 I think building houses on this land would impact on the local community as the traffic is heavy at the best of times, and with the NEW DESIGNER HOUSES already being built on the corner junction of School Lane, you have already problems with Daisy & Jake Day Nursery, Thurston Road/School Lane next door but one. Traffic is a big problem already dropping off and picking up. Also 250 yards up the road School Lane has a Primary School, Dawpool school with cars up and down before its long it will be a bottle neck, and an accident waiting to happen. And that is apart from all the emissions being released into the atmosphere, we do not have the facilities to cope with EXTRA PEOPLE coming into the area. i.e. SCHOOLS - DOCTORS - DENTISTS - TRANSPORT. It would be one big problem for the council to put all the above into place for the would be new people moving into the area. I rest my case. | | | | | | | |
| 1240691 (Marine Management Organisation) | LPIO-24530 1 of 2 | | Part one – Overview of marine planning and Marine Management Organisation functions as the marine planning authority for England, the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent the Marine Plan boundaries extend from the mean high water spring tides mark (which includes the tidal extent of any rivers and estuary) to the inshore (up to 12nm) and offshore (12 to 200nm or the Exclusive Economic Zone) waters; there is an overlap with terrestrial plans which generally extend from the mean low water springs mark. Marine plans inform and guide decision makers on development in marine and coastal areas. Planning documents for areas with a coastal influence may wish to make reference to the MMO’s licensing requirements and any relevant marine plans to ensure the necessary considerations are included. In the case of the document stated above, the Draft North West Inshore and North West Offshore Marine Plan is of relevance. The North West Marine Plans cover the area from the Solway Firth border with Scotland to the River Dee border with Wales, including the tidal extent of any rivers within this area. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the Marine and Coastal Access Act 2009 and any relevant adopted Marine Plan, in this case the UK Marine Policy Statement (MPS), unless relevant considerations indicate otherwise. The Draft North West Inshore and North West Offshore Marine Plan is now a material consideration. As with terrestrial local plans, weighting of draft marine plan policies is covered by paragraph 48 of the National Planning Policy Framework 2019 (NPPF). | | | | | | | |

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| 1240691 (Marine Management Organisation) | LPIO-24530 2 of 2 | | <p>Part 2 - Specific comments relating to your consultation. Within the document out for consultation Wirral Local Plan 2020 to 2035: Issues and Options, we recommend reference to the legal duty to co-operate with the Marine Management Organisation, as well as reference to Marine Planning, the Marine Policy Statement, and the Draft North West Marine Plan which is currently out to public consultation and therefore a material consideration.</p> <p>The following policy topics within the Draft North West Marine Plan have been identified after reading the Wirral Local Plan document. They are provided only as a recommendation and we suggest your own interpretation of the Draft North West Marine Plan is completed. • Access • Tourism and recreation • Climate change • Seascape and Landscape • Biodiversity • Heritage assets • Aggregates • Marine protected areas • Marine litter • Employment • Ports, harbours and shipping.</p> <p>The marine planning remit is directly for coastal and marine waters up to the mean high water spring mark where Wirral borough council extends to the mean low water spring mark (we can supply a GIS layer of the spatial extent for any policy maps if you wish). The area covered by the Wirral Local Plan lies within the North West Marine Plan Area, therefore, it is recommended to ensure your plan is 'sound' that it includes a reference to the Draft North West Marine Plan. You may find our online guidance, our online Explore Marine Plans System and the Planning Advisory Service soundness self-assessment checklist helpful in completing your interpretation.</p> | | | | | | | |
| 1247258 | LPIO-11405 | | <p>People of Wirral are forced again to strongly object to WBC Plans to release Green Belt for building houses due to WBC's insistence on the benefits of overpopulating our already populated peninsula. Quote: The Local Plan will: "Protect our environmental and heritage assets and help tackle climate change" ...</p> | | | | | | | |
| 1248144 | LPIO-20876 | | <p>Please accept this as my/our considered and most appropriate response to the subject exercise. If this is to be counted in any way could you please see it as two contributions being that of my partner Val (CC'd) as well as my own; thank you. If I sound frustrated and angered in any way by this process - it's because I am! I'm frustrated because I can't actually figure out exactly how I should respond to so much often confusing detail and I'm angered, in the first instance, at least, because: - you seem to be asking me to do your job for you - we pay you to gather information, consider alternatives and consequences and package them into relatively straightforward, accurate options about which we can form opinions and raise relevant questions relating to our understanding of what might be on offer. - what you have produced is just way to complex and detailed for most people; even, I'd suggest, those with above average planning experience to understand. It's certainly way beyond my own ability to assimilate all the gruesome detail never mind form and express a coherent opinion about it. - while many will try, many will simply give up and abandon the "opportunity" presented (I came close) and, in many ways, even worse, many will misunderstand the detail and complexity of what's been provided and inadvertently misrepresent even their own opinions. All in all, an almost perfect recipe for a complete failure to meet the objective of successfully engaging/consulting the public on a matter of huge importance - frankly, to call it amateurish would be a compliment. - with as much respect as I can muster, I also can't see any way that you'll need anything less than a veritable army of very expensive "experts" to process and interpret the responses generated and develop anything like a coherent and generally understandable and essentially "unchallengable" conclusion- that is your objective, isn't it?"</p> | | | | | | | |
| 1244969 | LPIO-16176 | | <p>Please accept this letter as part of my submission to the Issues and Options Local Plan Consultation. I will make every effort to answer as many questions as I can through the online portal which is both daunting and overwhelming and does not allow me to express all the points I wish to make about the importance of Green Belt and its associated issues where I live.</p> | | | | | | | |
| 1246830 | LPIO-13314 | | <p>Please add my name as a comment in regard to the Wirral Local Plan and that I require more evidence as to the number of houses required before any greenbelt is released. I would also like personal notification of consultation meetings so that I can attend. Please consider my name as an independent response and logged as such to add weight to this feedback and ensure we do not lose our green peninsula.</p> | | | | | | | |
| 1246832 | LPIO-13315 | | <p>Please add my name as a comment in regard to the Wirral Local Plan and that I require more evidence as to the number of houses required before any greenbelt is released. I would also like personal notification of consultation meetings so that I can attend. Please consider my name as an independent response and logged as such to add weight to this feedback and ensure we do not lose our green peninsula.</p> | | | | | | | |
| 1246834 | LPIO-13316 | | <p>Please add my name as a comment in regard to the Wirral Local Plan and that I require more evidence as to the number of houses required before any greenbelt is released. I would also like personal notification of consultation meetings so that I can attend. Please consider my name as an independent response and logged as such to add weight to this feedback and ensure we do not lose our green peninsula.</p> | | | | | | | |
| 1246835 | LPIO-13317 | | <p>Please add my name as a comment in regard to the Wirral Local Plan and that I require more evidence as to the number of houses required before any greenbelt is released. I would also like personal notification of consultation meetings so that I can attend. Please consider my name as an independent response and logged as such to add weight to this feedback and ensure we do not lose our green peninsula.</p> | | | | | | | |

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| 1246836 | LPIO-13319 | | Please add my name as a comment in regard to the Wirral Local Plan and that I require more evidence as to the number of houses required before any greenbelt is released. I would also like personal notification of consultation meetings so that I can attend. Please consider my name as an independent response and logged as such to add weight to this feedback and ensure we do not lose our green peninsula. | | | | | | | |
| 1246837 | LPIO-13320 | | Please add my name as a comment in regard to the Wirral Local Plan and that I require more evidence as to the number of houses required before any greenbelt is released. I would also like personal notification of consultation meetings so that I can attend. Please consider my name as an independent response and logged as such to add weight to this feedback and ensure we do not lose our green peninsula. | | | | | | | |
| 1246838 | LPIO-13321 | | Please add my name as a comment in regard to the Wirral Local Plan and that I require more evidence as to the number of houses required before any greenbelt is released. I would also like personal notification of consultation meetings so that I can attend. Please consider my name as an independent response and logged as such to add weight to this feedback and ensure we do not lose our green peninsula. | | | | | | | |
| 1246840 | LPIO-13322 | | Please add my name as a comment in regard to the Wirral Local Plan and that I require more evidence as to the number of houses required before any greenbelt is released. I would also like personal notification of consultation meetings so that I can attend. Please consider my name as an independent response and logged as such to add weight to this feedback and ensure we do not lose our green peninsula. | | | | | | | |
| 1246841 | LPIO-13323 | | Please add my name as a comment in regard to the Wirral Local Plan and that I require more evidence as to the number of houses required before any greenbelt is released. I would also like personal notification of consultation meetings so that I can attend. Please consider my name as an independent response and logged as such to add weight to this feedback and ensure we do not lose our green peninsula. | | | | | | | |
| 1248132 | LPIO-19610 | Brownfield | Please build on brown field only, HS2 is ruining some of the last bits of unspoilt countryside outside, without the council joining in | | | | | | | |
| 1248317 | LPIO-23023 | | Please develop brown field sites first. Save our green spaces. Once gone it's lost forever. | | | | | | | |
| 1248119 | LPIO-19569 | Green Belt | Please do not build on the green belt in Wirral or turn it into golf courses. Thank you. | | | | | | | |
| 1248330 | LPIO-23254 | Green Belt | Please find my input regarding the proposed changes to building across Wirral in the coming years. I do not agree with plans to use green belt land to build on. There are many alternative options including brown field and thousands of existing empty properties you can use. Our green belt is precious and what attracts visitors to our area so you can agree that we need every inch of it to be protected. It is home to a variety of wildlife which must be protected not sacrificed in the name of profit. There are many ways to solve this housing "crisis" it just depends what you will choose, profit or our protecting our Earth? | | | | | | | |
| 1248328 | LPIO-23222 | Green Belt | PLEASE take any actions necessary to preserve our green spaces, once they're gone our children and their children won't have the same love and passion for our beautiful green peninsula. | | | | | | | |
| 1246549 | LPIO-7445 | | Policemen on the beat. More litter bins & street cleaners. No garden maintenance men BLOWING grass all over the place. Neglected empty properties take over, refurbished and reused. (Some councils already do this). | | | | | | | |
| 1247066 | LPIO-10819 | | Protect farmland, review leases on this land and encourage farmers to look after it, and produce food crops and animal stocks to service the population. Improve the current urban areas by developing unused land from becoming dumping grounds. Farm land is a very rich commodity and exiting the EU is an unknown at the present time, so we should protect existing agricultural farm land which may be needed for home food supply in the future. Wirral farm land is quality, versatile agricultural land not to be lost. This may sound a minor issue but would be the thin end of a wedge which should be avoided. Instil some pride for people living in the urban areas to respect the spaces they live in. Improve the standards of parks & gardens, waterways etc for people's health. Remove homelessness and improve social care. | | | | | | | |
| 1248135 | LPIO-25621 | | Provision for cycle parking by shops and other amenities is needed to give cyclists confidence that they can conduct personal business locally. Cycle stands need to be well sited: under cover if possible; on level ground; well spaced apart; and with space beyond the stands, which support the bicycle frames | | | | | | | |
| 1247965 | LPIO-17347 | 4.2 | Q. 4.2. Urban Housing Allocations. I agree with the housing allocations, which excludes the NF site. | | | | | | | |
| 1247967 | LPIO-17523 | 4.2 | Q. 4.2. Urban Housing Allocations. I agree with the housing allocations, which excludes the NF site. | | | | | | | |

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| 1247935 | LPIO-16974 | 4.4,4.12,4.15,10.1 | <p>Question 4.4 Do you have any comments on the other suitable but currently uncertain sites set out in Appendix 4.3? Are they also deliverable or developable within the Plan period? Yes there are urban sites available in the north of the town.</p> <p>Question 4.12 Do you have any views on the sites that have been currently identified under the Dispersed Green Belt Release option, shown in Table 4.5 and on Figure 4.6? I disagree with any greenbelt release at all. Irby, Greasby, Frankby are historic villages and should not lose any identity through building houses businesses or otherwise.</p> <p>Question 4.15 Do you have any views on the areas that have been currently identified for the single large scale urban extension, shown in Table 4.7 and on Figure 4.7? Table 4.7 shows parcels that are not acceptable for release, I strongly disagree. Option 2b, must be taken out of the issues and options document. Question 10.1 What section or subject would you like to make a comment on? What is your comment? I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections.</p> | | | | | | | |
| 1242541 | LPIO-2512 | | <p>Re Question 4.12 'Do you have any view on the sites that have been currently identified under the Dispersed Green Belt Release Option 2A, shown in Table 4.5 and on Figure 4.6' - The system didn't seem to let me add a second site on which to put comments.</p> <p>I would like to object to any development on parcel 7.5. I think it is listed as cottage road west, but believe it refers to cottage drive west.</p> <p>So firstly...there is confusion about the actual parcel of land</p> <p>But of key importance is that it is an SSSI etc. It preserves the amenity of the Wirral Way.</p> <p>More broadly key issues identified in WMBC's Draft Spatial Report are not adequately addressed in the Local Plan. Specifically the Local Plan must be further reviewed against the following identified issues : Providing for adaption to and the mitigation of climate change; Closing the gap between social, economic and environmental conditions and opportunities; Protecting and enhancing locally distinctive assets such as landscape, countryside and coast, heritage and areas of importance for nature conservation; Promoting a more sustainable pattern of transport and travel; Addressing localised shortfalls in the quality, quantity and distribution of green infrastructure including linkages and corridors for wildlife; Securing sustainable waste management.</p> <p>Infrastructure: Local plan to protect the most vulnerable::</p> <p>Identify the most vulnerable people in the areas most at risk of flooding and high heat levels and target adaptation policies, actions and spending to these people and areas</p> <p>Development: Local plan to ensure buildings are fit for the future:</p> <p>Enforce minimum energy efficiency standards in the private rented sector</p> <p>Require higher standards than current national standards for privately built new homes, including requiring the use of heat pumps for heating where possible.</p> <p>Enforce building standards</p> <p>Require buildings built on council land to be extremely energy efficient, using the Passivhaus standard or similar</p> <p>Land-use: Local plan to Embed the target of doubling tree cover, ensuring that existing trees are protected and any trees that need to be cut down are replaced with equivalent canopy cover in the developed area.</p> <p>Protect existing green spaces, the greenbelt and locally designated nature sites</p> <p>Develop new quality green spaces in areas where they don't exist, particularly in neighbourhoods where people are particularly vulnerable to heatwaves and/or are deprived of nature</p> | | | | | | | |
| 1246351 | LPIO-13263 | | <p>Re: Wirral Borough Council's Local Plan Consultation In order to fulfil this possible maximum figure the use of Brownfield sites and regeneration of the north and east of the Wirral should surely be the preferred options. The use of greenfield sites at this time of climate change would seem to run counter to all efforts we are asked to make to reduce greenhouse gases. Initiatives at present both worldwide and UK based are to preserve green belt for food production, tree planting, cleaner air and to provide areas for exercise for the populations health and wealth being. In view of these facts the council are strongly asked to reconsider their proposed urban extension and utilisation of green belt.</p> | | | | | | | |
| 1246343 | LPIO-13265 | | <p>Re: Wirral Borough Council's Local Plan Consultation In order to fulfil this possible maximum figure the use of Brownfield sites and regeneration of the north and east of the Wirral should surely be the preferred options. The use of greenfield sites at this time of climate change would seem to run counter to all efforts we are asked to make to reduce greenhouse gases. Initiatives at present both worldwide and UK based are to preserve green belt for food production, tree planting, cleaner air and to provide areas for exercise for the populations health and wealth being. In view of these facts the council are strongly asked to reconsider their proposed urban extension and utilisation of green belt.</p> | | | | | | | |

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| 1246306 | LPIO-6110 | Green belt development. | Reasons for declaring 'exceptional circumstances' in the event housing targets unmet over development of green belt: 1: True housing requirement unknown - just a formula. 2: Danger to Wirral's unique beauty. Remember the green space benefits also those from the urban areas. 3: Regeneration and investment needed desperately in urban areas. Any 'sniff' of potential profit from green belt development will jeopardise this as developers will tend towards the money. 4: Even 'affordable' houses in the identified green belt areas will not be truly affordable for those who need housing the most. It would be development with no true purpose, a 'box ticking exercise.' | | | | | | | |
| 1246711 | LPIO-26258 | | RECTORY ROAD BUILDINGS - THE THREAT <ul style="list-style-type: none"> The glebe land, with its historic buildings, but was sold to a developer in July 2019 (subject to planning permission being granted) Representatives of the previous land-owner have told the community that the sale agreement and the developer's latest plans are confidential and are not available for public scrutiny. The only available information about the development therefore is in a brochure prepared by Christie for Liberty (copy attached). In this the map of the development shows that the appearance and setting of the two historic buildings will be substantially altered to their detriment since they will be incorporated into the fabric of the proposed 64 bed care home to act as its entrance. | | | | | | | |
| 1240731 | LPIO-1198 | sections 4.12 to 4.16, Agricultural Reports and Transport and Accessibility Reports The consultation as a whole | Regarding questions 4.12 to 4.16 on this consultation. These questions are divisive. They will set one community against another as each will be defending their own local area of Green Belt. Communities with stronger campaign groups will have the strongest representations and this is not fair. Sites not mentioned in this document will not be defended although they still may be at risk. Study of Agricultural Economy and Land by ADAS 30/9/2019. Classifies some soil as either 3a or 3b. It does not specify which. It is important to know the actual grade of soil as 3a is protected under the NPPF whereas 3b is not. Transport and Accessibility Report is not accurate. Site visits cannot have taken place and the report must have been compiled using Google. One particular example is a site where there is a comment that there are bus stops along the site frontage. See attached picture from SP030C. There are physical bus stops but these have not been in use for many many years and no bus routes actually pass along this road. If an actual site visit had taken place, this would have been noticed. This actual consultation is far too long and complex for most people to read and comment. many people will not have completed it because of the size of the task and therefore you will not be getting the views of all the public. Also, this document gives the impression that all non shortlisted Green Belt sites are safe, discouraging widespread involvement in the consultation process. Whereas the public on the Wirral will be put off completing this consultation, the developers and landowners will not. This will skew the results. | https://wirral-consult.objective.co.uk/file/5622729 | | | | | | |
| 1247843 | LPIO-14959 | | Regarding the green belt areas sites in my neighbourhood that are apparently being targeted for release to developers: Claremont farm fields north of Old Clatterbridge Rd; Vineyard farm; Brackenwood golf course; land east of Dibbins Hey; land south of Poulton Hall; land north of Raby Hall Rd, land from Bromborough golf club to Eastham Rake station: I am writing to you to voice my concerns about the above green belt land which developers seem to be eager to use for building These areas are very important for the health and well being of the local people and should not disappear under concrete forever. The strain on the infrastructure of the are would be immense. Arrowse Park hospital is always oversubscribed and the GP surgeries and schools are the same. Not to mention the peak time bottlenecks at junctions such as Spital Crossroads. Or do the developers plan to build new facilities for us all On a smaller note, during the COVID-19 outbreak so far we have not been able to access the local supermarkets, the one in Bebington has closed down, and the little farm shop at Vineyard farm has been an absolute lifeline for many of us. Thank God it is there and long may it remain so. I appeal to your good judgement to reject applications to develop on these sites. | | | | | | | |
| 1248344 | LPIO-23501 | | Regarding the Local Plan you are asking Residents to comment on, I am angry that it consists of about 80 questions, phrased in a most absurd way asking Wirral Residents to offer alternatives if they disagree with the statements, most of which make difficult reading & involve referring to various sections of the plan. As this plan amounts to 534 pages, reading this for the average resident isn't an option being extremely difficult to understand. | | | | | | | |
| 1246419 | LPIO-6504 | Regeneration, Green Belt | Regeneration of Birkenhead, Liscard, New Ferry and New Brighton. Greenbelt to be retained, more trees to be planted and safe cycle ways to be introduced. Were possible new houses to be three stories high and as a result take up less land area. | | | | | | | |

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| 1247128 | LPIO-11033 | Regeneration of Birkenhead. | Regeneration of Birkenhead. A plan to encourage industry in the area. Remove tunnel tolls for HGV's and commercial vehicles. Currently they are penalised to and from the Wirral. Support for local businesses. Buy local and keep the wealth in the area. Promote local supply chains throughout independent businesses. Insist local housing associations and council source materials and supplies from local independent businesses. Not national builders' merchants that take the wealth out of the area. Local-ism - other councils promote local-ism in different ways e.g. they list a local business on their website. Not enough emphasis on climate change issues in relation to the local plan and how it will have an effect now and in the future. For example- flooding, fields for agriculture. The information printed in the consultation regarding potential brown field or derelict sites is inaccurate and vague. With many potential sites excluded from the data. There has been a lack of coordination and communication strategy with Brown field site owners. | | | | | | | |
| 1242183 | LPIO-6395 | The whole of the Wirral | Regeneration of neglected areas, rather than social cleansing. Cancel Options 2A & 2B Protect our farms, greenbelt & our environment for future generations. Act for need, not greed. 5% of the U.K. has been built on but 40% of the Wirral has been built on. How much more will we lose to greed!!!! After such a long wait for a Local Plan, it is disappointing to see so many aspects that work against the Council's stated desire and Preferred Option, a Local Plan based on regeneration of north and east Wirral and other urban areas. | | | | | | | |
| 1245816 | LPIO-5038 | General. | Residents rely on Wirral Council to protect, and where possible enhance, our environment. Who else can we rely on? I do not believe that that this key function has been given due weight in the Local Plan 2020-2035. The great value of the Green Belt framework in the UK has stood the test of time and must not be set aside unless the circumstances are exceptional. The fraction of the area of the borough already developed is large and we owe it to future generations to retain all our Green Belt sites into the foreseeable future. | | | | | | | |
| 1244896 | LPIO-7177 | Various and Further | Response Q10.1 Additional 01 A Questionnaire is unsuited to drawing out public thoughts/preferences, particularly if the assessments of comments are limited to the strict terms of narrowly-couched questions and the rest (MORE important to responders) are disregarded. If assessments just consider the degree of support for one view (the Council's) and does not give proper weight to alternatives, the basis for progressing the Local Plan is flawed and biased. Sadly, the Council seem set on doing what IT has already decided and will disregard 'instructions' from its ultimate Employers, the people. The Consultation process is heavily weighted towards those who know the process and employ professional expertise – planning consultants, legal experts, etc. Most of the public have neither expertise nor means to employ it, and are at a huge disadvantage, whilst their opinions should be the ones being weighed against the self-interest and might of Landowners and Developers. Developers must be involved as they are the ones who build. Landowners must be involved to ascertain availability. But neither should be allowed to determine what happens and where. The Council has strengthened powers to use and needs to offer only what should be developed to the Market. Competitive instincts would take over, especially if the 'easy option' of Green Belt were not on offer. Where landowners withhold sites which the Council wish to develop and only offer other sites, CPO proceedings should be started to bring them to heel, or take over ownership and offer the site plus development to the Market. There is time for this process provided the Council get on with things. Adopting Option 1B as the 'Preferred Option' would give additional time. Reducing the OAN to something more realistic would help greatly and avoid failure of the HDT. | | | | | | | |
| 1244896 | LPIO-7181 | Various and Further still. | Response Q10.1 Additional 02 Several issues are covered in the uploaded File which comprises two letters to the Forward Planning Department from two Members of ITPAS. | https://wirral-consult.objective.co.uk/file/5677121 | | | | | | |
| 1249315 | LPIO-26207 | | Retain Green Belt. Encourage more tree and hedge planting. No or less litter! I do hope you appreciate and reflect the views of eg. Wirral Green Space Alliance. Though they are not a very large organisation if you canvassed, you would appreciate that many who don't write/communicate re these issues do wish to keep the Green Belt. People are increasingly concerned about climate change. It is imperative to preserve the Green Belt Land as once gone it is irretrievable. In future people will have more leisure time and walkers, riders, cyclists etc more will use these areas and should be encouraged to do so. Concreting over just destroys what we have and we need to retain as much agricultural land as possible. Any development in these areas will necessitate new roads, schools, surgeries, possible rail links etc. | | | | | | | |
| 1248426 | LPIO-23699 | | Saving green land The current pandemic has emphasised the need to preserve open spaces and green fields. The opportunity to be out in the air, at a safe distance from other people, has distinguished the Wirral as a very attractive area. The Wirral, as 'a unique and attractive place to live, work and visit' has advertised itself in the past as the 'leisure peninsula' and perhaps this is an area of potential growth, but obviously not if much of the green land is to be urbanised. | | | | | | | |

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| 1249202 | LPIO-26088 | | <p>Secondly, the roads around it are narrow. The playing field lies between Noctorum Road and the unmade Noctorum Lane .. Most importantly, from the bottom of St. David's Lane, Noctorum Road becomes dangerous as there is no pavement and there is a very sharp, narrow blind corner where it joins Noctorum Lane. Everyone living around here is aware of this corner and knows what a hazard it is, but we have become used to living with it. You make your own rules as to how you walk round the bend, you have to cross over the road at least twice before the bend to avoid oncoming traffic, and there are inevitably occasional accidents and I must stress that there is no pavement all the way round this corner, up Noctorum Lane, across Vyner Road South and on, as far as Upton Road. This route is used by many pedestrians, not only by people living in the neighbourhood but also by those who live in Oxton and Noctorum and take the 437 bus to and from Liverpool which stops on the main road, at the end of Noctorum Lane In my opinion, the sharp corner I have mentioned is the most important factor about this proposed development. However, at the other end of Noctorum Road there is another hazardous junction, a cross roads on a hill with a bend where there have been many bad accidents during the time I have lived in this area. Traffic races down Budworth Road from Oxton, and comes around the bend, very often in the middle of the road. I can foresee these roads becoming more dangerous still because of the many cars which will be owned by people in the proposed houses and I truly believe that the roads all around this area would need to be widened and pavements built along the whole stretch from St. David's Lane to Upton Road. Finally, the drains are just about able to cope., They get blocked regularly with leaves in the autumn because of all the trees, so this is a great worry as well. Since I came to live here, the number of houses has more than doubled, but the drains have not been improved to compensate for this. I should be most grateful if you and your committee would keep these points in mind when you are considering the application from Birkenhead School.</p> | | | | | | | |
| 1246009 | LPIO-13079 | | <p>Section 2.10 states 'One of the most important tasks for the new Local Plan will be to provide for the appropriate number of homes to meet our needs.' It is essential to refine this statement by asking the question "Whose needs?" The vast majority of residents that require the new homes are those in need of social housing and first-time buyers. Therefore addressing the current housing gap should reflect the nature and incomes of these people. The logical conclusion is that such housing units, whether they be houses or flats, will be smaller and take up less land than developers' estates of large, detached 'luxury' houses. Consequently, less land will be required overall, making for a 'greener' solution. Besides, it should always be remembered that large, 'luxury' detached houses will normally be bought by people who already own their own home. The location of new social housing should be targeted in areas where those in need of such housing currently reside. This is so as to maintain familial infrastructures, which are seen to be so important in the current Covid19 pandemic. Such developments should ideally be as near to work locations as possible so as to minimise the need for cars, and have good public transport links; again a 'greener' outcome. The same principles should apply to housing for first-time buyers. The above comments link to a need for new housing to include accommodation for the elderly and disabled, given their increasing numbers. Strategic Objective 9 highlights the need for the provision and promotion of essential local infrastructure. I see this as key to any developments. What is critical is that any such necessary infrastructure should be built at the same time as the housing developments, rather than be left to a later date. Therefore whether existing schools, primary health care services, etc can cope with new local housing developments should be a precursor to the developments themselves and take into account the likely number and demographic profile of the future residents. Finally, continuing with Strategic Objective 9, I would like to take the opportunity to stress that existing shortfalls in infrastructure should also be addressed as a priority; and not just those associated with any new housing developments.</p> <p>I have lived on the Poulton Lancelyn estate (south of Brimstage Road/ Spital Road) for over 40 years and there is a clear lack of infrastructure for its population, which I guess is around 10,000. When the estate was first built in the 1970's Poulton Lancelyn School (where I was a governor for nearly ten years) was one of the largest in the country. Its facilities gradually reduced following falling numbers, but now it is oversubscribed and has not always been able to provide places for local children. The profile of the population is changing with many who moved on to the estate with young families in the 1970's now elderly, and any houses becoming available being snapped up by young families. Therefore the estate is arguably made up of two different populations with increasingly separate needs. Other than the school, a small shopping precinct and a church there is no supportive infrastructure. The greatest shortfall is that there is nowhere for children to play together outside; there is no playground, as in many other parts of Wirral, and there are no fields to even play football (the field on the Trim Trail is landfill and the Council has re-used in the past to create a football field there because of the risk of landfill items coming to the surface and causing injuries). Also, there is no community centre where meetings can be held, activities can be delivered, or groups such as Scouts and Guides can meet. I see villages throughout the country with much, much smaller populations having this basic infrastructure, which is critical to health and well being, and believe that Wirral Council should actively review and give consideration to this for the Poulton Lancelyn estate.</p> | | | | | | | |
| 1244898 | LPIO-2859 | The whole Local Plan Consultation Process and Documentation | See attached letter which provides a summary of some of the main headings of the Responses by ITPAS, WGSA, and other respondents | https://wirral-consult.objective.co.uk/file/5677054 | | | | | | |

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| 1243254 | LPIO-2861 | The whole Local Plan Consultation Process and Documentation | See attached letter which provides a summary of some of the main headings of the Responses by ITPAS, WGSA, and other respondents | https://wirral-consult.objective.co.uk/file/5677049 | | | | | | |
| 1244896 | LPIO-2860 | | See attached letter which provides a summary of some of the main headings of the Responses by ITPAS, WGSA, and other respondents | https://wirral-consult.objective.co.uk/file/5677056 | | | | | | |
| 1248825 | LPIO-10715 | | See attached representations for full details of Our Client's responses to the Issues and Options consultation. Answers to specific questions should be read in the context of this overall document. | https://wirral-consult.objective.co.uk/file/5684264 | | | | | | |
| 1245501 | LPIO-5183 | | Seeing as though Wirral council has not presented this local plan until the previous few months in 2020, but supposedly has had the local plan 'in the offing' since 2015/2016 I feel its pretty poor to only allow a consultation period of weeks, rather than say, 6 months. Furthermore, the style of questions and nature of the subject, seems to be aimed at the developer, rather than the layman Wirral resident. In this respect it does not comply with your key aim to clearly and accurately explain the reason, process and consequence to Wirral residents in an understandable and accessible format. | | | | | | | |
| 1248569 (Sefton Council) | LPIO-24531 | | Sefton and Wirral are separated by the River Mersey (the geographic boundary between them is mid-river) and the most direct road or rail access is via Liverpool. This effective separation affects the number and scope of cross-boundary issues between Sefton and Wirral. | | | | | | | |
| 1239386 | LPIO-19584 | | Services should be brought back in-house and provided by the Council. The Council should be a public body that provides services directly and not a commissioning body that talks in terms of 'subsidy' when providing services directly. and Council workers should be encouraged to continue to work from home after the pandemic. | | | | | | | |
| 1249812 | LPIO-26555 | SHLAA 2050: Clatterbridge Hospital | SHLAA 2050: Clatterbridge Hospital Council's anticipated delivery 0-5 years: 50; Our estimate: 0. The site has a number of constraints which will need to be assessed further in order to understand the deliverability of the units identified. The SHLAA commentary evidences this point by stating that the site is subject to flood risk, biodiversity and green belt restrictions, which mean suitability and achievability are unclear. Any planning application would need to be supported by a significant number of supporting reports to demonstrate that development is achievable. In any event, the site lies within Green Belt which is a significant hurdle and policy test. At this stage it is uncertain whether the Council can support the principle of development. In light of the above, the site is not deliverable and should be removed from the supply of new homes by 2025. | https://wirral-consult.objective.co.uk/file/5865519 | https://wirral-consult.objective.co.uk/file/5684811 | https://wirral-consult.objective.co.uk/file/5684812 | | | | |
| 1246353 | LPIO-13260 | | <p>Since then I have learnt more about the Council's lack of openness about the plans and the Wirral's actual needs as they stand today.</p> <ul style="list-style-type: none"> - The plan is 20 years old and should be reviewed every 5 years. - Brownfield sits already identified to the North and East of the peninsula could accommodate such numbers and are desperately needed for regeneration. They would provide much needed homes for first time buyers, for those downsizing and for supported living. - Wirral's much loved Green Spaces should be preserved for secure food production, tree planting, cleaner air, health & welfare, wild habitats & leisure/tourism. - Legal advice says there are exceptional circumstances to justify challenging the plan & lowering numbers. - The recent Queen's speech reduces National Housing Target by 33% . <p>I urge you to consider all of these points and challenge the 'standard method' and flawed data.</p> <ul style="list-style-type: none"> - The plan is for 12,000 new houses when this number is far in excess of actual need on the peninsula. Liverpool and Manchester universities with the Green Space Alliance calculate that 2,500-6,000 at most are needed based on the latest projections. | | | | | | | |

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| 1249782 | LPIO-26443 | | <p>Single Location Green Belt Release Sites (Spatial Option 2B): Comparison of Heswall vs Eastham Paragraph 4.73 of the Issues and Options Paper explains the site selection rationale with regards to spatial option 2B: "The Green Belt Review 2019 identifies that the only areas where these groupings of weakly performing areas could occur at sufficient scale are around Heswall and Eastham. A single urban extension at Eastham has however been discounted because the constraints on this land means that significant parts would not be suitable for development. The number of sites that would potentially be suitable for development would be too small and too sparsely distributed to form a logical single urban extension of sufficient size" The findings contained at Appendix 4.7 of the Consultation Paper have also informed the Council's conclusions on this matter. Table A of Appendix 4.7 provides the assessment references for the eastern urban extension (Eastham) and the western urban extension (Heswall). Furthermore, the table provides high level comments of the constraints that have been identified in relation to the Eastham urban extension. We have summarised the high-level assessments published as part of the supporting evidence base in relation to both Heswall and Eastham. The full details of this comparative assessment are contained at Appendix 2 (see attachment), with our headline findings summarised as follows: The Eastham urban extension area scores identical to Heswall on Green Belt matters-i.e. weak contribution to purposes of Green Belt; Eastham also scores identical to Heswall in terms of overall MEAS ratings; Eastham scores better in landscape terms, with only one of the assessed landscape parcels scoring moderate-high. Three of the assessed landscape parcels at Heswall score moderate-high; There are evident gaps in the evidence base which results in the Eastham urban extension not being as thoroughly assessed as the Heswall expansion area. For example, a number of the Eastham land parcels have not been assessed for agricultural land grading and it is not clear why these were screened out;</p> <p>The 2020 Transport and Accessibility Study also fails to assess a number of the Eastham land parcels, making cross-comparison impossible and again it is not clear why these were screened out; and We dispute the conclusion that parcel SP046 is undeliverable in terms of access, as it clearly has a significant road frontage to Brookhurst Avenue and the golf course could easily be reconfigures to provide a second access Raby Hall Road. It is notable that the 2020 accessibility study did not even include the Raby Hall Road site (the justification for which is unclear), and this site in isolation is deliverable in terms of access given that it benefits from an existing site access. In light of the comments above, we raise significant concerns in relation to gaps in the evidence base with regards to Spatial Option 2B. The Issues and Options Paper explains that the Eastham site was discounted because of constraints and lack of suitability, yet the evidence base in not sufficiently robust to support this conclusion. Furthermore, thorough cross-comparison of the Heswall and Eastham options is not possible because the Eastham site has not been fully assessed on agricultural land and adequately assessed on accessibility grounds. Therefore, further work must be undertaken by the Council with regards to the site selection process, as well as to demonstrate that all reasonable alternatives have been explored. Moving on from our concerns with the insufficient evidence base, our cross-comparative exercise points towards a strong case for additional levels of growth in the Eastham area. This is because the Eastham expansion area performs better than Heswall on landscape sensitivity grounds, identical on Green Belt contribution and identical on MEAS overall ratings. Whilst it is clear that there are individual land parcels in both Heswall and Eastham that perform less well in terms of suitability, there is clearly a case to generally direct growth to both areas, not just Heswall. Indeed, our analysis supports our recommendation that elements of all of the spatial options should be pursued. That is, to support brownfield development within the existing urban areas (1A and 1B), a dispersed approach to Green Belt release across the Borough (2A) is pursued which could include a series of sustainable urban extensions. This would represent a scaled back approach of option 2B, which currently focuses growth on one particular settlement (Heswall). To conclude, we have a number of concerns in relation to the Council's site selection process, particularly with regards to gaps in the evidence base. In particular, the existing evidence base is not sufficiently robust to justify the Council's currently preferred urban expansion site at Eastham under Spatial Option 2B. Indeed, the evidence base does not thoroughly assess the alternative Eastham expansion area thoroughly, which in turn raises questions on the robustness of the Council's decision to discount this area. This is a matter that must be addressed in future consultation rounds of the emerging Local Plan. Many of the evidence base documents do not appear to have informed the site selection process for Green Belt release. Having considered the evidence base documents in detail insofar as they have assessed the Raby Hall Road site, there is simply no reason why the site should not be included within the Draft Local Plan. It will be able to deliver market and affordable homes, within the early years of the plan period and within an area which is currently seeing negligible growth within the Issues and Options Consultation report.</p> | https://wirral-consult.objective.co.uk/file/5683892 | | | | | | |
| 1249321 | LPIO-26233 | | <p>Some questions eg. 2.10 sound biased towards developers. Economic Viability needs to demand that developers fund the costs of remediation from Brownfield sites. Re: 2.16 I disagree with the classification of 'weakly performing' The Council motion of Oct. 2019, that agricultural land should not be included in any SHLAA should be adhered to.</p> | | | | | | | |

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| 1248420 | LPIO-23641 | | Special Circumstances for the Borough 1. The Borough is on a Peninsula, there can be no option to "land swap" on three sides as they are sea / river. To the South CW&C Council seem "unable" to assist. Wirral Metropolitan Borough Council - Draft Local Plan Issues and Options, Reg 18, March 2020 This is the third Draft Local Plan since 2010 that Wirral Metropolitan Borough Council (WMBC) has consulted on. (possibly the fourth). There must be grave concern that the complexity of the 88 questions in the response form are far beyond the abilities of the average Ratepayer to comprehend. The value of the consultation must be viewed against this. The last consultation was totally unstructured, and the Council was unable to provide any meaningful feedback, despite there being over 3,000 responses. The Council uses the "fake term" of "Weakly Performing Green Belt". This can only be a rouse to undermine the tight Green Belt, drawn to promote the regeneration of the old industrial areas and the township of Birkenhead. There is no 6th purpose of the Green Belt, to be sacrificed by a "Weakly Performing" Council. The Council uses the "fake term" of "Settlement" to devalue the Green Belt lands between existing towns and villages again devaluing the Green Belt lands there and undermining the regeneration of the old industrial and urban areas. It would appear that the Council is using very "aggressive" planning terms to ensure loss of Green Belt and farmland. One is reminded of the methods used by accountants Andersens resulting in the collapse of Enron, resulting in massive changes to auditing in the USA. In conclusion no release of Green Belt land is necessary. The retention of the tight Green Belt boundaries focuses regeneration in the deprived areas, exactly as the 5th Purpose of the Green Belt intends. | | | | | | | |
| 1248567 | LPIO-24529 | | Strategic cross boundary issues that affect the historic environment are issues that can only be effectively addressed at a larger than local scale and may cover the issues listed below, this is not an exclusive list and strategic issues will have to be considered on an area by area basis. This may include: extensive designated and non-designated heritage assets, e.g. World Heritage Sites, historic landscapes; major heritage based tourism attractions, the management of which may impact upon more than one Authority; major quarries for building and roofing stone, e.g. Portland stone; major changes to green belt which affect the preservation of the setting and character of historic towns; major development proposals likely to affect important heritage assets in a neighbouring authority, e.g. major urban extensions, infrastructure proposals. These strategic issues will not necessarily and always be the same as the strategic policies for the protection and enhancement of the historic environment included in a Local Plan but are likely to be a sub-set of them. Indeed local circumstances may indicate that strategic approaches may not always be needed. The sustainability appraisal scoping report should help to identify what is important for a particular plan area. | | | | | | | |
| 1240846 | LPIO-2858 | Section 2: Vision and Objectives | Strategic Objective 5 talks of protecting and improving the quality and accessibility of green space. In line with this, I remain fundamentally opposed to any development on Green Belt land. In the face of international concern about global climate change, Wirral has "declared an environment and climate emergency" (taken from WBC website). It is little short of scandalous that Wirral is even considering releasing Green Belt land for development which will only further damage our local environment and contribute (however small) to global warming. The Green Belt is the jewel in Wirral's crown, making Wirral such a pleasant place to live. To take away Green Belt land will clearly adversely impact upon the beauty of the Wirral Peninsula and certainly not encourage tourism, etc. An often forgotten consequence of developing Green Belt land is that it represents a missed opportunity for regenerating brownfield sites, of which there are many on Wirral. Of course, developers want to build on Green Belt land – there are no clean-up costs. But surely, for the sake of Wirral as a whole, we must not 'sacrifice' any Green Belt land. | | | | | | | |
| 1241989 | LPIO-20905 | | Take back services in house. No more contracts for external companies. | | | | | | | |
| 1248311 | LPIO-23014 | | Take back services in house. No more contracts for external companies. | | | | | | | |
| 1248147 | LPIO-21992 | Potential Dispersed Green Belt Release Site – 7.18 | Thank you for asking for our response on the matter outlined above. We have read the Wirral Local Plan documentation with interest and relish the opportunity to explain to you why it is our opinion that there is no reason to destroy swathes of countryside, by releasing tracts of the Wirral Green Belt. That reasoned argument is detailed below: Response: It would be almost impossible to respond to the questions raised by the complex and frankly inaccessible (to some) 214-page document that the plan relates to. Therefore, we have prepared this response to some of the core topics of the plan and the issues that are particularly pertinent to our household. | | | | | | | |
| 1246618 | LPIO-19590 | | The 12,000 new homes target in the Local Plan is too high and Greenbelt land should not be used. Building on Greenbelt Land will only generate profits for Builders and Developers, it will not serve the needs of the residents of Wirral, it will not produce the type of housing that is needed and it will unnecessarily destroy the green areas which should be preserved for the benefit of future generations. | | | | | | | |
| 1248126 | LPIO-19598 | | The 12,000 new homes target in the Local Plan is too high and Greenbelt land should not be used. Building on Greenbelt Land will only generate profits for Builders and Developers, it will not serve the needs of the residents of Wirral, it will not produce the type of housing that is needed and it will unnecessarily destroy the green areas which should be preserved for the benefit of future generations. | | | | | | | |

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| 1248129 | LPIO-19604 | | The 12,000 new homes target in the Local Plan is too high and Greenbelt land should not be used. Building on Greenbelt Land will only generate profits for Builders and Developers, it will not serve the needs of the residents of Wirral, it will not produce the type of housing that is needed and it will unnecessarily destroy the green areas which should be preserved for the benefit of future generations. | | | | | | | |
| 1246634 | LPIO-19453 | | The above has concentrated on looking at the general situation. I would like to mention one specific issue. The green strip of land next to the Upton fire station site, is, I understand, earmarked to become the car park for a future supermarket development. This should remain and or become a designated green space. It provides a pedestrian route to the Woodchurch estate from the shops in Upton village. It could also be planted with more trees. | | | | | | | |
| 1246766 | LPIO-23714 | | The consultation process is overly complicated and has resulted in many not being able to have their say. As a result of the deficiencies of the website used for the Consultation Process and in light of Covid-19 I request that the Consultation Period be kept open for the next two weeks as a minimum. I look forward to hearing from you asap. | | | | | | | |
| 1242185 | LPIO-23966 | | The Council should have proper regard for air quality. Our attached paper shows why to date we think it has failed to do this in the Local Plan. | https://wirral-consult.objective.co.uk/file/5659121 | https://wirral-consult.objective.co.uk/file/5684263 | https://wirral-consult.objective.co.uk/file/5657006 | | | | |
| 1248383 | LPIO-23581 | | The Council uses the term of "Weakly Performing Green Belt". This can only be a ruse to undermine the tight Green Belt, drawn to promote the regeneration of the old industrial areas and the township of Birkenhead. It would appear that the Council is using very "aggressive" planning terms to ensure loss of Green Belt and farmland. One is reminded of the methods used by accountants Andersens resulting in the collapse of Enron, resulting in massive changes to auditing in the USA. The Council seem to have failed to make use of the central funds (£250m?) to improve brownfield land in the old industrial and urban areas. Why not? At long last the Council are working with Peel to develop the "Wirral Waters" site, surely the largest dock area in the UK available for redevelopment. Had the Council worked with Peel from the start we could have been many years down the redevelopment of this massive derelict area. From Peel it is understand from Peel that with Council support a figure of some 6,500 new homes could be developed. Again, the Council has not supported this. | | | | | | | |
| 1246030 | LPIO-5474 | Duty to Co-operate | The Council's 'Duty to Co-operate – Summary of current position at start of Regulation 18 Consultation' sets out the steps that the Council has taken so far to satisfy the duty to co-operate. On the distribution of housing, the document states the following: "Wirral Council is meeting all the LCR districts, to be followed up in writing, requesting confirmation that they are or are not able to accommodate any of Wirral's housing needs" It is disappointing that the Council has adopted this defeatist position at this early stage of the plan-making process. We are concerned at the lack of a genuine effort to co-operate with neighbouring authorities on strategic issues that cross administrative boundaries, in particular relation to the distribution of housing. This must be resolved before the Council seriously considers its spatial strategies for future growth. | | | | | | | |
| 1246035 | LPIO-5482 | Duty to Co-operate. | The Council's 'Duty to Co-operate – Summary of current position at start of Regulation 18 Consultation' sets out the steps that the Council has taken so far to satisfy the duty to co-operate. On the distribution of housing, the document states the following: "Wirral Council is meeting all the LCR districts, to be followed up in writing, requesting confirmation that they are or are not able to accommodate any of Wirral's housing needs" It is disappointing that the Council has adopted this defeatist position at this early stage of the plan-making process. We are concerned at the lack of a genuine effort to co-operate with neighbouring authorities on strategic issues that cross administrative boundaries, in particular relation to the distribution of housing. This must be resolved before the Council seriously considers its spatial strategies for future growth. | | | | | | | |
| 1246736 | LPIO-26572 | | The Council's preferred option is to intensify development on urban sites without releasing Green Belt land. The housing land supply has been artificially inflated through the application of unrealistic density rates, and is reliant upon the establishment of new residential markets for major apartment developments. There is insufficient evidence to demonstrate that such an approach is suitable, viable and capable of meeting identified housing needs. The market could have brought these sites forward without a local plan so we see no logical reason why the adoption of this plan will have any material impact. This approach has led to significant under delivery against respective housing requirements in recent years. There are therefore exceptional circumstances for releasing Green Belt land in Wirral to meet housing needs. | | | | | | | |
| 1246591 | LPIO-7965 | | The Covid-19 pandemic clearly illustrates the fragility of all forward planning models. This consultation website is hard to use with a vast amount of material that is difficult for the layperson to understand. People's minds are focused on bigger issues right now. The brownfield first strategy is the right approach and no release of greenbelt land should take place. | | | | | | | |
| 1237696 | LPIO-4746 | Culture | The culture of Wirral must be exploited with local amenities and groups being acknowledged and supported by council and regional bodies. Also spaces for culture must not decline or put into mothballs, but be supported for local residents. | | | | | | | |

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|-----------|------------|--|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1248316 | LPIO-23018 | | The current health crisis around Coronavirus (Covid-19) is apt in its timely warning. The government itself recognises that people need outdoor Green Belt areas to exercise in and for their general health and mental well-being. We need to plan and prepare for the real possibility of food shortages in a global economic shutdown by securing our own sources of food production. Once Green Belt becomes housing, we cannot grow crops on it. When the current crisis has passed, we will need to concentrate on rebuilding our local economy and helping out the more deprived areas of north and east Wirral even more so than before, by providing jobs and housing in the right place, in the areas that already require regeneration. | | | | | | | |
| 1247079 | LPIO-10883 | West of Column Road - SP013 - 6.15 Objection | The development of parcel 6.15 will destroy the character of the local area and will be detrimental to the visual and other amenities of the adjacent Caldý Conservation Area. The development of the site will result in the visual and physical coalescence of Caldý and West Kirby and will create a virtually unbroken urban sprawl stretching from Caldý to Meols. Parcel 6.15 makes a strong contribution to protecting the countryside from encroachment. The council has failed to have proper regard to the impact on Caldý Conservation area and will forever change the open and green approach to the village. Parcel 6.15 is rich in biodiversity and an important corridor for the movement of wildlife bet Caldý Hill and Stapledon wood to the East and the open countryside to the West. Wirral residents will lose the wonderful views from Stapleton woods to the West. Development will put further pressure on local semirural narrow roads and already full local schools and medical facilities. | | | | | | | |
| 1246352 | LPIO-6297 | Questionnaire, Green Belt. | The document is heavily loaded to favour Questions the Council want to hear. also heavily weighted in favour of developers coming in to make quick profits from Greenbelt (no remedial work on brownfield sites to take into account) - in other words Greed. A local Councillor told me recently "we have enough brownfield sites to accommodate all our housing needs WBC should heed that statement. | | | | | | | |
| 1246004 | LPIO-13610 | | The documents show a terrifying onslaught into our precious greenbelt. We need these open spaces. Already we are finding out about the effect of stress and the consequences this has on our social services and cost to mental health. There is endless proof that time spent outdoors in the country is one of the most beneficial things to do for your wellbeing. Let us capitalise on this not destroy it. Building on greenbelt and means not only loss of amenity but we should all (especially greedy farmers) be growing more food ourselves. Now we are on the way to leaving the EU and following on from this Coronavirus Pandemic, we need to be growing our own food NOT SELLING AGRICULTURAL LAND FOR UNNECESSARY HOUSING. Just because present landowners want to retire doesn't mean future generations wouldn't want to take over and produce more. Young people are crying out for that opportunity. Allotments are also in high demand. Let's use our open spaces productively. We need to value our open spaces, parks and playing fields and protect them for future generations. Wirral once had the logo "WIRRAL-A PLEASANT PLACE TO GROW". Not anymore! Our roads are full to capacity; our doctors' surgeries can't cope with the present population. Charges have been brought to visit our parks and discourage people from going; parking in places such as West Kirby is a joke so beach access is limited and Hoylake beach looks more like a grass verge every day. Pollution must be high and that has a massive impact on health. Asthma levels are high here. I am one such sufferer. Our asthma clinic is full. There are insufficient areas for leisure facilities. | | | | | | | |
| 1247129 | LPIO-11048 | | <p>The existing Green Belt is already making an important contribution towards tackling Climate Change, reducing harmful pollution and promoting health and wellbeing through leisure activities and its attractiveness. Further measures include:</p> <ul style="list-style-type: none"> • Increasing tree cover through large scale tree planting; • Encouraging local food production, reducing unnecessary food miles • Creating and restoring flood plains, protecting homes and businesses from flooding; • Improving wildlife habitats by creating and maintaining wildlife corridors, linking with urban parks & open spaces; • Improving air quality, reducing high incidence of asthma; • Providing further opportunities for recreation. <p>Clearly we should be investing in the Green Belt as a positive measure of tackling Climate Change & improving the quality of life of all residents, most particularly those who live in urban areas. We are fortunate to have Green Belt in the Borough & we need to protect & cherish it. It was created specifically to direct development into run-down areas & to prevent further decline: the need for Regeneration remains as evident as ever. Building houses in Green Belt would directly reduce still further the viability of housing in the north and east of the Peninsula, delaying their rejuvenation and improved quality of life. Wirral is the fastest growing visitor destination in the Region & the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan</p> | | | | | | | |

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| 1247062 | LPIO-10884 | | The following sites in Heswall should be designated as local Green space which would provide much better protection than the current urban Green Space classification:- The Dales/Cleaver Heath - The Telegraph Road/Thursatston Road triangle - Feather Lane Woods - The Puddydale - Whitfield Common - The library/Bowling Green area - Hill House Gardens - Dawstone Park including the War Memorial - The Beacons - Heswall Pinewoods North - Heswall Pinewoods South - The area by the Roman Catholic Church | | | | | | | |
| 1245994 | LPIO-10014 | Whole Plan | The format of this response is complex and will put a lot of people off responding, particularly while they have been preoccupied coping with the corona virus at this difficult time. I believe that the number of responses will be low and not fully representative of the strength of feeling against the use of green belt sites. | | | | | | | |
| 1246760 | LPIO-10183 | Whole consultation process | The format of this response is complex and will put a lot of people off responding, particularly while they have been preoccupied coping with the corona virus at this difficult time. I believe that the number of responses will be low and not fully representative of the strength of feeling against the use of green belt sites. | | | | | | | |
| 1237961 | LPIO-26692 | | The Fragility of the Development Plan Process The Wirral UDP plan period was 1986 to 20001 and it was adopted in 2000 with policies "saved" in 2007. Whilst it is still being used for development control purposes its housing and employment supply policies are time expired and defunct. Moreover, many of its policies are out of step and, in the light of Para 213 of the NPPF, they are largely considered to be inconsistent. It is becoming less and less relevant as every month goes on and we are of the opinion it carries very limited weight in the light of S38(6) of the Act and Para. 11 of the Framework. There has, and continues to be, a local planning policy vacuum and it is astounding that it has been 20 years since the last development plan. The Governments recent directive "Planning for the Future" (March 2020) indicates that a deadline of December 2023 will be set for all authorities to have an up to date local plan it remains to be seen whether this will transpire in the forthcoming Planning White Paper, but notwithstanding this we sadly have little confidence that there will not be slippage in Wirral's programmed ambitions. | https://wirral-consult.objective.co.uk/file/5685069 | https://wirral-consult.objective.co.uk/file/5685068 | | | | | |
| 1245833 | LPIO-24733 | Rectory Road Buildings - THE THREAT | The glebe land, with its historic buildings, was sold to a developer in July 2019 (subject to planning permission being granted). <ul style="list-style-type: none"> • Representatives of the previous land-owner have told the community that the sale agreement and the developer's latest plans are confidential and are not available for public scrutiny. • The only available information about the development therefore is in a brochure. (copy attached). • In this the map of the development shows that the appearance and setting of the two historic buildings will be substantially altered to their detriment since they will be incorporated into the fabric of the proposed 64 bed care home to act as its entrance. | | | | | | | |
| 1246618 | LPIO-19592 | | The global coronavirus pandemic has made us focus on what's really important and that is the needs of our community - we should be putting people first - not profit! In recent weeks, our government has made huge changes to fiscal and health policy etc, the NHS has been transformed almost overnight and so much more has happened to protect and support the British public. I sincerely hope Wirral Borough Council can sort out this local plan, meet the needs of Wirral and not destroy its soul. | | | | | | | |
| 1248126 | LPIO-19599 | | The global coronavirus pandemic has made us focus on what's really important and that is the needs of our community - we should be putting people first - not profit! In recent weeks, our government has made huge changes to fiscal and health policy etc, the NHS has been transformed almost overnight and so much more has happened to protect and support the British public. I sincerely hope Wirral Borough Council can sort out this local plan, meet the needs of Wirral and not destroy its soul. | | | | | | | |
| 1248129 | LPIO-19605 | | The global coronavirus pandemic has made us focus on what's really important and that is the needs of our community - we should be putting people first - not profit! In recent weeks, our government has made huge changes to fiscal and health policy etc, the NHS has been transformed almost overnight and so much more has happened to protect and support the British public. I sincerely hope Wirral Borough Council can sort out this local plan, meet the needs of Wirral and not destroy its soul. | | | | | | | |
| 1248331 | LPIO-23258 | | The Green Belt should be left intact. There are plenty of brownfield sites in the Wirral, but very few 'Green' areas. I strongly feel that the Green Belt should be sacrosanct. | | | | | | | |

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| 1241175 | LPIO-18364 | | The greenbelt makes Wirral unique and a pleasant place to live, work and visit. In addition I believe the council passed a unanimous motion stating that no productive agricultural land will be released for development – the Local Plan would seem to contravene this commitment. The local paper also reported the Council’s commitment to planting more trees – so why destroy existing ones? The existing greenbelt makes an important contribution towards tackling climate change by reducing harmful pollution. Priority should be given to the regeneration of the existing urban areas and to the protection of wildlife and farmland and this should be reflected in Planning policy and the Local Plan by ensuring the protection of the greenbelt. Please take this opportunity to produce a more realistic Local Plan for the Wirral – there is no requirement for the number of houses stated. Thank you for in anticipation of your consideration. I will be sending copies to my local Councillors and MP for information | | | | | | | |
| 1245713 | LPIO-5141 | | The housing figures proposed are unrealistic and exaggerated. They do not reflect future projections. We do not need to build on greenbelt land. We must use brownfield sites for development and enhance our Wirral waterfront. | | | | | | | |
| 1245086 | LPIO-6994 | Various | The housing projection for 12000 new homes is flawed. The allowance for bringing empty homes into reuse is clearly too small. The green belt should not be built on at all. With a realistic figure for new housing, a more accurate figure for redeployment of formerly empty houses & an efficient use of brownfield sites there should be no need to threaten the green belt. Any projections for economic growth are going to be outdated by recent events - brexit & corona virus. Much of what is proposed in the plan concerning climate change & the environment is laudable but needs to be extended & backed up by concerted & swift action. | | | | | | | |
| 1245044 | LPIO-16149 | | The impending Climate Change Disaster, Brexit and now Coronavirus have made the protection of all our Green and Open Spaces (whether designated as Green Belt or not) more important than ever to mitigate against climate change and flooding, for the health and wellbeing of people, the production of food, as refuges for wildlife and to prevent pollution. The Local Plan is an opportunity to think innovately to make sure that all developments are BrownField developments only. There should be no building on ANY green spaces whatsoever. They must be protected at all costs. The Council must work with developers to help them secure government grants to develop new sustainable communities concentrated on the wastelands around Birkenhead. In particular, the Council must do everything in its power to bring forward the 13000 homes at Wirral Waters already with planning permission and to develop the "left bank" of the Mersey to make Birkenhead a thriving town once more. | | | | | | | |
| 1247283 | LPIO-11458 | | The infrastructure at the moment cannot cope so to add more people is illogical. Hospitals, schools, doctors, surgeries are all struggling at the moment. The wildlife will suffer also, you will be introducing a 'mass' of extra vehicles, the roads now cannot cope at times. Most families have 2 or 3 cars with all the extra pollution. also consider the people who opted to live in these areas and trusted people in your position to look after the environment. Thin of the people and the future generations who want to enjoy the greenbelt and open spaces. Use brownfield lands otherwise it will always be a mistake you will always remember. We should all be clinging onto to our greenbelt and open spaces desperately. Make the right decision. Who wants to live in an environment were you can walk from one community, village, district to another with no fields or open spaces between. | | | | | | | |
| 1247737 | LPIO-13471 | | The Local Plan Options fail to adhere to this commitment. The existing Green Belt is already making an important contribution towards tackling Climate Change, reducing harmful pollution and promoting health and wellbeing through leisure activities and its attractiveness. And further measures will include: <ul style="list-style-type: none"> • Increasing tree cover through large scale tree planting; • Encouraging local food production, reducing unnecessary food miles; • Creating and restoring flood plains, protecting homes and businesses from flooding; • Improving wildlife habitats by creating and maintaining wildlife corridors, linking with urban parks and open spaces; • Improving air quality, reducing high incidence of asthma; • Providing further opportunities for recreation. Clearly we should be investing in the Green Belt as a positive measure of tackling Climate Change and improving the quality of life of all local residents, most particularly those who live in urban areas. I intend sending copies of this letter to my MP for their information and to all Wirral Councillors as Ramblers Wirral Group and its affiliated walking clubs have members living in every ward in the District. I would be grateful if you would include me in all future consultations on this issue. | | | | | | | |
| 1248466 | LPIO-24225 | | The Local Plan would not cover a 15-year plan period from adoption. The plan period should therefore be extended to at least 2038 to allow for delays to the plan making process. However, in our view a plan period to 2040 would be prudent as it would provide greater flexibility for the examination. | https://wirral-consult.objective.co.uk/file/5674415 | https://wirral-consult.objective.co.uk/file/5674416 | https://wirral-consult.objective.co.uk/file/5685040 | https://wirral-consult.objective.co.uk/file/5674418 | https://wirral-consult.objective.co.uk/file/5674417 | | |

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| 1245996 | LPIO-24574 | | The Local Plan would not cover a 15-year plan period from adoption. The plan period should therefore be extended to at least 2038 to allow for delays to the plan making process. However, in our view a plan period to 2040 would be prudent as it would provide greater flexibility for the examination. | https://wirral-consult.objective.co.uk/file/5681950 | | | | | | |
| 1247302 | LPIO-11507 | | The loss of mature trees. Planting of sapling does not help for years its only mature trees that help the environment as you knows. The Chancellor said in his budget speech only consider brown field sites. Listen to what the people who lives in the area want. That is who you represent. Also now we have the spread of corona virus. does it not seem sensible to postpone the deadline of 23 March for the present. We the elderly especially the elderly needs more time for our meetings, as advised we are keeping safe not spreading the virus. Could Peel Holdings not do more at Wirral Waters that would help considerably ease the pressure. Consider also that our own children have left the area to find suitable work. There are already a great number of people travelling out of the area to work either in Liverpool, Manchester and several other areas. The statistics do not add up. | | | | | | | |
| 1247558 | LPIO-12794 | | The loss of mature trees. Planting of sapling does not help for years its only mature trees that help the environment as you knows. The Chancellor said in his budget speech only consider brown field sites. Listen to what the people who lives in the area want. That is who you represent. Also now we have the spread of corona virus. does it not seem sensible to postpone the deadline of 23 March for the present. We the elderly especially the elderly needs more time for our meetings, as advised we are keeping safe not spreading the virus. Could Peel Holdings not do more at Wirral Waters that would help considerably ease the pressure. Consider also that our own children have left the area to find suitable work. There are already a great number of people travelling out of the area to work either in Liverpool, Manchester and several other areas. The statistics do not add up. | | | | | | | |
| 1247560 | LPIO-12797 | | The loss of mature trees. Planting of sapling does not help for years its only mature trees that help the environment as you knows. The Chancellor said in his budget speech only consider brown field sites. Listen to what the people who lives in the area want. That is who you represent. Also now we have the spread of corona virus. does it not seem sensible to postpone the deadline of 23 March for the present. We the elderly espeically the elderly needs more time for our meetings, as advised we are keeping safe not spreading the virus. Could Peel Holdings not do more at Wirral Waters that would help considerably ease the pressure. Consider also that our own children have left the area to find suitable work. There are already a great number of people travelling out of the area to work either in Liverpool, Manchester and several other areas. The statistics do not add up. | | | | | | | |
| 1247561 | LPIO-12800 | | The loss of mature trees. Planting of sapling does not help for years its only mature trees that help the environment as you knows. The Chancellor said in his budget speech only consider brown field sites. Listen to what the people who lives in the area want. That is who you represent. Also now we have the spread of corona virus. does it not seem sensible to postpone the deadline of 23 March for the present. We the elderly espeically the elderly needs more time for our meetings, as advised we are keeping safe not spreading the virus. Could Peel Holdings not do more at Wirral Waters that would help considerably ease the pressure. Consider also that our own children have left the area to find suitable work. There are already a great number of people travelling out of the area to work either in Liverpool, Manchester and several other areas. The statistics do not add up. | | | | | | | |
| 1247563 | LPIO-12805 | | The loss of mature trees. Planting of sapling does not help for years its only mature trees that help the environment as you knows. The Chancellor said in his budget speech only consider brown field sites. Listen to what the people who lives in the area want. That is who you represent. Also now we have the spread of corona virus. does it not seem sensible to postpone the deadline of 23 March for the present. We the elderly espeically the elderly needs more time for our meetings, as advised we are keeping safe not spreading the virus. Could Peel Holdings not do more at Wirral Waters that would help considerably ease the pressure. Consider also that our own children have left the area to find suitable work. There are already a great number of people travelling out of the area to work either in Liverpool, Manchester and several other areas. The statistics do not add up. | | | | | | | |
| 1247564 | LPIO-12808 | | The loss of mature trees. Planting of sapling does not help for years its only mature trees that help the environment as you knows. The Chancellor said in his budget speech only consider brown field sites. Listen to what the people who lives in the area want. That is who you represent. Also now we have the spread of corona virus. does it not seem sensible to postpone the deadline of 23 March for the present. We the elderly espeically the elderly needs more time for our meetings, as advised we are keeping safe not spreading the virus. Could Peel Holdings not do more at Wirral Waters that would help considerably ease the pressure. Consider also that our own children have left the area to find suitable work. There are already a great number of people travelling out of the area to work either in Liverpool, Manchester and several other areas. The statistics do not add up. | | | | | | | |

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| 1247565 | LPIO-12811 | | The loss of mature trees. Planting of sapling does not help for years its only mature trees that help the environment as you knows. The Chancellor said in his budget speech only consider brown field sites. Listen to what the people who lives in the area want. That is who you represent. Also now we have the spread of corona virus. does it not seem sensible to postpone the deadline of 23 March for the present. We the elderly espeically the elderly needs more time for our meetings, as advised we are keeping safe not spreading the virus. Could Peel Holdings not do more at Wirral Waters that would help considerably ease the pressure. Consider also that our own children have left the area to find suitable work. There are already a great number of people travelling out of the area to work either in Liverpool, Manchester and several other areas. The statistics do not add up. | | | | | | | |
| 1247566 | LPIO-12814 | | The loss of mature trees. Planting of sapling does not help for years its only mature trees that help the environment as you knows. The Chancellor said in his budget speech only consider brown field sites. Listen to what the people who lives in the area want. That is who you represent. Also now we have the spread of corona virus. does it not seem sensible to postpone the deadline of 23 March for the present. We the elderly espeically the elderly needs more time for our meetings, as advised we are keeping safe not spreading the virus. Could Peel Holdings not do more at Wirral Waters that would help considerably ease the pressure. Consider also that our own children have left the area to find suitable work. There are already a great number of people travelling out of the area to work either in Liverpool, Manchester and several other areas. The statistics do not add up. | | | | | | | |
| 1247568 | LPIO-12817 | | The loss of mature trees. Planting of sapling does not help for years its only mature trees that help the environment as you knows. The Chancellor said in his budget speech only consider brown field sites. Listen to what the people who lives in the area want. That is who you represent. Also now we have the spread of corona virus. does it not seem sensible to postpone the deadline of 23 March for the present. We the elderly espeically the elderly needs more time for our meetings, as advised we are keeping safe not spreading the virus. Could Peel Holdings not do more at Wirral Waters that would help considerably ease the pressure. Consider also that our own children have left the area to find suitable work. There are already a great number of people travelling out of the area to work either in Liverpool, Manchester and several other areas. The statistics do not add up. | | | | | | | |
| 1247570 | LPIO-12820 | | The loss of mature trees. Planting of sapling does not help for years its only mature trees that help the environment as you knows. The Chancellor said in his budget speech only consider brown field sites. Listen to what the people who lives in the area want. That is who you represent. Also now we have the spread of corona virus. does it not seem sensible to postpone the deadline of 23 March for the present. We the elderly especially the elderly needs more time for our meetings, as advised we are keeping safe not spreading the virus. Could Peel Holdings not do more at Wirral Waters that would help considerably ease the pressure. Consider also that our own children have left the area to find suitable work. There are already a great number of people travelling out of the area to work either in Liverpool, Manchester and several other areas. The statistics do not add up. | | | | | | | |
| 1247571 | LPIO-12823 | | The loss of mature trees. Planting of sapling does not help for years its only mature trees that help the environment as you knows. The Chancellor said in his budget speech only consider brown field sites. Listen to what the people who lives in the area want. That is who you represent. Also now we have the spread of corona virus. does it not seem sensible to postpone the deadline of 23 March for the present. We the elderly especially the elderly needs more time for our meetings, as advised we are keeping safe not spreading the virus. Could Peel Holdings not do more at Wirral Waters that would help considerably ease the pressure. Consider also that our own children have left the area to find suitable work. There are already a great number of people travelling out of the area to work either in Liverpool, Manchester and several other areas. The statistics do not add up. | | | | | | | |
| 1247572 | LPIO-12826 | | The loss of mature trees. Planting of sapling does not help for years its only mature trees that help the environment as you knows. The Chancellor said in his budget speech only consider brown field sites. Listen to what the people who lives in the area want. That is who you represent. Also now we have the spread of corona virus. does it not seem sensible to postpone the deadline of 23 March for the present. We the elderly especially the elderly needs more time for our meetings, as advised we are keeping safe not spreading the virus. Could Peel Holdings not do more at Wirral Waters that would help considerably ease the pressure. Consider also that our own children have left the area to find suitable work. There are already a great number of people travelling out of the area to work either in Liverpool, Manchester and several other areas. The statistics do not add up. | | | | | | | |

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| 1247573 | LPIO-12829 | | The loss of mature trees. Planting of sapling does not help for years its only mature trees that help the environment as you knows. The Chancellor said in his budget speech only consider brown field sites. Listen to what the people who lives in the area want. That is who you represent. Also now we have the spread of corona virus. does it not seem sensible to postpone the deadline of 23 March for the present. We the elderly especially the elderly needs more time for our meetings, as advised we are keeping safe not spreading the virus. Could Peel Holdings not do more at Wirral Waters that would help considerably ease the pressure. Consider also that our own children have left the area to find suitable work. There are already a great number of people travelling out of the area to work either in Liverpool, Manchester and several other areas. The statistics do not add up. | | | | | | | |
| 1247496 | LPIO-12582 | | The option 2 however should not be carried out for a number of reasons:- the plan assumes a growth in Wirral's population, in reality the population has been stagnant if not slightly falling for years. This land is needed now and will be in the future for agriculture. The distinct and separate villages would turn into one large urban sprawl as Irby, Pensby and Thingwall would lose their individual identity. There is no provision for additional schools in the area both primary and secondary and the existing ones could not cope with increased numbers. Enlarging the present schools is not an option, especially for Dawpool as parking is utter chaos now at start and finish times and Coombe road School is little better. There would be a massive increase in road traffic as public transport (buses) is limited. | | | | | | | |
| 1243700 | LPIO-1565 | | The options document is an overload of visions, consultants reports and policy document references. It may satisfy a legal requirement to consult but it is a daunting read for the general public. This is more of a developers document because at least they can pay for legal advice on the extracts that concern them. Wirral has a supposed population of 320,000 people and I doubt that 99% of them have read or understood the document or even take part in the consultation in a meaningful way. This confusing and complicated document falls well short of what an R18 consultation was designed to achieve. I am left with the impression that the "vision" of the Council is diametrically opposed to the "vision" of the constituents. | | | | | | | |
| 1237857 | LPIO-23868 | | The people of Wirral, as evidenced by large petition numbers and many demonstrations, are strongly rejecting any plan which deregulates or allows building on the Greenbelt. The Covid-19 pandemic should alert us to the need for open spaces close to our urban centres so that exercise can be taken and sanity maintained. Agricultural capability is also vital as this gives independence and resilience during national crisis. The people of Wirral deeply appreciate their local landscape - the green gaps between urban centres give the area its appeal. The people of Wirral are also wise to the vast areas of land by the docks crying out for development. How criminal it would be to build on those green gaps and leave the east Wirral in decline. I do hope WBC will reflect on this. | | | | | | | |
| 1244670 | LPIO-8448 | The whole plan | The plan for schools, health care, leisure, special needs is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. | | | | | | | |
| 1248448 | LPIO-23842 | | The plan period is proposed to be 2020 to 2035. The Council's proposed schedule for the adoption of the Local Plan is set out in the 2019 LDS. This timescale is extremely ambitious, and in our view unrealistic, particularly with the current crisis from Covid-19. However, even if the LDS was proven to be correct, the Local Plan would not cover a 15-year plan period from adoption. This is particularly relevant given the significant issues of soundness that we have identified in relation to housing provision, which in our view necessitates significant changes and the allocation of additional sites. The plan period should therefore be extended to at least 2038 to allow for delays to the plan making process. However, in our view a plan period to 2040 would be prudent as it would provide greater flexibility for the examination, and it would also assist in providing a greater degree of permanence to the Green Belt. | https://wirral-consult.objective.co.uk/file/5656108 | https://wirral-consult.objective.co.uk/file/5656110 | | | | | |
| 1248551 | LPIO-24418 | | The plan period of 2020 to 2035 is not consistent with the requirements of paragraph 22 of the NPPF which states: "Strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements infrastructure." The Council's Local Development Scheme (October 2019) suggests that the Local Plan will be adopted by December 2021. The plan period should be extended to at least 2036 to ensure compliance with the NPPF. It will also be necessary to review housing and employment needs over this duration to ensure sufficient land is identified to meet development needs over an extended plan period. | https://wirral-consult.objective.co.uk/file/5655918 | | | | | | |
| 1249271 | LPIO-26136 | | The Plan period should at least extend a further year from 2020-2036. | https://wirral-consult.objective.co.uk/file/5678242 | https://wirral-consult.objective.co.uk/file/5684854 | https://wirral-consult.objective.co.uk/file/5678236 | https://wirral-consult.objective.co.uk/file/5678244 | https://wirral-consult.objective.co.uk/file/5677494 | https://wirral-consult.objective.co.uk/file/5685010 | https://wirral-consult.objective.co.uk/file/5678243 |
| 1249271 | LPIO-26136 | | The Plan period should at least extend a further year from 2020-2036. | https://wirral-consult.objective.co.uk/file/5677492 | https://wirral-consult.objective.co.uk/file/5678239 | https://wirral-consult.objective.co.uk/file/5678247 | https://wirral-consult.objective.co.uk/file/5684889 | https://wirral-consult.objective.co.uk/file/5678241 | https://wirral-consult.objective.co.uk/file/5678248 | https://wirral-consult.objective.co.uk/file/5677491 |

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| 1249271 | LPIO-26136 | | The Plan period should at least extend a further year from 2020-2036. | https://wirral-consult.objective.co.uk/file/5677490 | https://wirral-consult.objective.co.uk/file/5678246 | https://wirral-consult.objective.co.uk/file/5678238 | https://wirral-consult.objective.co.uk/file/5678240 | https://wirral-consult.objective.co.uk/file/5677493 | | |
| 1249263 | LPIO-26187 | | The Plan period should at least extend a further year from 2020-2036. | https://wirral-consult.objective.co.uk/file/5684852 | | | | | | |
| 1246402 | LPIO-6505 | | The plan to release green belt land is unwarranted and is based on unrealistic population figures. | | | | | | | |
| 1248344 | LPIO-23503 | Green Belt | The point is - STOP THIS PREPOSTEROUS PROPOSAL OF BUILDING ON THE GREENBELT OF WIRRAL. Wirral is a beautiful peninsula, we don't need it ruined by building where it isn't necessary. Use the Brownfield sites which will generate enough housing if you used the realistic calculations of 8000 homes needed not the 12000 that you suggest. Don't ruin our green spaces by creating an urban sprawl by joining up our lovely villages. Keep all our green fields, keep our much needed farms, keep our countryside. Think about climate control. We don't want more concrete, more cars, more pollution. You have a duty of care to look after your residents & we don't want this. STOP THE PROPOSALS FOR BUILDING ON THE GREENBELT | | | | | | | |
| 1248347 | LPIO-23523 | | The potentially devastating impact on Wirral's small settlements and the surrounding countryside is evidenced by the ill-conceived new housing development at Storeton Village on the Storeton Ridge escarpment, that will more than double the population size of an historic rural settlement in a tranquil area of rare natural beauty. It will be helpful in further iterations of the Local Plan to explain in more detail how the setting and historic character of Wirral's small settlements and the amenities provided by the surrounding countryside, will be safeguarded for the future. It will also be helpful to explain in more detail the likely impacts on the local infrastructure, including the local and regional economy, local and regional transport services, and local and regional health and care services, and how these will be mitigated. | | | | | | | |
| 1247286 | LPIO-11466 | Environmental issues | The priority attached to the protection of agricultural enterprise in AGR1 reflects the continuing importance of agriculture to the local economy and the special contribution that agriculture makes to maintaining the character and landscape of Wirral's rural areas. | | | | | | | |
| 1248403 | LPIO-23547 | | The proposal by Wirral MBC to destroy vast tracts of greenbelt land is disgusting and unnecessary. | | | | | | | |
| 1242093 | LPIO-294 | Proposed New Management Plan for the Magazines | The proposed new management plan for the Magazines is mentioned in the Heritage section. When is this likely to happen? Who will be involved in drawing up the new plan? Will residents in the area be consulted? Where can I access the present management plan? | | | | | | | |
| 1242185 | LPIO-23964 | | The requirements under the Duty to Cooperate need to be better evidenced, including the preparation of comprehensive Statements of Common Ground to show the Council is sharing a joint approach with other local authorities within the Liverpool City Region functioning housing market area and land bounding neighbours, such as Cheshire West and Chester. Over planning houses in Wirral would jeopardise the Local Plans of neighbouring authorities, especially that of Liverpool. | https://wirral-consult.objective.co.uk/file/5659121 | https://wirral-consult.objective.co.uk/file/5684263 | https://wirral-consult.objective.co.uk/file/5657006 | | | | |
| 1247238 | LPIO-11383 | | The scientists are warning that it is already too late, that we've already "hit the iceberg" and that it is essential to create more forests, not destroy them. The politicians should be leading the way in fighting climate change, and the local plan should reflect that. | | | | | | | |
| 1248422 | LPIO-23734 | | The Wirral is a popular visitor destination within the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be given its credit and recognition. We cannot afford to lose this attraction. Rather than releasing land for the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing the management of these spaces. Priority should be given to the regeneration of the existing urban areas and to the protection of farmland and wildlife. This should be reflected in the Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. I fully intend to send copies of this letter to my local Councillor and MP for their information. | | | | | | | |
| 1248588 | LPIO-24603 | | The Wirral Local Plan is only at Issues and Options consultation which ends in April 2020. Following this, the consultation responses will need to be reviewed and then there will be further consultations at 'Preferred Options' and Publication stages. There will then be an examination period. Therefore, based on the necessary steps even in the best-case scenario, the Plan is unlikely to be adopted prior to 2022. This would result in a plan period of just 13 years from adoption. This is inconsistent with national policy and therefore the Plan, in its current form, is not sound. | | | | | | | |
| 1247550 | LPIO-12776 | Mill Field Site - Eastham SP049 (4.13) | There are already concerns about the air quality in Eastham which is currently being monitored. Large amounts of additional traffic will only lower air quality. No provision has been made for the required additional infrastructure - schools, surgeries etc, leading to increased pressure on existing facilities. I urge you to leave the green belt alone and focus on the numerous brown sites that blight the industrial area of Wirral | | | | | | | |

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| 1247551 | LPIO-12779 | Mill Field Site - Eastham SP049 (4.13) | There are already concerns about the air quality in Eastham which is currently being monitored. Large amounts of additional traffic will only lower air quality . No provision has been made for the required additional infrastructure - schools, surgeries etc, leading to increased pressure on existing facilities. I urge you to leave the green belt alone and focus on the numerous brown sites that blight the industrial area of Wirral | | | | | | | |
| 1246410 | LPIO-12783 | Mill Field Site - Eastham SP049 (4.13) | There are already concerns about the air quality in Eastham which is currently being monitored. Large amounts of additional traffic will only lower air quality . No provision has been made for the required additional infrastructure - schools, surgeries etc, leading to increased pressure on existing facilities. I urge you to leave the green belt alone and focus on the numerous brown sites that blight the industrial area of Wirral | | | | | | | |
| 1247555 | LPIO-12786 | Mill Field Site - Eastham SP049 (4.13) | There are already concerns about the air quality in Eastham which is currently being monitored. Large amounts of additional traffic will only lower air quality . No provision has been made for the required additional infrastructure - schools, surgeries etc, leading to increased pressure on existing facilities. I urge you to leave the green belt alone and focus on the numerous brown sites that blight the industrial area of Wirral | | | | | | | |
| 1247556 | LPIO-12789 | Mill Field Site - Eastham SP049 (4.13) | There are already concerns about the air quality in Eastham which is currently being monitored. Large amounts of additional traffic will only lower air quality . No provision has been made for the required additional infrastructure - schools, surgeries etc, leading to increased pressure on existing facilities. I urge you to leave the green belt alone and focus on the numerous brown sites that blight the industrial area of Wirral | | | | | | | |
| 1246940 | LPIO-12956 | Mill Field Site - Eastham SP049 (4.13) | There are already concerns about the air quality in Eastham which is currently being monitored. Large amounts of additional traffic will only lower air quality . No provision has been made for the required additional infrastructure - schools, surgeries etc, leading to increased pressure on existing facilities. I urge you to leave the green belt alone and focus on the numerous brown sites that blight the industrial area of Wirral | | | | | | | |
| 1246941 | LPIO-13055 | Mill Field Site - Eastham SP049 (4.13) | There are already concerns about the air quality in Eastham which is currently being monitored. Large amounts of additional traffic will only lower air quality . No provision has been made for the required additional infrastructure - schools, surgeries etc, leading to increased pressure on existing facilities. I urge you to leave the green belt alone and focus on the numerous brown sites that blight the industrial area of Wirral | | | | | | | |
| 1246454 | LPIO-13221 | Mill Field Site - Eastham SP049 (4.13) | There are already concerns about the air quality in Eastham which is currently being monitored. Large amounts of additional traffic will only lower air quality . No provision has been made for the required additional infrastructure - schools, surgeries etc, leading to increased pressure on existing facilities. I urge you to leave the green belt alone and focus on the numerous brown sites that blight the industrial area of Wirral | | | | | | | |
| 1246453 | LPIO-13224 | Mill Field Site - Eastham SP049 (4.13) | There are already concerns about the air quality in Eastham which is currently being monitored. Large amounts of additional traffic will only lower air quality . No provision has been made for the required additional infrastructure - schools, surgeries etc, leading to increased pressure on existing facilities. I urge you to leave the green belt alone and focus on the numerous brown sites that blight the industrial area of Wirral | | | | | | | |
| 1246336 | LPIO-13227 | Mill Field Site - Eastham SP049 (4.13) | There are already concerns about the air quality in Eastham which is currently being monitored. Large amounts of additional traffic will only lower air quality . No provision has been made for the required additional infrastructure - schools, surgeries etc, leading to increased pressure on existing facilities. I urge you to leave the green belt alone and focus on the numerous brown sites that blight the industrial area of Wirral | | | | | | | |
| 1246846 | LPIO-13309 | Mill Field Site - Eastham SP049 (4.13) | There are already concerns about the air quality in Eastham which is currently being monitored. Large amounts of additional traffic will only lower air quality . No provision has been made for the required additional infrastructure - schools, surgeries etc, leading to increased pressure on existing facilities. I urge you to leave the green belt alone and focus on the numerous brown sites that blight the industrial area of Wirral | | | | | | | |
| 1246847 | LPIO-13312 | Mill Field Site - Eastham SP049 (4.13) | There are already concerns about the air quality in Eastham which is currently being monitored. Large amounts of additional traffic will only lower air quality . No provision has been made for the required additional infrastructure - schools, surgeries etc, leading to increased pressure on existing facilities. I urge you to leave the green belt alone and focus on the numerous brown sites that blight the industrial area of Wirral | | | | | | | |
| 1243590 | LPIO-818 | Greenbelt considerations | There are many residential properties across Wirral whose gardens are classed as part residential/part Greenbelt. There is an opportunity to "fine tune" the boundaries of Greenbelt by allowing applications from these residents to change their property to fully residential. This would be of minimal impact on the release of significant swathes of Greenbelt and yet allow for some of these properties to aid Wirral's efforts by enabling a number of additional homes to be built, essentially filling in gaps and fitting into existing neighbourhoods naturally. | | | | | | | |

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| 1247729 | LPIO-13468 | | <p>There have been a number of observations from the members of GREASBY GREENBELT ACTION GROUP. They are as follows.</p> <ol style="list-style-type: none"> 1. Why did our libraries not receive the consultation document forms until 2 weeks after the consultation started. 2. Most libraries have either closed or reduced their hours due to the corona virus. This has hindered our ability to respond to the issues and options document, as some of us are not online. 3. Due to self isolation cases, I believe that the Local Plan should be put on hold until next spring, why has this not been done. 4. Why are the questions within the issues and options document so difficult to understand 5. I received a copy of the easy read form, it is written in such a way that the answers to the questions lead me to supply the answers that the council want. Example..yes/no questions, if no explain why. This is biased. 6. There has been an extension to the consultation process of 2 weeks. I cannot leave my home because of the corona virus. These are some of the responses we have received from our members. | | | | | | | |
| 1245136 | LPIO-13080 | | <p>There is no need to use green belt land when there is so much brown field land available. Brown field land is cheaper and could be used for affordable housing and it is the council's greatest failure that they have not put energy into affordable housing. We want urban regeneration not the destruction of the countryside. There is so much that can be regenerated and will be regenerated by Peel Holdings etc. Please do not destroy the greenbelt unnecessarily</p> | | | | | | | |
| 1248014 | LPIO-18623 | | <p>There is no social need to build high end houses on this green belt land. It's purely a development to line the pockets of the already rich. This will put pressure on local infrastructure and literally ruin the lives of local residents. Say no to this proposal.</p> | | | | | | | |
| 1245899 | LPIO-23533 | | <p>There may be a critical reason to build on green belt designated land. However to build any houses on the green belt is not acceptable in any way. I am certain you are aware of the public outrage the proposed local plan has sparked and that you have already had the good sense to decide against green belt house building. It obviously raises the suspicion, rightly or wrongly, that "back handers" have been offered. So to avert any possibility of that heinous crime it is essential to block these unnecessary developments.</p> | | | | | | | |
| 1247307 | LPIO-11512 | | <p>These are the days of remembrance on a scale that I have never before experienced. Not a day goes by without a service or a reference to the sacrifices that so many in the past have made in the cause of homeland and freedom and rightly so. However, now when I wish to walk on England's green and pleasant land, land that has been defended at such a personal cost I am informed that it must now be paid for 'again', that is of course as long as we have the right coinage and can afford the toll. The Council will now allow one a limited viewing of nature in the raw....you might even get a glimpse of the odd ice-cream van with its pollution on tick-over. Thousands countryside have been denied access to what they once had a right to and now they will be denied even the simplest privilege of looking.</p> | | | | | | | |
| 1247103 | LPIO-10950 | | <p>Think about making what we already have a more desirable area to live, before trampling over the only remaining areas of beauty and creating overcrowded facilities and infrastructure. This is already a very highly populated borough and more people means the need for more roads, schools, shops and amenities. In order to get a true reflection of the community this should have been made easier to access and use. A great deal of the populace will not give comment because of its complexity. Particularly as we are in the middle of an unprecedented emergency. I do not think this is a fair way to conduct this consultation. Many residents will find this a daunting task and/or not understand it. This area is already too busy. Local beauty spots and historic villages are blocked on a daily basis by traffic. People going to work or trying to find leisure space. This epidemic has proven that the infrastructure in place struggles to provide for the number of people living here at the moment. I personally paid more than I should have for the type of house I live in. I paid it because of the area I live in. It is beautiful and that is so because I can escape the squeeze of the urban developed areas and come out to the countryside which sits on my doorstep. We already struggle getting to work and returning home because of the numbers of vehicles all trying to do the same thing. Add more people that need to use those same routes and the journey time increases. So does the number of accidents as people feel the squeeze and grow agitated and stressed. These greenbelt areas are so important for our well being. Whether it is because this is somewhere to come on the weekend or because driving through it makes you feel relaxed and less stressed. Please think before this area is changed forever. We can never take it back once it's gone.</p> | | | | | | | |
| 1240731 | LPIO-8965 | | <p>This comment is in addition to the one submitted on 28th February. There is also an error in the ADAS Study of Agricultural Economy and Land in Wirral 2019. The description of SP030 in Table 7 is correct. This site is used for cereals and general cropping. However, on page 19 under the heading Cereals and General Cropping, land north of Lever Causeway has the incorrect site reference of SP033 when it should be SP030.</p> | | | | | | | |
| 1245437 | LPIO-3533 | | <p>This consultation appears to be aimed at developers, not residents. It needs to be scrapped and started again once the accurate number of houses actually required for Wirral is established.</p> | | | | | | | |

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| 1246553 | LPIO-7463 | | This consultation document is far too complex for me and I consider myself to be of an average intelligence and patience. Why haven't you offered a more user friendly option? I believe this is clearly designed to put the majority of people off. Wirral Council should not be building on green belt while there are brownfield sites available. New house builds should be Council Housing - there is no mention of Council/Social Housing that I can find in this Local Plan. House builds should be of a high standard and a decent size with garden space - quality not quantity. Wirral Council should be bringing all staff in house and only use outsourcing as a limited, temporary option. All staff should be on the minimum wage and unionised. | | | | | | | |
| 1243593 | LPIO-8854 | General | This consultation for comment is overly complex that appears designed to actually prevent residents from completing it. The basis of the evidence is flawed and therefore the requirements are nonsense. Comments from the 2018 consultation appear to be disregarded. Nevertheless the council wishes to continue despite the Coronavirus pandemic we find ourselves in. | | | | | | | |
| 1244969 | LPIO-1757 | The Issues and Options Consultation | This consultation is unfit for the purpose which it is proposed to achieve. The online portal is extremely difficult to navigate and the amount of information within the document and the supporting evidence base is overwhelming for the average resident of the borough. This will lead to a poor representation of response and the balance will be in favour of professional development companies supported by Landowners who do not hold the best interests of the Wirral Community as their priority. Worse still, we are having to make comment on a substantial amount of interim information which undoubtedly results in misleading outcomes. Perhaps all this is intentional and to the advantage of WBC's approach of not wanting to find the best Local Plan through poor public engagement. This is wrong. I hope that the draft Local Plan Consultation gives residents a clearer view and still allows for wholesale change to previously made decisions which have been made without inclusive consultation, I consider that this Issues and Options Consultation does not allow inclusive consultation. The housing numbers figure constructed by WBC, upwards of 12,000 has been challenged by its own consultants and local professionals. This extreme figure which is incorrect forms the basis of this consultation and creates a threat to existing Green Belt Boundary without justification and despite WBC's so called preferred option not to develop Green Belt land. Including a Green Belt review in the evidence base which categorizes much of Wirral's Green belt as 'weakly performing' only serves to allow developers and landowners the opportunity to challenge the review stages of the Local Plan for years to come. This approach shows weakness in WBC and its decision making | | | | | | | |
| 1245782 | LPIO-4872 | | This document is long and some of the questions are quite technical. A lot of Wirral residents will be deprived of voicing their opinion because it is too daunting for them to complete. However, land owners and developers are able to afford expensive professional companies to look through this document and comment on their behalf. It makes the process very unfair. | | | | | | | |
| 1238835 | LPIO-4073 | | This is a very challenging questionnaire. Too many times throughout the document statements and suggestions have been shown to be contradictory. I don't see much in the way of planning for mental health and associated special healthcare requirements. Your proposed plan of building 12000 housing units by 2035 has been proven to be a fallacy, and brought into question many times, even by your own partners Peel Holdings, who objected and stated their concern over the lack of housing demand in Wirral. Options 2a and 2b should be withdrawn following the latest budget, 11th March 2020. With the Government allocating a further £400m to local councils, this should enable you to meet your goal of building more houses on identified brownfield sites. I understand that Council had concerns about making some brownfield sites suitable for building upon, due to financial constraints associated with cleaning them up. With these constraints now being removed, you should be able to meet your primary objective of delivering option 1 or 2 only. | | | | | | | |
| 1248130 | LPIO-19606 | | This is an objection to using green belt If the population of the Wirral is declining why is the council wanting to grant permission on green belt when there is plenty of brown belt land should the need arise. I can only assume that money talks. All at a time when we are allegedly trying to be better to the environment?? | | | | | | | |
| 1249320 | LPIO-26218 | Land either side of Lever Causeway (unsure of ref. no. I believe it is SDP030) | This is Green Belt land, it is agricultural land and given the focus on climate change should be kept as such. In recent years it has been used for beans, rapeseed, winter wheat etc. If it is built on such produce has to be sourced from elsewhere. It is also a "Therapeutic" area beloved by walkers, riders, joggers, cyclists and contains vistas well worth preserving. As a fellow of the RSPB. I confirm it is also a haven for birds and other wildlife, including bats, owls & both summer & winter migrant birds. Additionally road layout is such that it is already over burdened at peak times, there are no buses and it is difficult to travel to stations let alone park there. Retention of Green Belt - Revitalisation of Birkenhead, New Ferry, Liscard & New Brighton. I am grateful to you for seeking our views. | | | | | | | |
| 1239386 | LPIO-19586 | | This is my personal response to the consultation. The online consultation is not very user-friendly. I trust that this written contribution carries the same weight as any online contribution. | | | | | | | |
| 1237873 | LPIO-4876 | | This is the worst form I have ever filled in It is as though it was written purposely to confuse the reader Wirral council should be ashamed that they could publish such a document Wirral council should be ashamed that they are thinking of building on the greenbelt | | | | | | | |

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| 1246592 | LPIO-7874 | | This plan and consultation document seems to have been designed to be as difficult and time consuming as possible for ordinary residents to complete. It has taken several hours for me to complete this, how many people do you realistically expect will do it? This whole process is flawed, you need to have a means of allowing ordinary residents a way of commenting without having to wade through this extraordinarily long and complicated form. | | | | | | | |
| 1238379 | LPIO-2923 | Housing Need Figure | This proposals contained within this consultation document have been based on flawed housing need figures. Those figures have been shown to be totally unrealistic and exaggerated, even buy the Council's own data and certainly do not represent future projections. This consequently means that the proposals contained in the document also unrealistic. It must therefore be discarded and started again with a more realistic figures and in such a way, that will enable real input by Wirral residents. | | | | | | | |
| 1237857 | LPIO-18183 | 4.2, 4.3, 4.4, 4.8, 4.12, 4.15, 10.1, summary | <p>This question is misleading. Urban housing allocations should be brownfield only or used land not urban green space. All deliverable land on brownfield sites should have been made deliverable prior to plan adoption. There is evidence that Council are not considering brownfield land that is being made available. Council have not consulted with all landowners of brownfield sites who wish to sell their land. Yes there are urban sites available in the north of the town. I do not agree with Eastham SHLAA 1850 or any of the green spaces being developed. Totally disagree with any greenbelt release at all. Irby, Greasby, Frankby are historic villages and should not lose any identity through building houses businesses or otherwise. This applies equally to other areas that you subsequently choose to identify – without further consultations- that are not in the current plan e.g. The areas around Storeton village. A BIG weakness in this consultation is that revision of the plan will not get a further public review. Table 4.7 shows parcels that are not acceptable for release, I strongly disagree. Option 2b, must be taken out of the issues and options document. I would like to comment that the plan for schools, health, leisure, special needs going forward is extremely poor. The housing figures are extortionate and exaggerated and do not represent future projections. This consultation and plan should be scrapped and started again with real inputs by residents. I have listed below a detailed by paragraph response to the plan as I cannot get into the council response website to post it. In addition here is my overview - The people of Wirral, as evidenced by large petition numbers and many demonstrations, are strongly rejecting any plan which deregulates or allows building on the Greenbelt. Normally silent folk are protesting because they see the fabric of this area under serious threat due to poor local governance. The 'evidences' that WBC use to support the plan are flawed particularly the over large estimate of 12,000 homes. An estimate which the council members do not themselves believe in as the real need, which eminent reports by Liverpool and Manchester Universities and others show is just plain wrong. It is incorrect and defensive of WBC to continually assert that central government mandate this figure (or process).</p> <p>It may be that the government policies have brought us to this point but the way in which local councillors respond is how the electorate will judge them. The honest and professional approach is to present the correct figure in the plan and justify it properly - do the right thing! The Covid-19 pandemic should alert us to the need for open spaces close to our urban centres so that exercise can be taken and sanity maintained. Agricultural capability is also vital as this gives independence and resilience during national crisis. The people of Wirral deeply appreciate their local landscape - the green gaps between urban centres give the area its appeal. The people of Wirral are also wise to the vast areas of land by the docks crying out for development. How criminal it would be to build on those green gaps and leave the east Wirral in decline. I do hope WBC will reflect on this.</p> | | | | | | | |
| 1246348 | LPIO-7382 | | This questionnaire has been extremely difficult to complete and I doubt many of the public will be able to attempt it which the council will be well aware of. There doesn't seem to be any mention of infrastructure - doctors, schools, etc, and traffic problems are not addressed in any detail. Quote from Planning Advisory Service, Local Government Association dated 25-27 June 2019 'The council has been in a virtual planning policy vacuum for a long time. Local plan policies are completely out of date in the area with reliance on a unitary development plan approved in 2000. To fill this void officers and committee members are often using the 2019 NPPF which provides generalised planning policy advice for the whole of England. This is an unsatisfactory position and does not give residents, voluntary and community groups, businesses or investors any degree of certainty in relation to the future pattern of land use for Wirral.' This situation has not changed. The coronavirus has shown to me just how essential the green belt is. I have seen groups of people, families, couples and singles, walking over the fields to get fresh air and exercise because, let's face it, that all we have at the moment and a similar situation may occur again. For some reason WBC is determined to stick to the 12,000+ houses, going against three statisticians, the ONS and its own compendium of statistics. | | | | | | | |
| 1249219 | LPIO-26496 | | This questionnaire is not an appropriate way to get proper resident feedback on such an important document. | https://wirral-consult.objective.co.uk/file/5677529 | https://wirral-consult.objective.co.uk/file/5677528 | | | | | |
| 1246596 | LPIO-8100 | All | This questionnaire is not an appropriate way to get proper resident feedback on such an important document. | | | | | | | |
| 1237748 | LPIO-8520 | | This questionnaire is not an appropriate way to get proper resident feedback on such an important document. | | | | | | | |

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| 1237724 | LPIO-9931 | This questionnaire | This questionnaire is onerous to complete and is not user friendly. However it is very comprehensive and clearly a lot of work has gone in to it, nonetheless "horses for courses" - a more user friendly and less "heavy" approach would have been better. Accepted that other response mediums were acceptable. This consultation is the second and the whole process is wearing and demanding and leads to much anxiety and fractiousness. It seems that we will probably need another with impending economic downturn. It would be good if the Council would pay closer attention to the responses that they receive. | | | | | | | |
| 1241495 | LPIO-26256 | | This response is from Wirral & Cheshire Badger Group. The Wirral and Cheshire Badger Group is a registered charity which is dedicated to the conservation and protection of the Badger (Meles meles), working in Wirral and Cheshire to raise awareness and provide information and education about badgers and the threats to them and their habitat. We are a voluntary organisation which is funded by donations and by our members. The group was formed 40 years ago in 1980 in response to the increase in illegal persecution and following the results of a survey in 1979 which revealed that the number of active setts on Wirral had declined by 80% in ten years. The Group has a wealth of experience of dealing with badgers and badger related problems. We are affiliated to the Badger Trust. We are deeply concerned about the detrimental impacts of building development on badger populations. I have been interested in badgers for over 40 years. I have been an active member of the Wirral & Cheshire Badger Group since 1984. I have monitored the badger population on Wirral since 1987. I have been involved in all aspects of badger conservation dealing with illegal persecution, road casualties, injured badgers, sett protection, surveys, sett monitoring. I have been an expert witness for the prosecution in badger persecution cases. I also give talks & presentations on the subject. Throughout this involvement I have maintained close liaison with Merseyside Police, landowners, Cheshire Wildlife Trust, the RSPCA, the University of Liverpool's Department of Veterinary Science and Wirral Ranger Service. For over 30 years I have given advice to Wirral Borough Council Planning Department with regard to proposed development near badger setts. | | | | | | | |
| 1241065 | LPIO-10673 | Issues and Options | This was a very detailed questionnaire, which should be applauded. But it would have put a lot of people off filling it in. A simple version should have been available to fill in. | | | | | | | |
| 1243254 | LPIO-13972 | | This was fully recognised by the former Merseyside County Council (MCC) when it drew up the Peninsula's earlier Plans and its tight Green Belt boundaries. In view of the desperate need and state of the areas of decline following the loss of traditional industries, the determination was to drive forward regeneration by restricting alternative, easier options and to fully adhere to the 'Fifth Purpose of Green Belt' (NPPF). The classification of all land outside of existing urban areas as 'Green Belt' (to the exclusion of other land classifications) was entirely deliberate and intended to be 'permanent' at least until the objectives were achieved. MCC agreed with its other Local Authorities that all other types of housing could be accommodated within their boundaries or Wirral's existing built-up areas. This needs to remain the situation, steered by Liverpool City Region (LCR) and by the legal 'Duty to Cooperate' of Neighbouring LA's. This is a relevant, significant 'strategic matter'. To date, those objectives have not been achieved to anything like a sufficient extent to consider any relaxation of that strategy. Thus, Release of ANY Green Belt land should NOT be considered under ANY scenario, not even delivery problems or temporary shortfalls which should be anticipated as a consequence of the duration of decline, relative inaction and severe Market resistance. The Council must not use past failure as an excuse not to strive for and achieve success. | | | | | | | |
| 1247310 | LPIO-13062 | | This was fully recognized by the former MCC when it drew up the Peninsula's earlier Plans and its tight Green Belt boundaries. In view of the desperate need and state of the areas of decline following the loss of traditional industries, the determination was to drive forward regeneration by restricting alternative, easier options and to fully adhered to the 'Fifth Purpose of Green Belt' (NPPF). The classification of all land outside of existing urban areas as 'Green Belt' (to the exclusion of other land classifications) was entirely deliberate and intended to be 'permanent' at least until the objectives were achieved. MCC agreed with its other Local Authorities that all the types of housing could be accommodated within their boundaries, or Wirral's existing built-up areas. This needs to remain the situation, steered by LCR and by the legal 'Duty to Cooperate of Neighbouring L.A.'s. This is a relevant, significant 'strategic matter'. To date, those objectives have not been achieved to anything like a sufficient extent to consider any relaxation of that strategy. Thus, release of ANY Green Belt should NOT be considered under ANY scenario not even delivery problems or temporary shortfalls which should be anticipated as a consequence of the duration of decline, relative inaction and severe market resistance. The Council must not use past failure as an excuse not to strive for and achieve success. The latest Green Belt review may tick more boxes of a 'sound' process but in several ways, it is less acceptable or useful than its forerunner. It is substantially flawed and does not recognise the 'exceptional circumstances' applying to Wirral. Consequently, many of its critical conclusions are either wrong or inappropriate. Its approach seems more in keeping with the Council's former, now admitted and abandoned, policy of releasing Green Belt for development. | | | | | | | |

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| 1246578 | LPIO-13347 | | This whole exercise has been very worrying for many Wirral residents. We need reassurance that our greenbelt will be protected. Once the plan is complete the council needs to make it clear to developers that our greenbelt is completely off limits. Dithering by the council over this whole process has caused developers to circle over the Wirral waiting to swoop. Any planning application on greenbelt land should be vigorously opposed. Whilst I appreciate that the council cannot prevent planning appeals, the council needs to be competently represented in such appeals with all necessary funding made available for this purpose. A message needs to be sent out that our greenbelt is not up for grabs. I have submitted responses to specific questions only. I do not wish to comment on those questions which I have not answered. | | | | | | | |
| 1246634 | LPIO-19454 | | To conclude, we must use the Local Plan as an opportunity to reset our whole approach to housing and development general in Wirral. We should look imaginatively at the issue and consider best practice in other parts of the country and the wider world. As I write this the whole planet is gripped by the corona virus crisis. Many people are working from home. The world may learn from this that commuting to work and travelling for meetings is not necessary due to modern technology. The Local Plan should take this into account. | | | | | | | |
| 1241770 | LPIO-8950 | 8 | To reiterate.... Brownfield 1st policy must be adhered to and become brownfield only if at all possible. Environmental protections Must be adhered to. Stringent environmental impact assessments must be carried out on all new developments large and small. Developers used should be checked out for their 'green credentials' not just how many houses they can shoe horn into a small space. Renewable energies must be sourced and all efforts made to end reliance on fossil fuels. Residents concerns and thousands of petition signatures must be taken into account. Working farms and agricultural land must not be downgraded in order to meet development criteria. Agricultural land needs to be preserved particularly as Brexit looms and trade deals are not forthcoming. We need to strengthen and develop our own food production which we cannot do if we destroy our agricultural land. | | | | | | | |
| 1246495 | LPIO-11183 | Various sites | Too many houses for SP060 South of Thingwall Road, Irby. Do not need 1,106 houses who will buy them? Too large a piece of Greenbelt land to use. Irby sites, SP009 - SP059C - SP059B - SHLAA 1765 - SP059D - SHLAA 1766 - SP060 - OBJECTION Far too many houses in these areas - too much disruption building, cannot be affordable housing as wrong area, not enough school places, strain on transport, doctors - too much traffic & pollution. | | | | | | | |
| 1247015 | LPIO-13781 1 of 2 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site.</p> | | | | | | | |

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| 1247015 | LPIO-13781 2 of 2 | | Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation. | | | | | | | |
| 1238192 | LPIO-13836 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247012 | LPIO-13890 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247014 | LPIO-13945 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |
| 1247016 | LPIO-14882 1 of 2 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of</p> | | | | | | | |

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| 1247016 | LPIO-14882 2 of 2 | | <p>railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |
| 1247018 | LPIO-14950 1 of 2 | | <p>Traffic Aspects The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed,</p> | | | | | | | |

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| 1247018 | LPIO-14950 2 of 2 | | all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation. | | | | | | | |
| 1247021 | LPIO-18431 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |
| 1247023 | LPIO-18540 1 of 2 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved.</p> | | | | | | | |

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| 1247023 | LPIO-18540 2 of 2 | | <p>It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |
| 1247024 | LPIO-18595 1 of 2 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road.</p> | | | | | | | |

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| 1247024 | LPIO-18595 2 of 2 | | The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation. | | | | | | | |
| 1247025 | LPIO-18716 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247038 | LPIO-18717 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |
| 1247039 | LPIO-18827 1 of 2 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points.</p> | | | | | | | |

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| 1247039 | LPIO-18827 2 of 2 | | <p>Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |
| 1247040 | LPIO-18828 1 of 2 | | <p>Traffic Aspects The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be: -Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. -Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites.Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant</p> | | | | | | | |

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| 1247040 | LPIO-18828 2 of 2 | | <p>existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |
| 1247041 | LPIO-18888 1 of 2 | | <p>Traffic Aspects The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and</p> | | | | | | | |

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| 1247041 | LPIO-18888 2 of 2 | | Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation. | | | | | | | |
| 1247042 | LPIO-18953 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |
| 1247060 | LPIO-19070 1 of 2 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. | | | | | | | |

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| 1247060 | LPIO-19070 2 of 2 | | <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |
| 1247061 | LPIO-19071 1 of 2 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss</p> | | | | | | | |

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| 1247061 | LPIO-19071 2 of 2 | | <p>of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |
| 1247063 | LPIO-19126 1 of 2 | | <p>Traffic Aspects The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that</p> | | | | | | | |

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| 1247063 | LPIO-19126 2 of 2 | | are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation. | | | | | | | |
| 1247064 | LPIO-19180 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |
| 1247068 | LPIO-19234 1 of 2 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed</p> | | | | | | | |

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| 1247068 | LPIO-19234 2 of 2 | | <p>Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |
| 1247071 | LPIO-19291 1 of 2 | | <p>Traffic Aspects The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour</p> | | | | | | | |

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| 1247071 | LPIO-19291 2 of 2 | | service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation. | | | | | | | |
| 1247072 | LPIO-19349 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247078 | LPIO-19405 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247080 | LPIO-19530 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247081 | LPIO-19531 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247082 | LPIO-19672 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247083 | LPIO-19726 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247084 | LPIO-19790 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247085 | LPIO-19849 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247088 | LPIO-19912 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247089 | LPIO-19972 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247090 | LPIO-20027 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247091 | LPIO-20082 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247092 | LPIO-20142 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247093 | LPIO-20205 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247094 | LPIO-20261 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247095 | LPIO-20315 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247096 | LPIO-20372 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247099 | LPIO-20427 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247101 | LPIO-20481 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247108 | LPIO-20507 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247102 | LPIO-20508 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247106 | LPIO-20695 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247105 | LPIO-20696 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247109 | LPIO-20751 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247110 | LPIO-20857 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247111 | LPIO-20858 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247112 | LPIO-20971 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247115 | LPIO-21081 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247116 | LPIO-21135 1 of 2 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247117 | LPIO-21767 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247118 | LPIO-21768 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247145 | LPIO-21875 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247147 | LPIO-21876 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247148 | LPIO-21987 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247150 | LPIO-21988 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1244329 | LPIO-22049 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247119 | LPIO-22156 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1246678 | LPIO-22157 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247151 | LPIO-22264 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247152 | LPIO-22265 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247153 | LPIO-22378 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247155 | LPIO-22379 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247156 | LPIO-22493 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247158 | LPIO-22494 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247159 | LPIO-22524 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247160 | LPIO-22525 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247161 | LPIO-22744 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247164 | LPIO-22745 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247167 | LPIO-22866 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247168 | LPIO-22867 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247169 | LPIO-22894 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247170 | LPIO-22895 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247173 | LPIO-23131 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247174 | LPIO-23132 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247175 | LPIO-23250 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247176 | LPIO-23251 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247177 | LPIO-23415 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247178 | LPIO-23416 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site, & the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |

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| 1247179 | LPIO-23417 | | <p>Traffic Aspects</p> <p>The Plan considers where the best places for residential development would be, should the forecasted & contentious housing demand of 12,000 houses over the next 15 years be necessary. In terms of transport, the priorities should be:</p> <ul style="list-style-type: none"> • Develop any new residential sites which cannot be located within existing town centres close to sustainable infrastructure corridors & places of work, thus reducing carbon footprint and assisting with Wirral's Climate Emergency agenda. • Correlate location of development with existing electric rail lines which offer the most sustainable motorised transport option for mid to long distances. <p>Op 1 (Urban Intensification) represents the best solution to minimise travel & aid climate change objectives. The opportunity for developing new links to existing sustainable transport close to city centre is immense, and enhancements can usually be provided at a lower overall cost than for suburban development due to the shorter distances involved. It should be recognised urban sites are often closer to places of employment & location of housing near to work reduces employee costs and reduces carbon footprint for travel. As stated the Society strongly objects to any Green Belt release for development viewing it as completely unnecessary. However, if in the future some Green Belt release was required, Op 2A - Dispersed Green Belt Release, is in principle not nearly as damaging from a transport perspective as Op 2B this would have least impact on the character of the Wirral & minimise overloading of local infrastructure, avoiding major increase in congestion on an already overloaded highway system with significant pinch points. Many the site locations are in reasonable proximity of railway station which is the most sustainable form of transport to the main employment areas. This current response focuses solely on transport considerations & does not seek to assess the suitability or otherwise of the individual dispersed sites for release, as many other important factors play a role when assessing specific sites. Op 2B Single Urban Extension, involves loss of a large area of greenbelt north east of Heswall on the other hand would have a major impact on the surrounding highway network, infrastructure and services and is not a viable option. The supporting transport submissions suggest that this site would be close to sustainable transport in the form of bus and rail, referencing 472 Heswall – Liverpool bus route to the north of the site,& the railway station at Heswall Hills. The latter is a significant distance to the south of the site approximately 30 minutes walks from the centre of the proposed site. Walking time to the station quoted in the supporting reports is 15 minutes but this would only be valid for dwellings in the south east corner site close to the junction between Whitfield Lane and Barnston Road. The report suggests that the station is disability friendly whereas the ramps provided are too steep and long to meet current standards. There is minimal parking and there are no cycle storage facilities at the station either. Overall, the station, timetabling & type of rail system would need significant change for it to offer a suitable sustainable asset in the context of this site. Op 2B would inevitably be heavily reliant on private car travel. A site close to rail stations on 4-an-hour service routes, linked to existing & planned rail stations in locations such adjacent to the Liverpool to West Kirby and Chester Lines, which are located on electric lines, would provide a much more sustainable solution. Supporting transport documentation also indicates that numerous junctions, some signalised, & some existing junction upgrades would be needed, all to make access easier for the private car. These will cause significant delays to existing traffic on Pensby Road & Barnston Road, both of which are major radial commuter routes linking Heswall & Pensby to Liverpool & Birkenhead, The compound effect of delays at these locations could lead to dispersal of traffic into adjacent minor roads & other routes that routes that are at capacity now. The Transport information supplied does not make recommendations for complementary works such as junction improvements in the wider area. The information provided suggests that a study is underway, but this should have been concluded with recommendations included in the options consultation.</p> | | | | | | | |
| 1246410 | LPIO-6415 | | <p>Trees in conservation area (Eastham Mews) ignored. T.P.O.'s ignored/trees butchered (management dreadful). Housing Associations are very poor - What is happening at (Eastham House)? so many empty. NB. It took 18 years to have boundary fence completed. (It's still a security risk) Eastham Mews and many other are a toxic / scam - Need better Councillors - Need better Members of Parliament - Properties are standing empty after 2 years, residents have had enough! - Estate Agents will tell you anything - Campaign 'Leasehold Knowledge Partnership'</p> | | | | | | | |
| 1245288 | LPIO-3913 | GREEN BELT | <p>Under no circumstance must the Green Belt of Wirral be built on, for all our sakes and future generations, we must look after nature and all the wonderful benefits to body & mind, this wonderful planet gives to us.</p> | | | | | | | |
| 1246495 | LPIO-7149 | | <p>Use Dock lands for affordable housing. Greenbelt areas are not for affordable housing. Never use Greenbelt land. Only the Brownfield sites. Use the Docklands. Flats in Docklands. Hope you change the plan in accordance with NO Greenbelt or Farmland to be used.</p> | | | | | | | |
| 1248426 | LPIO-23700 | | <p>WBC has recently recognised the Climate Emergency and promised that no productive agricultural land will be released for development. The Local Plan, however, suggests otherwise.</p> | | | | | | | |
| 1247290 | LPIO-11482 | | <p>WBC is putting the interests of 3rd parties ahead of the interests of the people they represent, the Wirral residents. In so doing you are failing in your duty.</p> | | | | | | | |

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| 1247662 | LPIO-13113 | | We are a local charity working with adults with learning disabilities. Firstly we would like to thank you for the easy read materials that you provided. The plan is quite difficult for our members to access so we asked for their views on the local area and this is what they told us. Wirral Mencap members like the green spaces, the ferry, the trains, buses. They don't like litter, dog waste, gangs (especially on bikes), uneven pavements. They would like to see more police on the streets, more street cleaning, more truly affordable housing, cheaper gym membership, more and better shops in Birkenhead and the market, more community facilities and play spaces (especially for teenagers so they have somewhere to go rather than causing trouble on the streets), improved accessibility for wheelchairs and at stations, better public transport to Arrowe Park hospital, better availability of work and volunteering. | | | | | | | |
| 1247749 | LPIO-13603 | | We are fortunate to have Green Belt within the Borough and we need to protect and cherish it. It was created specifically to direct development into run-down areas and to prevent further decline: the need for Regeneration remains as evident as ever. Building houses in Green Belt would directly reduce still further the viability of housing in the north and east of the Peninsula, delaying their rejuvenation and improved quality of life. Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1241035 | LPIO-25896 | | We are fortunate to have Green Belt within the Borough and we need to protect and cherish it. It was created specifically to direct development into run-down areas and to prevent further decline: the need for Regeneration remains as evident as ever. Building houses in Green Belt would directly reduce still further the viability of housing in the north and east of the Peninsula, delaying their rejuvenation and improved quality of life. Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1246712 | LPIO-9604 | The whole plan | We are uploading the attached Statement which forms our full case in answer to the questions we are responding to. This is necessary as our answers are interlinked with a number of questions so cannot be submitted separately. | https://wirral-consult.objective.co.uk/file/5676842 | | | | | | |
| 1238379 | LPIO-14360 | | We are very fortunate to have Green Belt within the Borough and we need to protect and cherish it. It was created specifically to direct development into run-down areas and to prevent further decline, and it is clear that the need for Regeneration remains as evident as ever. In my view, building new houses in Green Belt would stall, rather than encourage the much-needed regeneration in the north and east of the Peninsula, delaying their rejuvenation and improved quality of life. Undoubtedly one of Wirral's greatest assets, the Green Belt makes a massive contribution to the quality of life, health, the tourist industry and local economy, and will play an increasingly important role in future in tackling Climate Change, securing food supplies and protecting wildlife and their habitats. There is certainly no need to destroy our wonderful countryside with its distinct towns, villages and community life to appease landowners and developers who seek easier, short-term financial gains. | | | | | | | |
| 1247521 | LPIO-12631 1 of 2 | | We are writing to express our deep concerns about the possible proposed housing developments North of Old Clatterbridge Road, Vineyard Farm, Brackenwood Golf Course, Land East of Dibbins Hey, South of Poulton Hall, North of Raby Hall Road and land from Bromborough Golf Club to Eastham Rake Station. The roads in this area, particularly at rush hour and already very congested, many times the slip road off the M53 has tail backs on to the motorway at rush hour. Recently local lanes were closed due to ever increasing flooding and traffic diverted via Raby Mere, the congestion opposite Bromborough Golf Club had to be seen to be believed, these roads are country lanes from Raby Mere, and this is going to be affected by the proposal of housing in this large area. And on the occasions when diversions are necessary an accident is waiting to happen on the Raby Hall Rd to Poulton Hall. This flooding is only likely to happen even more frequently if the land disappears, concreted over to be used for housing. The infra structure is not available, the local schools, medical practices are at capacity already. We presently feel we have a "green shelter belt" to protect us from pollution from the motorway traffic, so how can building on this land be a safe option for new home dwellers and also the impending traffic pollution that they will bring. | | | | | | | |

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| 1247521 | LPIO-12631 2 of 2 | | We live in a beautiful area which visitors appreciate and comment on and bring money to the area whilst visiting, if this is lost, it is permanent loss, it cannot be recovered, wild life habitats, meadows, field walks all lost for ever. We are delighted that Claremont Farm and Lancelyn Farm have been removed from the local planned development and the land is now retained green belt. PLEASE do not let these farms be isolated ""museums"" in a sea of housing estates." | | | | | | | |
| 1247267 | LPIO-12638 | | <p>We are writing to you regarding the consultation regarding the future planning for Wirral's possible use of Greenbelt sites Options 2A and 2B. We object to any plan which uses any of the Green Belt sites on the Wirral because there is no necessity to release this land at all. The National Planning Policy Framework was set up by the government to protect green belt land and prevent urban sprawl (paragraphs 133 to 147). Paragraph 136 Green Belt boundaries should only be altered where exceptional circumstances. 143 Inappropriate development is by definition harmful to the green Belt should not be approved except in very special circumstances. 144 when considering any planning application, local planning authorities should ensure that substantial weight is given to prevent harm to the Green Belt. 145 A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. These are extracts from the NPPF. How is the Wirral Council gaining permission to build large number of houses on Green Belt land? Possibly 2993 on Green Belt land alone. This quantity could surely be offset by other means which are discussed below.</p> <ol style="list-style-type: none"> 1. As we said in our first letter, this will cause destruction of protected plant and animal species and their habitats. The biodiversity in the area will suffer immensely from destruction of green belt land. 2. The green belt site including Horrocks Wood (parcel 7.27) in Irby for example is an area used for migrating geese which collect in these fields as well as many other birds and animals. It also has many streams which support a massive amount of flora and fauna. This area is a massive destruction of greenbelt building 1106 new homes. 3. Climate change is an important issue and Wirral Council should be seen to lead the way in protecting green space and reducing carbon emissions for future generations. Less green space with less trees and plants the less carbon dioxide can be absorbed from the atmosphere. What is this weaker green belt contribution? All green space is vital for sustaining the future of this planet. 4. Green belt should be preserved for future generations and not gradually eroded away. <p>Green belt was introduced for a reason. Please leave it alone. We hope you are able to complete Plan 1 with no use of greenbelt sites but realistically returning to government requesting a reduced number of houses should also be included in your plan. Please take note of the NPPF it was written by the government to protect Green Belt.</p> | | | | | | | |
| 1243721 | LPIO-2625 | | We fully support the input from the Heswall Society and hope this will be used to reflect the views of Heswall residents. We appreciate the efforts etc that is behind this consultation, but this questionnaire has been extremely difficult to complete and we only hope that sufficient Wirral residents will have the understanding and ability to complete it. Errors like "An error occurred while submitting the event. [SPJD101.1-12] Transient error - please retry later" without further identification do not assist with collecting a proper result. | | | | | | | |
| 1248400 (Canal & River Trust) | LPIO-23536 | | We have reviewed the consultation documents and have no comment to make at this stage. | | | | | | | |
| 1245984 | LPIO-5992 | | We have set up a working party for the review of the document and their response and this response has, in addition, been discussed by members at the general meetings. Whilst we have compiled our response in line with the questions asked by the document we do find that some of these questions can be construed as "leading". | | | | | | | |
| 1238217 | LPIO-17153 | Website | We have viewed the proposal and my husband has left comments on your website but we wish to register the fact that this website is lengthy, over involved and tedious to navigate. | | | | | | | |
| 1248296 | LPIO-22795 | | We must work to end outsourcing of local authority jobs and as soon as contracts allow actively work to bring services back into being council run. | | | | | | | |
| 1248557 (Environment Agency) | LPIO-24423 | | We note the Councils ambition for 'A cleaner, greener Borough which celebrates, protects and improves our environment and urgently tackles the environmental emergency' (Paragraph, 1.7, page 1). It is not clear what the specific environmental emergency is, we assume this refers to the declared climate emergency. | | | | | | | |
| 1242185 | LPIO-23963 | | We note there are no questions relating to retail and leisure needs in section 2 of the Local Plan Issues and Options. The Council appear to have failed to have proper regard to the sequential test, in the context of retail development. We recommend for the Regulation 19 Consultation that this issue is picked up upon. | https://wirral-consult.objective.co.uk/file/5659121 | https://wirral-consult.objective.co.uk/file/5684263 | https://wirral-consult.objective.co.uk/file/5657006 | | | | |

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| 1247258 | LPIO-13760 | | <p>We people of Wirral are forced once more to strongly object to Wirral Council Plans to release Wirral Green Belt for building houses because of Wirral Council's continued insistence on the benefits of overpopulating our already highly populated peninsula. Quote: The Local Plan will: "Protect our environmental and heritage assets and help tackle climate change" ... This is clearly utter nonsense - just a vacuous soundbite - failing even rudimentary critical thinking, yet it occupies the first bullet point on the 'Have your say on your Local Plan' leaflet. Green Belt that should be thought of as 'the family silver' or our 'Jewel in the Crown'. Green Belt that is mostly high grade arable land that generates income and local produce. Green Belt that helps makes Wirral attractive to tourists that generate jobs and tax income. Green Belt that is needed, more than ever, as a buffer and antidote to our overcrowding, polluting and excessive lifestyles. Green Belt that should not be squandered by subjectively twisting the meanings of the original five very clear, prescriptive and far sighted purposes of Green Belt. Green Belt that future generations will be able to enjoy.</p> <ul style="list-style-type: none"> • Wirral already has a very large built up area of 43%. It is very much a part of a heavily built up North West area. This is already an area of very high housing density. • Our nearest neighbour Cheshire West is only 10% built up, England as a whole is 10.6% and the UK 6% - the fact that our area is so much more built up makes our Green Belt even more valuable to Wirral residents and visitors than when designated, as part of one of only 15 English Green Belt areas, over 50 years ago. • The five stated purposes of green belt: 1. To check the unrestricted sprawl of large built-up area; 2. To prevent neighbouring towns from merging into one another; 3. To assist in safeguarding the countryside from encroachment; 4. To preserve the setting and special character of historic towns; 5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land. <p>Every one of these purposes are relevant to all of Wirral's Green Belt and they are as compelling today as when set up over 50 years ago. Arguably even more so.</p> <p>Wirral's Green Belt also provides the following additional benefits:</p> <ol style="list-style-type: none"> 1. Fresh air, open space and views, trees, hedgerows, plants, bio-diverse wildlife and ancient footpaths - assets that are proven to be healthy and beneficial to Humans, physically, mentally and socially. As we are 'water locked' on three sides these assets take on even more positive significance and thus all the more reason to preserve them for ourselves and future generations. 2. Historic, rich and productive farmland that produces valuable food for local and national distribution - even more important post Brexit. 3. An attractive and unique landscape that undoubtedly helps draw visitors to Wirral - providing quantifiable economic and employment benefits. 4. Areas that are subject to much less vehicle emission/urban pollution (e.g. light, noise, litter) within a relatively wide central North/South corridor that allows wildlife to thrive and more easily avoid built up areas. 5. Green areas that soak up exhaust particulates and noise pollution from traffic, and that lock in carbon dioxide whilst also releasing oxygen. <p>The Secretary of State wrote to Wirral Council (23rd March 2018) stating that Wirral ""is not an area of high housing pressure"". This damns the subsequent claims of Wirral Council's alarmist projections for future housing need and begs many questions as to possible agendas and/or competency.</p> <p>During many of the years since 2001 Wirral has experienced a net outflow of population with a small overall increase of just 2% from 2001 to 2018. Future Economic and population growth is likely to be more or less stable, based on recent historic data and observation, mainly due to the fact that Wirral is mainly a commuter belt for many parts of the North West. Stability is something that we should be proud of and defend robustly as opposed to giving away irretrievable assets upon the fool's errand of chasing ever increasing economic growth. Due to being 'water locked' on three sides Wirral has only two main exit/entry routes for the large numbers of commuters who choose to live here - the Mersey Tunnels to the North, which are natural constrictors of traffic flow, and the main routes through South Wirral consisting of the M53, A41 and Chester High Road which are heavily used and often constricted/gridlocked at peak times. Additional housing of the scale proposed by Wirral Council, wherever built, will produce an unsustainable increase in vehicles that will cause chaos, pollution and a much poorer standard of living for all. Wirral is already operating at maximum capacity if we consider the present overload of traffic on these arteries and their feeder roads -especially at peak times. There are absolutely no circumstances identifiable now, or in the foreseeable future, that can be remotely considered to be 'exceptional' in order to justify releasing any more of Wirral's Green Belt. There is a need for affordable housing in Wirral - building and regeneration in areas that are currently neglected yet have all the necessary services in place. This may not be as appealing to the rapacious national building companies, which realise higher profits from Green Belt as opposed to brownfield development, but Wirral is not here to serve them or their shareholders. We are the 'shareholders' and caretakers of Wirral's Green Belt - the green lungs that provide great value to our social, economic and environmental welfare.</p> | | | | | | | |

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| 1247258 | LPIO-13760 2 of 2 | | Wirral's 167 km2 (60.5 miles2) is already way above England's population and housing density averages. We must properly appreciate, preserve and protect all of our remaining Green Belt heritage. The 'Local Plan' should not even threaten our Green Belt. It needs to be thoroughly revised. " | | | | | | | |
| 1248956 | LPIO-25437 | | We recommend that the Local Plan period is extended to at least a 20-year period given the amount of time it has taken the Council to produce this new Local Plan and the age of the currently adopted UDP. | https://wirral-consult.objective.co.uk/file/5677474 | https://wirral-consult.objective.co.uk/file/5684859 | | | | | |
| 1249015 | LPIO-25616 | | We recommend that the Local Plan period is extended to at least a 20-year period given the amount of time it has taken the Council to produce this new Local Plan and the age of the currently adopted UDP. | https://wirral-consult.objective.co.uk/file/5684897 | | | | | | |
| 1249100 | LPIO-26017 | | We recommend that the Local Plan period is extended to at least a 20-year period given the amount of time it has taken the Council to produce this new Local Plan and the age of the currently adopted UDP. | https://wirral-consult.objective.co.uk/file/5677514 | https://wirral-consult.objective.co.uk/file/5677512 | https://wirral-consult.objective.co.uk/file/5684898 | https://wirral-consult.objective.co.uk/file/5677513 | https://wirral-consult.objective.co.uk/file/5677509 | https://wirral-consult.objective.co.uk/file/5684951 | https://wirral-consult.objective.co.uk/file/5677510 |
| 1249100 | LPIO-26017 | | We recommend that the Local Plan period is extended to at least a 20-year period given the amount of time it has taken the Council to produce this new Local Plan and the age of the currently adopted UDP. | https://wirral-consult.objective.co.uk/file/5684895 | https://wirral-consult.objective.co.uk/file/5677508 | https://wirral-consult.objective.co.uk/file/5677511 | https://wirral-consult.objective.co.uk/file/5684949 | https://wirral-consult.objective.co.uk/file/5677516 | https://wirral-consult.objective.co.uk/file/5677507 | |
| 1246551 | LPIO-7490 | | We would like to comment on the topic of the site allocation for Paulsfield Drive Woodland, and put forward our case that the site is previously developed land that is located within an urban area, and should therefore be re-allocated for residential development for the private owner is in a position to bring the site forward for 100% affordable home residential development, thereby constituting an urban intensification to meet the development needs of the Borough. | https://wirral-consult.objective.co.uk/file/5675035 | | | | | | |
| 1247295 | LPIO-13770 | | We write regarding the proposed building of houses on land in Saughall Massie. 1. How can the roads take all the extra traffic. 2. The new by-pass noise is a misery and it can take up to 5-minutes etc. at peak times to get out. 3. The land flood near the brook and this land acts as a soak away. 4. How can the schools cope with the extra numbers. 5. How can the sewers cope. 6. Can Dr's surgeries cope. 7. Remember Acton Lane use to flood and if the fields go so does the soak away. As more and more people are getting rid of their front gardens for parking although a lot of vans park on Saughall Road. 8. Saughall Massie village is about the last complete village in Wirral which would be swallowed up if the new housing estates were built gone forever. 9. Two farms left in Wallasey which would then become one as Fender is also under negotiation everything gone. 10. A farmer who lost his land off the Meols stretch said in the 60's in time it will be concrete from here to Chester. 11. This will not be affordable housing for the first time buyers | | | | | | | |
| 1246828 | LPIO-13348 | | We write to express our strong opposition to the planning of creating 2,500 dwellings on the local Green Belt sites. We already suffer enough with heavy traffic and fail to see the need to increase this. As we have no huge job requirements I fail to see why we need to increase our local population it would also put huge pressure on schools and doctors. We already have in the area plenty of empty houses that could be developed and made fit for living. Green Belt site are part of our charm in the Wirral and bring in lots of visitors which help us to be a vital rate paying part of the area. I fail to see the benefits to be gained by taking sway such beautiful spaces when you don't need to. | | | | | | | |
| 1248152 | LPIO-24099 | Westminster Drive, Bromborough | Westminster Drive, Bromborough - Built in the 1950s, a distinctive pond/marl pit, already of ancient origins was carefully avoided by the developers who left it as local green space. Later, an adjacent resident bought it and applied for permission to build two homes on it. In spite of much opposition by local residents permission was granted- result the flooding of all the gardens on the Morland Avenue neighbouring properties. This is spite of there being a little ditch to drain water after heavy rain. | | | | | | | |

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| 1248152 | LPIO-22734 | Westminster Drive, Bromborough | Westminster Drive, Bromborough i. Built in the 1950s, a distinctive pond/marl pit, already of ancient origins was carefully avoided by the developers who left it as local green space. Later, an adjacent resident bought it and applied for permission to build two homes on it. In spite of much opposition by local residents permission was granted- result the flooding of all the gardens on the Morland Avenue neighbouring properties. This is spite of there being a little ditch to drain water after heavy rain. c. Acre Lane School and Playing Fields i. Currently this whole area is being developed as an overcrowded site of about 217 dwellings with very small gardens and open parking areas for most of the properties and with very awkward arrangement for access from Acre Lane and Meadowside Road. In addition, the local surgeries, pharmacies, schools etc are already at full capacity. d. Dawpool Drive i. When Dawpool Drive houses were being built in the 1950s, a little track between Allport Road and Acre Lane, part way along, had a plank bridge over a pond/marl pit, so the developer did not build on that particular spot. Later on, permission was approved for housing there, as a result the property on the opposite side became prone to flooding. e. 106, Allport Road i. The bungalow on this site has been demolished and new houses erected. This poses a serious extra problem for traffic which already has a number of traffic lights to negotiate leading to a significant build up at peak times. | | | | | | | |
| 1248152 | LPIO-24105 | Dawpool Drive | When Dawpool Drive houses were being built in the 1950s, a little track between Allport Road and Acre Lane, part way along, had a plank bridge over a pond/marl pit, so the developer did not build on that particular spot. Later on, permission was approved for housing there, as a result the property on the opposite side became prone to flooding. | | | | | | | |
| 1248099 | LPIO-19525 | | Whilst I understand that Wirral Council say they prefer urban regeneration in areas like Birkenhead , I am most concerned that the Council may consider looking at Green Belt land for new developments. I have been informed that there are 8 green belt areas which have been listed in my locality. I strongly object to any development which would impact on these areas which would result in the loss of woodland ,farm land, rivers and wildlife habitat and compromise the Dibbinsdale SSI. Furthermore , I consider that there is not the infrastructure to cope with such development ie -school, hospital , services ,road usage and congestion resulting therefrom to health through air pollution , in particular any new houses that would be sited near the M53. In the light of the above , please take this as the strong objection of both my wife and myself to any possible plans to development in the 8 listed areas of Green Belt. | | | | | | | |
| 1247853 | LPIO-15002 | | Whilst it is understood that targets are to be met for housing, green belt should be kept just that, green belt and remain protected. Given the current climate and ecological decline of all species, to continue to remove and reduce green belt, trees and nature is totally unacceptable for our environment, health and well being. No green belt should be built on, either the sites in Option 2a (12 sites which include the site West of Column Road) nor Option 2b (single urban extension of 2584 houses on the fields between Barnston and Heswall) I am resident at Mereworth, Caldly. | | | | | | | |
| 1239386 | LPIO-19580 1 of 2 | | Whilst regeneration of the east of the borough is needed, this must be health/person focused and not financially focused. It should be measured in health outcomes such as life expectancy and happiness. Urban areas must not become bereft of all green spaces. It should be recognised that construction does not lead to improvements in health and well being of the population, but rather generates short-term jobs, harms the environment whilst enriching a few. Economic growth is calamitous as it will likely cause an increase in population and the requirement for more land for housing, commerce and food production and this feeds the cycle that has brought us to this climate and health crisis. The Council needs to do more on climate change and air quality which are current existential threats. Regeneration of Birkenhead town centre through demolition and construction is a reckless and dangerous idea. Poor quality privately provided housing should be replaced over time by high quality environmentally sustainable social housing exempt from the right-to-buy; ideally these should be provided by co-operatives. Private housing developments should be restricted and where these are allowed, they should be strictly controlled to provide environmentally sustainable and affordable homes. All actions, decisions and developments should address the climate emergency we face and not exacerbate it. Quality social housing must be a priority, but only enough to get residents out of private rented accommodation much of which is in an appalling state. New homes must be 'zero-carbon standard' to ensure new homes make no positive contribution to greenhouse emissions. The retrofitting of existing homes to reduce carbon footprint should be incentivised. Schools should provide free healthy school meals for all children and focus education on health and environmental issues. The Council should abandon its commercial approach adopted in 2016 and abandon the Wirral Growth Company which has many flawed aims. The Council has no democratic mandate for the creation of the Wirral Growth Company which shifts public assets into the private sphere. The undertaking of demolition and construction projects as part of a hypothetical commercial regeneration of Birkenhead based on unfettered. consumerism and retail is misguided. There will be no guarantee that these jobs will go to those most in need. This is a neoliberal trickle-down economics idea that has been shown not to work. Brownfield sites should be made safe and made into community food growing projects and food waste recycling sites. Allotments and walled gardens should be created. Tourism is not the way to go to create green jobs. Tourism has a huge carbon footprint and should only be encouraged if visitors will travel by public transport only. The creation of green new deal jobs should be encouraged. | | | | | | | |

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| 1239386 | LPIO-19580 2 of 2 | | Green urban spaces should be created and retained for the mental health and wellbeing of residents in urban areas. Enough brownfield sites have been identified for 18,000 homes so there is plenty of opportunities to create green space and no need to lose it. | | | | | | | |
| 1246943 | LPIO-12942 | | <p>Why haven't more brown belt sites been released, in order to preserve our Green Belt?</p> <p>Wirral has had a NIL population growth for years, so where are all these people, who supposedly need these new homes coming from?</p> <p>How can tracts of Green Belt, which have always reached and held the criteria to be classed as such, suddenly not reach the necessary standard. Isn't the point of it, to separate different settlements, instead of joining them all together. In this current climate of Corona virus, thank God we can have our separations.</p> <p>How can the current infrastructure, which is already stretched, support an influx of thousands more people? The only people who will benefit from all of this are greedy developers. And we are sure that their main aim is to make large amounts of money, an not to help people have affordable housing!!</p> <p>Why can't the Council listen tho what, the majority of people on the Wirral want? Stand up for the Wirral and its people. We do NOT want this.</p> <p>We need our Green Belt to be preserved for food production, clean air, health and welfare. We also have to consider the wildlife that flourishes here, why should that be put at risk?</p> <p>We do hope that our voices will be heard.</p> | | | | | | | |
| 1246942 | LPIO-12944 | | <p>Why haven't more brown belt sites been released, in order to preserve our Green Belt? Wirral has had a NIL population growth for years, so where are all these people, who supposedly need these new homes coming from? How can tracts of Green Belt, which have always reached and held the criteria to be classed as such, suddenly not reach the necessary standard. Isn't the point of it, to separate different settlements, instead of joining them all together. In this current climate of Corona virus, thank God we can have our separations. How can the current infrastructure, which is already stretched, support an influx of thousands more people? The only people who will benefit from all of this are greedy developers. And we are sure that their main aim is to make large amounts of money, an not to help people have affordable housing!! Why can't the Council listen tho what, the majority of people on the Wirral want? Stand up for the Wirral and its people. We do NOT want this. We need our Green Belt to be preserved for food production, clean air, health and welfare. We also have to consider the wildlife that flourishes here, why should that be put at risk? We do hope that our voices will be heard.</p> | | | | | | | |
| 1243171 | LPIO-5000 | Section 2 | Wirral Footpaths and Open Spaces Preservation Society was founded in 1888. Its founders included men who had influence over the future development of Wirral and as such would have been very much involved in any local plan if it were to have been proposed in that age. As their descendants we want to encourage the good intentions of WBC to concentrate housing development on brownfield sites. We see this as preserving the attractive character of Wirral for the good of its residents, and by forcing regeneration of areas of Wirral that sorely need it, improving the environment of the whole of Wirral. To target an additional 12000 houses without any evidence of need is to jeopardise the intentions of WBC to regenerate the older areas of Wirral and risk destroying the character of the rest of the borough. | | | | | | | |
| 1242183 | LPIO-11792 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247198 | LPIO-11799 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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| 1247199 | LPIO-11804 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247209 | LPIO-11809 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247211 | LPIO-11813 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247212 | LPIO-11817 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1241726 | LPIO-11823 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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| 1246910 | LPIO-11829 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247196 | LPIO-11835 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1239535 | LPIO-11839 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247452 | LPIO-11843 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247453 | LPIO-11847 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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| 1245083 | LPIO-11851 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247455 | LPIO-11858 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1241910 | LPIO-11866 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247417 | LPIO-11876 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247420 | LPIO-11881 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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| 1247457 | LPIO-11885 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247458 | LPIO-11889 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1246525 | LPIO-11893 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247435 | LPIO-11897 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247433 | LPIO-11901 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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| 1247460 | LPIO-11905 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247461 | LPIO-11909 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247462 | LPIO-11913 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247465 | LPIO-12287 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247284 | LPIO-12291 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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| 1247466 | LPIO-12295 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247467 | LPIO-12299 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247468 | LPIO-12303 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1237923 | LPIO-12307 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247471 | LPIO-12311 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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| 1247426 | LPIO-12315 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247472 | LPIO-12319 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247473 | LPIO-12323 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247474 | LPIO-12327 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247475 | LPIO-12332 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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| 1244629 | LPIO-12336 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247476 | LPIO-12340 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247477 | LPIO-12344 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1240976 | LPIO-12348 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1246504 | LPIO-12352 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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| 1247479 | LPIO-12358 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247480 | LPIO-12362 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247481 | LPIO-12366 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247482 | LPIO-12370 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1240956 | LPIO-12612 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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|-----------|------------|--|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1246949 | LPIO-12933 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1246919 | LPIO-12937 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1246340 | LPIO-13198 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1246457 | LPIO-13202 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1246365 | LPIO-13207 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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|-----------|------------|--|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1241491 | LPIO-13213 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247845 | LPIO-14971 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247846 | LPIO-14985 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247847 | LPIO-14986 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247848 | LPIO-14987 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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|-----------|------------|--|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1247849 | LPIO-14988 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247850 | LPIO-14996 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1246687 | LPIO-15012 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247854 | LPIO-15016 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1246448 | LPIO-15020 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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|-----------|------------|--|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1246560 | LPIO-15027 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1246684 | LPIO-15035 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1245303 | LPIO-15042 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1242354 | LPIO-15047 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247855 | LPIO-15049 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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| 1247856 | LPIO-15054 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1237930 | LPIO-16042 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1246627 | LPIO-16073 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247911 | LPIO-16074 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247913 | LPIO-16075 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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| 1241074 | LPIO-16076 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247914 | LPIO-16077 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247916 | LPIO-16078 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247917 | LPIO-16079 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247919 | LPIO-16080 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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|-----------|------------|--|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1245044 | LPIO-16081 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1245106 | LPIO-16082 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1246580 | LPIO-16083 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247921 | LPIO-16084 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247922 | LPIO-16085 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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|-----------|------------|--|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1247923 | LPIO-16086 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247098 | LPIO-16087 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247930 | LPIO-16088 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247924 | LPIO-16089 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247884 | LPIO-16090 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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| 1246740 | LPIO-16091 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247925 | LPIO-16092 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1240990 | LPIO-16093 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1246656 | LPIO-16094 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247927 | LPIO-16095 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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| 1247928 | LPIO-16096 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247929 | LPIO-16097 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247933 | LPIO-16098 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1246537 | LPIO-16099 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247860 | LPIO-16100 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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|-----------|------------|--|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1247939 | LPIO-16126 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247857 | LPIO-16127 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247858 | LPIO-16128 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247859 | LPIO-16129 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1241112 | LPIO-16130 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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| 1247941 | LPIO-16131 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247855 | LPIO-16132 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247943 | LPIO-16133 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247942 | LPIO-16134 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1247946 | LPIO-16154 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

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|-----------|------------|--|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1246517 | LPIO-18316 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1240987 | LPIO-18872 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1240987 | LPIO-18873 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. I intend sending copies of this letter to my local Councillors and information. | | | | | | | |
| 1248098 | LPIO-19501 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1248140 | LPIO-20868 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1248390 | LPIO-23473 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

| Person ID | ID | Question 10.1 - What section, subject, paragraph numbers or new topic would you like to make a comment on? | Question 10.1a - What is your comment? | Attachment 1 | Attachment 2 | Attachment 3 | Attachment 4 | Attachment 5 | Attachment 6 | Attachment 7 |
|-----------|------------|--|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1247891 | LPIO-23478 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1246534 | LPIO-23552 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1248414 | LPIO-23616 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. With additional emphasis resulting from the current viral pandemic and a potential further reduction in housing demand in the medium term, plus the renewed emphasis of the importance of the green belt land for existing residents | | | | | | | |
| 1248423 | LPIO-23681 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1248431 | LPIO-23738 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |

| Person ID | ID | Question 10.1 - What section, subject, paragraph numbers or new topic would you like to make a comment on? | Question 10.1a - What is your comment? | Attachment 1 | Attachment 2 | Attachment 3 | Attachment 4 | Attachment 5 | Attachment 6 | Attachment 7 |
|-----------|------------|--|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 1249096 | LPIO-25642 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1249097 | LPIO-25650 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1249098 | LPIO-25658 | | Wirral is the fastest growing visitor destination in the Liverpool City Region and the economic benefits of a Green Belt which creates the landscape background for so many of the visitor attractions must be recognised. Tourism and Leisure are vital to Wirral's Local Economy and Green Belt plays a major role. We cannot afford to lose any. Rather than releasing land from the Green Belt, the social, environmental and economic arguments would all suggest that we should be investing in the management of this Green Space. Priority should be given to the regeneration of the existing urban areas and to protection of farmland and wildlife; and this should be reflected in Planning Policy and the Local Plan by ensuring the continued protection of the Green Belt. Added to this, the Council has also recognised that we have a 'Climate Emergency' and is committed to taking measures to address this situation. A Council Motion was passed unanimously stating that NO productive agricultural land will be released for development. The Local Plan Options fail to adhere to this commitment. I intend sending copies of this letter to my local Councillors and MP for their information. | | | | | | | |
| 1242554 | LPIO-24799 | Public Realm Improvement Policy | Wirral's Conservation Areas rely upon shared and public spaces to enrich their heritage character and to make them great places to live, work and visit. Three sites in particular reflect strong planned environments for their public realm and landscape: Port Sunlight village, Hamilton Square and Birkenhead Park. Over the last fifty years, investment in aspects of the public realm for these conservation areas has not always been appropriate to their heritage character. The Public Realm Improvement Policy seeks to encourage and enable partnership working and investment between Wirral Borough Council, statutory undertakers, property owners and other key stakeholders to introduce quality public realm improvements. Tied to Wirral's environmental sustainability objectives, open space plans, transportation infrastructure proposals and policies for Heritage and Registered Parks and Gardens, Wirral Council will work in partnership to deliver public realm improvement proposals where they: enhance the heritage character, value and significance of the conservation area; are informed by reliable archival evidence (period photographs and drawings) and/or extant physical evidence; reflect or successfully contrast with the existing built and natural heritage, materials and architectural detailing within the surrounding area; use of high quality materials, finishes and street furniture appropriate to the location and context; introduce Green infrastructure, improve biodiversity and improve resilience to climate change; and ensure that proposals meet the principles of inclusive design, and in particular meet the needs of disabled people, the elderly and those with young children. | | | | | | | |

