

Person ID	ID	Question 4.17a - Any impacts would be concentrated within only one area of the Borough.	Question 4.17a - A larger site would be better able to plan for and support any necessary improvements to local infrastructure and secure a sustainable pattern of development.	Question 4.17a - Provision would make a major contribution to the overall housing need and supply of housing, including affordable housing.	Question 4.17a - The allocation of a single strategic parcel of land would allow the integrity of the remainder of the Green Belt protected.	Question 4.17b - Are there any other advantages ?	Question 4.17c - Please set out any additional advantages or comments below:	Attachment 1	Attachment 2	Attachment 3	Attachment 4	Attachment 5	Attachment 6	Attachment 7
1238147	LPIO-10057	No	No	No	No		I cannot agree to any advantages to the release of land which I consider unnecessary.							
1245044	LPIO-10132	No	No	No	No	no	Do not build on the Green Belt. The housing target of 12000 homes is overinflated. Recalculate the housing target and only build on brownfield sites at Wirral Waters and in areas such as Birkenhead where regeneration is needed							
1241337	LPIO-10138	No	No	No	No	no	I do not agree with releasing any single urban extension into green belt in option 2b. The traffic issues in Heswall cannot accommodate any greater traffic flows and there are other infrastructure issues, all of which are not easily resolved.							
1246760	LPIO-10145	No	No	No	No	no	I do not agree with the release of any green belt. I believe the unsubstantiated housing requirement figure of 12,000 houses is far too high and that Wirral's housing needs can be met without the release of any green belt.							
1241319	LPIO-10232	No	No	No	No	no								
1246787	LPIO-10312 1 of 3						Diamond Farm is located off Saughall Massie Road, Saughall Massie. The Farmhouse and attached barn are Grade II Listed. The farm itself is located within Saughall Massie Conservation Area, and adjoining farmland to the north of the farmstead is in Green Belt. (REFER TO ATTACHMENT FOR FIGURE 1) This response is dealing with a single matter, which is to include Diamond Farm farmstead within the Green Belt parcel (parcel no. 5.9), this has area has currently been suggested for potential release under Option 2A, Dispersed Green Belt Release in the Issues and Options Consultation Document. Land to the North of Diamond Farm is referenced in the Strategic Housing Land Availability Assessment (SHLAA) 2019 (reference 0925) and Diamond Farm is referenced separately as 3007. This SHLAA reference is not included in the relevant section in the Issues and Options Document. At present, the land has no specific designation in the Unitary Development Plan (UDP), except for Green Belt. It is within the Saughall Massie Conservation Area (Policy CH17). The UDP map below identifies the site in the wider context: (REFER TO ATTACHMENT FOR FIGURE 2) POLICY GB2- GUIDELINES FOR DEVELOPMENT IN THE GREEN BELT DELIVERABILITY OF THE SITE The land surrounding Diamond Farm is a potential Green Belt release site recognised by Wirral Council. As outlined above, the evidence on which current Green Belt boundaries was based is very out of date. Current policy guidelines for development in the Green Belt restricts development unless for very special circumstances.	https://wirral-consult.objective.co.uk/file/5668094						
1246787	LPIO-10312 2 of 3						Limited infilling is acceptable in existing villages, subject to Policy GB6 including limited affordable housing to local community needs. POLICY CH17- SAUGHALL MASSIE CONSERVATION AREA Diamond Farm is located within Saughall Massie Conservation Area, designated 1974. Preservation of the rural setting is important in the area, retaining of the character of the existing buildings and the size of the settlement. Some agricultural buildings within the settlement of Saughall Massie have been converted with the agricultural character retained. Therefore, conversion of existing buildings is encouraged rather than newly built dwellings. POLICY GB3- RE-USE OF BUILDINGS IN THE GREEN BELT The re-use of buildings shall not have any impact on the present openness of the Green Belt providing the buildings are capable of conversion, the design is in-keeping with surroundings, and the proposal does not involve extensive curtilage alterations for domestic use. Buildings at Diamond Farm are potentially convertible and can comply with Policy GB2 through the extension, alteration, or replacement of existing dwellings. It is noted that a recent application was refused (reference APP/16/01334), but an acceptable form of development could be achieved through a supportive Local Plan policy. Of course, the ability to convert the building would remain even if the Green Belt status endured.							

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1246787	LPIO-10312 3 of 3						However, its removal from the Green Belt and amalgamation with the adjoining land would enable a more logical form of development, retaining the heritage assets whilst allowing sensitive new-build development. Policy relating to heritage assets would enable sufficient protection in relation to any subsequent development proposals. JUSTIFICATION Wirral have created confusion in relation to Diamond Farm and its status in the potential Green Belt release. There is limited consistency with the Green Belt Review Assessment and the SHLAA status. (REFER TO ATTACHMENT FOR FIGURE 3) Figure 3. Parcel 5.9 (Parcel Area Green Belt Purpose 3 Assessment). SHLAA 0925 fails to include Diamond Farm farmstead, as shown in Figure 4, but views the area as potential in the Green Belt release, parcel 5.9 shown in figure 3. The SHLAA assesses the site to have a Listed Building, Diamond Farm does contain listed buildings, but this farmstead area is not included on the red line plan (figure 4). (REFER TO ATTACHMENT FOR FIGURE 4) Figure 4. SHLAA 0925, Land to the North of Diamond Farm (Appendix 3). Therefore, referring to table 4.5 within the Issues and Options Document, the parcel refers back to the SHLAA, however is not referencing all relevant SHLAA numbers required for this parcel. Diamond Farm is referenced under its own SHLAA reference 3007 and this should be included in the reference to Parcel 5.9 of potential Green Belt release to provide consistency in the net developable area. (REFER TO ATTACHMENT FOR FIGURE 5) Figure 5. SHLAA 3007, Diamond Farm (Appendix 3).								
1241629	LPIO-10357	Yes	Yes	Yes	Yes	no									
1244412	LPIO-1040					no	I do not agree to the release of any greenbelt land for development. Forecasted housing demand is based on unreliable and unrealistically high housing need figures.								
1246724	LPIO-10456	No	No	No	No	no	I do not agree at all at the approach to release any single scale greenbelt in option (2b).								
1246772	LPIO-10479	No	No	No	No	no									
1246778	LPIO-10527	No	No	No	No	no									
1246803	LPIO-10687	Yes	Yes	Yes	Yes										
1246242	LPIO-10785						Option 2B should be scrapped. We do not need in excess of 2500 homes on one Green Belt site. It will ruin Heswall, Barnston, Pensby & Thingwall. WE DO NOT NEED TO BUILD ON GREENBELT.								
1247066	LPIO-10815	No					Do not agree at all. This would be a disaster to the area, huge problems with infrastructure, services and access. Definitely a 'NO'								
1247073	LPIO-10832	No	No	No	No	no									
1237930	LPIO-10847					no									
1247077	LPIO-10863					no	I DO NOT agree with the release of any Greenbelt.								
1247079	LPIO-10878					no	I do not agree to the approach to release any greenbelt.								
1247087	LPIO-10897					no	This is a large-scale threat to the Green Belt around Heswall, Pensby and Thingwall. The whole area would be adversely impacted; a development on this scale risks doing great damage to the environment. It would risk the health of the current population, the loss of wildlife habitats, and congestion in the area (have any planners driven through Heswall at peak times lately?).								
1247097	LPIO-10910					no	Building one massive site of 2584 houses seems will cause immense problems for the local infrastructure. What about effects on local schools, dentists, doctors, hospitals etc for the 2,600 new homes. There isn't enough already in this area. Where are the jobs too to support these people? If it's Birkenhead then that goes against Option 1A "More homes would be built close to employment opportunities and existing transport infrastructure" Then question of transport and road infrastructure needs to be addressed, the incumbent roads just can't support this expansion. In the mornings Barnston Road heading towards Arrows Park (i.e. turn left out of this proposal onto Barnston Road) has horrendous traffic jams already at the right turn into Storeton Lane, by the Fox and Hounds. Traffic from Barnston Road down to the Motorway through Brimstage Road at rush hour is again already bad, plenty of existing queues. Go down Chester High Road and then you've got a bottleneck and significant rush hour queues at the Hinterton Arms, Neston. Why would you shoehorn even more cars and commuters into an already congested road network? Dispersed land. You simply cannot put that many new houses into one place with affecting the already limited local infrastructure.								
1247098	LPIO-10927					no	I do not agree at all with the approach to release any single scale greenbelt in option (2b).								

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1247103	LPIO-10945					no	The disadvantages are that we will lose the very thing that makes us proud to live here. I disagree with touching any greenbelt.							
1247120	LPIO-10961					no	Strongly object to the use of these parcels of land. This area should not be considered in any way for development.							
1247128	LPIO-11030					no								
1247130	LPIO-11062					no								
1243890	LPIO-1107	No	No	No	No	no								
1247132	LPIO-11074					no								
1247133	LPIO-11092					no								
1247135	LPIO-11110					no	I do not agree at all to releasing any greenbelt.							
1245190	LPIO-11128					no	While I understand that options for use of Green Belt land need to be considered in the development of this Local Plan, I believe that the case is not there for the need to actually use Green Belt land over the Plan period. I do not agree at all to release any single scale Green Belt land in Option 2b.							
1247144	LPIO-11143					no								
1247146	LPIO-11159					no								
1246647	LPIO-11173					no								
1247154	LPIO-11197					no								
1247196	LPIO-11583						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247015	LPIO-11794						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247214	LPIO-12410						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247492	LPIO-12510						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1240843	LPIO-12673						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247578	LPIO-12871						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247510	LPIO-12995						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1246335	LPIO-13129						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1246578	LPIO-13337						I do not agree with the release of greenbelt							
1246853	LPIO-13386						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1246852	LPIO-13509						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1244841	LPIO-1351	No	No	No	No	no	There is no necessity for any green belt release.							
1247746	LPIO-13664						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1238192	LPIO-13801						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247012	LPIO-13856						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247014	LPIO-13910						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1242183	LPIO-13983						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247218	LPIO-14077						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							

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1247219	LPIO-14181						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1243700	LPIO-1420	No	No	No	No	no	I do not see any advantage of the release of large areas of green belt for housing							
1247220	LPIO-14282						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247222	LPIO-14411						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247226	LPIO-14499						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247245	LPIO-14589						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1246827	LPIO-14717						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247016	LPIO-14846						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247018	LPIO-14913						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247246	LPIO-15336						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247248	LPIO-15451						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247251	LPIO-15555						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247274	LPIO-15746						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247275	LPIO-15866						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247936	LPIO-16003						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247287	LPIO-16212						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247344	LPIO-16300						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1244969	LPIO-16333	No	No	No	No	no	No Green Belt							
1247349	LPIO-16387						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247353	LPIO-16475						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247354	LPIO-16563						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247434	LPIO-16667						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247935	LPIO-16716						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247436	LPIO-16776						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247437	LPIO-16916						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247439	LPIO-16917						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247441	LPIO-17074						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247960	LPIO-17195						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247962	LPIO-17282						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247966	LPIO-17388						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247971	LPIO-17492						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1241726	LPIO-17590						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247979	LPIO-17712						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247980	LPIO-17713						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							

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1247060	LPIO-19002						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247061	LPIO-19003						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247063	LPIO-19091						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247064	LPIO-19145						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247068	LPIO-19200						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247071	LPIO-19257						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247072	LPIO-19313						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247078	LPIO-19369						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247080	LPIO-19449						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247081	LPIO-19450						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247082	LPIO-19638						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247083	LPIO-19692						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247084	LPIO-19748						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1238379	LPIO-1976					no	I do not agree at all to release any green belt including any single option 2b							
1247085	LPIO-19810						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							

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1247088	LPIO-19876						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1242519	LPIO-1988	No	No	No	No	no	No greenbelt should be released .							
1247089	LPIO-19937						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247090	LPIO-19993						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247091	LPIO-20047						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247092	LPIO-20106						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247093	LPIO-20166						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247094	LPIO-20225						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247095	LPIO-20281						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247096	LPIO-20337						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247099	LPIO-20393						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247101	LPIO-20447						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247108	LPIO-20587						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247102	LPIO-20588						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247106	LPIO-20627						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							

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1247105	LPIO-20628						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247109	LPIO-20717						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247110	LPIO-20789						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247111	LPIO-20790						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247112	LPIO-20937						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247113	LPIO-20991						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247115	LPIO-21047						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1245105	LPIO-2107	No	No											
1247116	LPIO-21101						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1246851	LPIO-21169						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1246918	LPIO-21321						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1246924	LPIO-21322						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1246928	LPIO-21323						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1245112	LPIO-2152	Yes	Yes	Yes	Yes	no								
1246920	LPIO-21549						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1246926	LPIO-21550						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1247117	LPIO-21699						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247118	LPIO-21700						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247145	LPIO-21807						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							

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1247147	LPIO-21808						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247148	LPIO-21915						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247150	LPIO-21916						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1241016	LPIO-220						I do not think any Green Belt should be released. If there is a delay in delivering the Brownfield housing, I would prefer that the number of houses needed is confirmed and if they are needed then the time frame should be extended beyond 2035 to allow for Brownfield development. The Green Belt is too precious to be released.							
1244329	LPIO-22014						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247119	LPIO-22088						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1246678	LPIO-22089						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1237870	LPIO-2209	No	No	No	No	no	I DO NOT AGREE with the use of GREENBELT LAND for and development purpose.							
1247151	LPIO-22192						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247152	LPIO-22193						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247153	LPIO-22310						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247155	LPIO-22311						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247156	LPIO-22418						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247158	LPIO-22419						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247159	LPIO-22613						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							

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1247160	LPIO-22614						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247161	LPIO-22653						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247164	LPIO-22654						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247167	LPIO-22786						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247168	LPIO-22787						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1237991	LPIO-2292	No	No	No	No	no								
1247169	LPIO-22984						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247170	LPIO-22985						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247173	LPIO-23063						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247174	LPIO-23064						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247175	LPIO-23171						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247176	LPIO-23172						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247177	LPIO-23313						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247178	LPIO-23314						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1247179	LPIO-23315						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							

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1248438	LPIO-23793						A single urban extension would not represent a balanced spatial housing strategy, with a number of towns and villages in West Wirral continuing to be overlooked for new homes.	https://wirral-consult.objective.co.uk/file/5684850	https://wirral-consult.objective.co.uk/file/5657890					
1242155	LPIO-23866						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.							
1248471	LPIO-23992						Option 2B would not have the advantage of dispersing the air pollution and spreading traffic away from hot spots	https://wirral-consult.objective.co.uk/file/5657006	https://wirral-consult.objective.co.uk/file/5656963	https://wirral-consult.objective.co.uk/file/5682447	https://wirral-consult.objective.co.uk/file/5684838	https://wirral-consult.objective.co.uk/file/5655882	https://wirral-consult.objective.co.uk/file/5656957	
1248472	LPIO-24030						In respect of the advantages set out in Table 4.8 there is no evidence to suggest that smaller sites could not provide necessary infrastructure. Additionally, there is no evidence that smaller sites would result in a less sustainable pattern of development than a single urban extension. Our sites at Dee coast, Heswall (SHLAA 1938, 1939, 1940, 1941, 1967, 1968) perform worse in Green Belt terms than the single urban extension option. In terms of housing provision, a single urban extension would not deliver anywhere near the 2,500 dwellings specified in the Plan in the Plan period due to lead-in times and delivery rates. Finally, a development of 2,500 dwellings is strategic in scale if it fails or is delayed then the Plan will fail to deliver the minimum required number of homes.	https://wirral-consult.objective.co.uk/file/5684824	https://wirral-consult.objective.co.uk/file/5684823					
1247798	LPIO-24259						A single urban extension would not be representative of a balanced spatial housing strategy, with a number of towns and villages in West Wirral continuing to be overlooked for new homes	https://wirral-consult.objective.co.uk/file/5684846						
1244826	LPIO-2426					no	I do not agree at all at the approach to release any single piece of Wirral precious greenbelt							
1248517	LPIO-24287						Whilst we consider that release of land is necessary, Option 2B requires significant investment in new infrastructure and is less sustainable than modest additions to existing settlements.							
1242697	LPIO-24686						The disadvantages cited in Table 4.8 could easily apply to dispersed sites. And a larger site is more of an opportunity for a volume builder to work. They can work quickly with their project management, funding, and expertise. The disadvantages are not of a scale or risk to be considered. While I consider no Green Belt should be released, this option does have the advantage that the development can be planned as a whole with the dwelling mix to be optimised according to the genuine need. And the site is relatively close to Arrows Park and Clatterbridge Hospitals.	https://wirral-consult.objective.co.uk/file/5659118	https://wirral-consult.objective.co.uk/file/5659119	https://wirral-consult.objective.co.uk/file/5659120	https://wirral-consult.objective.co.uk/file/5659121			
1245936	LPIO-24741						<ul style="list-style-type: none"> A single urban extension from the Green Belt does not support national policy, in promoting and allocating smaller and medium sized sites through the local plan process. this option would require significant investment into necessary infrastructure. Allocating another large strategic site within this Local Plan process will cause slow build out rate, and new housing not coming to the market until later in the plan period. 							
1248749	LPIO-24877						With regard to the stated advantages, the overall impact on Wirral Green Belt would be far greater. The proposed land is open agricultural land whereas a number of the dispersed parcels provide low contributions to the five purposes of the Green Belt.	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-24999						With regard to the stated advantages, the overall impact on Wirral Green Belt would be far greater. The proposed land is open agricultural land whereas a number of the dispersed parcels provide low contributions to the five purposes of the Green Belt.	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/5659056		
1248823	LPIO-25102						With regard to the stated advantages, the overall impact on Wirral Green Belt would be far greater. The proposed land is open agricultural land whereas a number of the dispersed parcels provide low contributions to the five purposes of the Green Belt.	https://wirral-consult.objective.co.uk/file/5674317	https://wirral-consult.objective.co.uk/file/5684865	https://wirral-consult.objective.co.uk/file/5684849				
1245083	LPIO-2521	No	No	No	No	no	I do not agree to releasing any green belt in option 2b							

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1248832	LPIO-25210						With regard to the stated advantages, the overall impact on Wirral Green Belt would be far greater. The proposed land is open agricultural land whereas a number of the dispersed parcels provide low contributions to the five purposes of the Green Belt.	https://wirral-consult.objective.co.uk/file/5684857	https://wirral-consult.objective.co.uk/file/5659562					
1248833	LPIO-25317						With regard to the stated advantages, the overall impact on Wirral Green Belt would be far greater. The proposed land is open agricultural land whereas a number of the dispersed parcels provide low contributions to the five purposes of the Green Belt.	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			
1248956	LPIO-25382						Agree with the overall assessment of the disadvantages of a single urban extension, which would not assist in strengthening the vitality or addressing local housing needs within the other Urban Settlements, other than at Heswall. Our biggest concern is that this option seeks to provide almost all growth within an area which is highly constrained in terms of highways infrastructure and will not come forward until the last 5 years of the plan period owing to the significant highway improvements that are required.	https://wirral-consult.objective.co.uk/file/5684859	https://wirral-consult.objective.co.uk/file/5677474					
1248986	LPIO-25527						With regard to the stated advantages, the overall impact on Wirral Green Belt would be far greater. The proposed land is open agricultural land whereas a number of the dispersed parcels provide low contributions to the five purposes of the Green Belt.	https://wirral-consult.objective.co.uk/file/5662723	https://wirral-consult.objective.co.uk/file/5662725	https://wirral-consult.objective.co.uk/file/5662770				
1249015	LPIO-25584						Agree with the overall assessment of the disadvantages of a single urban extension, which would not assist in strengthening the vitality or addressing local housing needs within the other Urban Settlements, other than at Heswall. Our biggest concern is that this option seeks to provide almost all growth within an area which is highly constrained in terms of highways infrastructure and will not come forward until the last 5 years of the plan period owing to the significant highway improvements that are required.	https://wirral-consult.objective.co.uk/file/5684897						
1246458	LPIO-25741						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1246459	LPIO-25742						I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1243721	LPIO-2588	No	No	No	No	no	Heswall main road (A540) is already under severe pressure and the infrastructure would be unable to cope with such a rise in housing							
1249100	LPIO-25911						Agree with the overall assessment of the disadvantages of a single urban extension, which would not assist in strengthening the vitality or addressing local housing needs within the other Urban Settlements, other than at Heswall. Our biggest concern is that this option seeks to provide almost all growth within an area which is highly constrained in terms of highways infrastructure and will not come forward until the last 5 years of the plan period owing to the significant highway improvements that are required. The delivery of housing in a single location would also saturate the market.	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/5684949	https://wirral-consult.objective.co.uk/file/5677509	https://wirral-consult.objective.co.uk/file/5677551	
1249100	LPIO-25911						Agree with the overall assessment of the disadvantages of a single urban extension, which would not assist in strengthening the vitality or addressing local housing needs within the other Urban Settlements, other than at Heswall. Our biggest concern is that this option seeks to provide almost all growth within an area which is highly constrained in terms of highways infrastructure and will not come forward until the last 5 years of the plan period owing to the significant highway improvements that are required. The delivery of housing in a single location would also saturate the market.	https://wirral-consult.objective.co.uk/file/5677510	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/5677513	https://wirral-consult.objective.co.uk/file/5677516	
1249100	LPIO-25911						Agree with the overall assessment of the disadvantages of a single urban extension, which would not assist in strengthening the vitality or addressing local housing needs within the other Urban Settlements, other than at Heswall. Our biggest concern is that this option seeks to provide almost all growth within an area which is highly constrained in terms of highways infrastructure and will not come forward until the last 5 years of the plan period owing to the significant highway improvements that are required. The delivery of housing in a single location would also saturate the market.	https://wirral-consult.objective.co.uk/file/5677507						
1249315	LPIO-26205					yes	Dispersed release gives more control & the ability to react to change in the future eg. decrease in population.							
1249320	LPIO-26216						Dispersed release as it enables you to "control" the release to reflect population change. We don't know what the needs will be in say 10 years time.							
1249321	LPIO-26231					yes	A serious transition to low carbon living.							

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1247414	LPIO-26245					no	Table 4.7 is showing unacceptable parcels for release and it would be advisable to withdraw Option 2b from the issues & options documentation.								
1246787	LPIO-26259 1 of 2						1) to check the unrestricted sprawl of large built-up areas The site is currently agricultural farmstead surrounded by built-up areas, and an area proposed for potential housing development. 2) to prevent neighbouring towns merging into one another A clear gap between Saughall Massie and Greasby shall be apparent. 3) to assist in safeguarding the countryside from encroachment The areas around are predominantly built-up, therefore not considered encroaching. 4) to preserve the setting and special character of historic towns Saughall Massie is a Conservation Area and any development shall have to take into consideration the special character of the original village. 5) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land Diamond Farm has the potential for conversion of existing buildings and development on the remaining land. CONCLUSION The estate is supportive of the potential Green Belt release site proposed, and therefore would like to include the farmstead of Diamond Farm, to avoid the area being encased by development either side.	https://wirral-consult.objective.co.uk/file/5674909							
1246787	LPIO-26259 2 of 2						Releasing the site as a whole shall enable a more logical development to occur and avoid the 'sandwiching' of Diamond Farm. The existing traditional farm buildings are suitable for conversion to residential dwellings. Some outbuildings are Listed, therefore preserving the heritage and character of the buildings whilst considering impact on the Conservation Area should be supported through conversion creating a new viable use. The farmyard has the potential for small-scale new build schemes to reflect the character of those farm buildings existing through the recognition of the Conservation Area. This is prevented at present by Green Belt policy, but there is no fundamental reason why a scheme could not be designed to preserve amenities and result in a high-quality development that adds character and quality to the area. Most of the land belonging to Diamond Farm is located outside of the Conservation Area but is within the Green Belt. The land is under consultation as possible Green Belt release. The site represents a logical place to develop and will cause no material harm in terms of the 5 purposes for including and protecting land within the Green Belt (paragraph 134 NPPF). The land belonging and including Diamond Farm was acknowledged in the 2019 SHLAA (no. 3007 & 0925), only in two separate parcels and we ask for consistency and for these both to be referenced in parcel 5.9.								
1249638	LPIO-26294						In terms of the advantages of Option 2B set out in the report, the view is that these are simplistic and misconceived. We do not agree that the concentration of impacts in one area of the Borough is an advantage to the area in question or the Borough as a whole. We disagree that the provision and release of this quantum of land in one location would make a major contribution towards overall housing need and the supply of housing, including affordable housing. The reason for this is that the homes would not be sufficiently dispersed to meet the identified needs across the borough as a whole. There is also no evidence to suggest that a large scale urban extension will be able to deliver more affordable housing than the Option 2A dispersed approach. The final listed advantage is a highly questionable point when it comes to considering the best approach when releasing Green Belt sites. The concentration of development in one area in order that the 'integrity' of the remainder of Green Belt in the Borough be 'protected', does not constitute proper, evidence based plan making and so does not represent an advantage in any way.	https://wirral-consult.objective.co.uk/file/5675735	https://wirral-consult.objective.co.uk/file/5685061	https://wirral-consult.objective.co.uk/file/5685064	https://wirral-consult.objective.co.uk/file/5685062	https://wirral-consult.objective.co.uk/file/5685066	https://wirral-consult.objective.co.uk/file/5685065	https://wirral-consult.objective.co.uk/file/5685063	
1249638	LPIO-26323						In terms of the advantages of Option 2B set out in the report, the view is that these are simplistic and misconceived. We do not agree that the concentration of impacts in one area of the Borough is an advantage to the area in question or the Borough as a whole. We disagree that the provision and release of this quantum of land in one location would make a major contribution towards overall housing need and the supply of housing, including affordable housing. The reason for this is that the homes would not be sufficiently dispersed to meet the identified needs across the borough as a whole. There is also no evidence to suggest that a large scale urban extension will be able to deliver more affordable housing than the Option 2A dispersed approach. The final listed advantage is a highly questionable point when it comes to considering the best approach when releasing Green Belt sites. The concentration of development in one area in order that the 'integrity' of the remainder of Green Belt in the Borough be 'protected', does not constitute proper, evidence based plan making and so does not represent an advantage in any way.	https://wirral-consult.objective.co.uk/file/5675735	https://wirral-consult.objective.co.uk/file/5685061	https://wirral-consult.objective.co.uk/file/5685064	https://wirral-consult.objective.co.uk/file/5685062	https://wirral-consult.objective.co.uk/file/5685066	https://wirral-consult.objective.co.uk/file/5685065	https://wirral-consult.objective.co.uk/file/5685063	

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1249743	LPIO-26368 1 of 2						In terms of the advantages of Option 2B set out in the WLP, our view is these are simplistic and misconceived. We do not agree that the concentration of impacts in one Borough is an advantage to the area in question, or to the Borough as a whole. We disagree that the provision and release of this quantum of land in one location, would make a major contribution to the overall housing need and supply of housing, including affordable housing. The reason for this is because the land would not be sufficiently dispersed to meet the identified need across the Borough. There is also no evidence to suggest that a large scale urban extension will be able to deliver more affordable housing than the Option 2A dispersed approach. The final listed advantage is highly questionable when it comes to considering the best approach to releasing Green Belt sites. The concentration of development in one area in order that the 'integrity' of the remainder of Green Belt in the Borough be 'protected', does not constitute proper, evidence based plan making and does not constitute an advantage in any way given that exceptional circumstances are evidenced. All the disadvantages of Option 2B set out in the Consultation seem more than likely to arise and will cause difficulties for the delivery of this Option.	https://wirral-consult.objective.co.uk/file/5684858								
1249743	LPIO-26368 2 of 2						The market will only ever be able to absorb so many homes in one location, which will reduce the pace of construction and completion levels below what could be achieved across a wider area of the Borough. This in turn will mean that the impact of construction on surrounding neighbours will be prolonged for many, many years. The disadvantage relating to land assembly and the difficulties in bringing sites together indicates that there is doubt over the commerciality of this Option. Again, a significant disadvantage and barrier to progressing this as a serious Option going forward. In conclusion we are of the view that no single large scale urban extension option will deliver the quantum of houses proposed in the Plan Period, regardless of the location. We do agree that smaller, more widely spread urban extensions offer a better opportunity to meet the objectives of the NPPF and the Council in the delivery of a mix of houses and sustainable, well located developments. SHLAA1942 has been masterplanned to provide for up to 320 homes in a single ownership with a quality developer contractually invested. As such an allocation of the Site for housing as part of a balanced dispersal of development across the Borough would be the most sensible development option for the WLP.									
1249746	LPIO-26401						Impacts of development might be both positive and negative. For example, there are good planning reasons to focus impact in areas with the greatest need for regeneration. However, traffic generation is likely to have a negative impact and any impact should be in distributed according to existing or potential capacity. Therefore, we do not agree that this reason can be assumed to be an advantage but rather the judgement must depend on the merits of a specific proposal and the alternatives. A larger site will only result in a sustainable pattern of development if there are complementary land uses within or adjacent to the site, for example so that in the event of major residential development, there is employment land and the highway infrastructure to support this in the vicinity. The starting point should be to reduce the need to travel, rather than developing a large site with some improvements to public transport in an unsustainable location. A large site would not make a greater contribution to housing supply than a series of smaller sites combined with the same capacity would, providing that the sites would be individually viable and attractive to the market. The point about the 'integrity' of the Green Belt can only be given limited significance where the land to be removed makes a 'weak' contribution according to the independent review commissioned by the Council. It should not be a significant factor to be given weight where numerous sites making a weak contribution are available.	https://wirral-consult.objective.co.uk/file/5683633	https://wirral-consult.objective.co.uk/file/5683637	https://wirral-consult.objective.co.uk/file/5683635	https://wirral-consult.objective.co.uk/file/5683638	https://wirral-consult.objective.co.uk/file/5683639	https://wirral-consult.objective.co.uk/file/5683636	https://wirral-consult.objective.co.uk/file/5683636	https://wirral-consult.objective.co.uk/file/5683636	https://wirral-consult.objective.co.uk/file/5683637
1249219	LPIO-26499						We do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). We do not find the advantages compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.	https://wirral-consult.objective.co.uk/file/5677529	https://wirral-consult.objective.co.uk/file/5677528							

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1246581	LPIO-7647	No	No	No	No		I do not agree at all with the approach to release any single urban extension into Green Belt in Option 2b. The advantages are not compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1246592	LPIO-7745	No	No	No	No	no	do not agree at all at the approach to release any single scale greenbelt in option (2b)							
1243342	LPIO-777	Yes	Yes	Yes	Yes	no								
1246594	LPIO-7816					no	I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1246591	LPIO-7905	No	Yes	No	Yes	no								
1240903	LPIO-7915	No	No	No	No	no	I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1246596	LPIO-8056	No	No	No	No	no	No advantages, the centre of Heswall cannot accommodate any more traffic.							
1246605	LPIO-8152					no	I do not agree at all at the approach to release any single scale greenbelt in option (2b).							
1240932	LPIO-8317	Yes	Yes	Yes	Yes			https://wirral-consult.objective.co.uk/file/5683689	https://wirral-consult.objective.co.uk/file/5682697	https://wirral-consult.objective.co.uk/file/5682701				
1246612	LPIO-8330	No	No	No	No	no	This is totally flawed as there is no reason to build on any greenbelt and so there are no advantages. It is also based upon flawed figures and is much more than the region requires It will also waste and investment and divert this away from where is needed in Birkenhead							
1246550	LPIO-8398	No												
1246523	LPIO-8421	No	No	No										
1237748	LPIO-8511					no	I do not agree at all at the approach to release any single urban extension into Green Belt in option (2b). The advantages are not compelling. The traffic pinch point in the centre of Heswall cannot accommodate any greater traffic flows and other infrastructure issues all of which are not easily resolved.							
1241852	LPIO-8553	Yes	Yes	Yes	Yes									
1243888	LPIO-8556	Yes	Yes		Yes	yes	Possible buffer zones to protect local residents from the loss of visual amenity ie could leave green space and plant trees between existing housing and new housing. This would ease the distress compared with having new houses close up to existing houses and would allow for practical amenity ie footpaths and open space use and also wildlife corridors. Brownfield is still the preferred option.							
1243448	LPIO-875	No	No	No	No	no	Green belt/field sites should never be developed.							
1246544	LPIO-8828	Yes	No	No	No		Concentrating impacts on one area of the the Borough may be an advantage, but building on such a scale could not by any definition be called "sustainable". I'm not convinced that any developer, given the chance to make a big profit by building on greenfield sites, would not wriggle out of providing a good number of affordable homes (which are in any case highly unlikely to be considered affordable by many of the people who need them) The integrity of the rest of the greenbelt may be preserved - for a while - but there would still be increased pressure to build on other parcels							
1246631	LPIO-8833	No	No	No	No	no								
1245034	LPIO-8841	Yes	Yes	Yes	Yes	no								
1246666	LPIO-9015	No												
1246670	LPIO-9073						Advantages : The opportunity to develop a variety of good quality designs integrated with open spaces for the benefit of the community.							
1240872	LPIO-9087	No	No	No	No	no	No Because building on greenbelt simply is not required.							
1239377	LPIO-9099	No	No	No	No	no								
1246671	LPIO-9120	Yes												
1246672	LPIO-9160	No												
1237807	LPIO-9228	No	No	No	No	no	No green belt release!							

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1246678	LPIO-9338	No	No	No	No	no	All Green Belt should be protected and building should be concentrated on regenerating the run down areas of the Borough.							
1246624	LPIO-9346	No	No	No	No	no	I do not agree to release of any greenbelt land							
1241495	LPIO-9433	No	No	No	No	no								
1246712	LPIO-9596	No	No	No	No	no	Please see the attached statement for our full case.							
1246720	LPIO-9749	No	No	No	No	no								
1246693	LPIO-9754					no	I STRONGLY DO NOT AGREE at all at the approach to release any single scale greenbelt in option (2b)							
1246691	LPIO-9828	No	No	No	No	no	There is no advantage to single urban extension							
1237724	LPIO-9850	No	No	No	No	no	I do not agree at all with the approach to release any urban extension into the greenbelt as in option 2b. The advantages as stated simply do not hold water and the disadvantages are enormous. The traffic pinchpoints in and around the area are (Heswall, Barnston, Pensby, Irby) are significant at the moment and this could only be surmounted with new road building which would along with the merging of the villages completely devastate the whole area.							
1245994	LPIO-9990	No	No	No	No	no	I do not agree with the release of any green belt. I believe the unsubstantiated housing requirement figure of 12,000 houses is far too high and that Wirral's housing needs can be met without the release of any green belt.							