WIRRAL

LOCAL PLAN



2022 - 2040

Adopted 31 March 2025

WIRRAL

wirral.gov.uk/localplan

Foreword

Planning impacts on our everyday lives and influences the character of the environment in which we all live, work, and use for leisure. It's about planning for positive change and improvement of places, and giving residents, businesses and landowners some certainty about development plans and the future use of land in the Borough.

Wirral's Local Plan sets a clear strategic direction for the future of the Borough. It will guide where and how new development should take place, where additional infrastructure may be needed and address key issues such as social and economic deprivation, climate change and urban regeneration whilst protecting and enhancing heritage assets and green spaces.

Wirral's Local Plan seeks to meet all of the Borough's housing and employment development needs over the next 15 years within existing built-up areas, largely through the redevelopment of brownfield sites and by putting the heart back into the older urban areas.

By far the largest focus is on delivering a programme of projects which will deliver regeneration and transformation of the 'LeftBank' of the River Mersey – or the eastern part of the Borough – from New Brighton in the north, to Eastham in the south.

The Local Plan sets out comprehensive proposals for the transformation of Birkenhead in particular. The town has been in decline for several decades and unless we press on with new development and address the issues of deprivation and housing market failure, this deterioration will continue.

The proposals are guided by the Birkenhead 2040 Regeneration Framework. Over the life of this Local Plan and beyond, this Framework will help create a new vibrant, attractive, green and sustainable low carbon town. It will match the successful regeneration of Liverpool City Centre on the opposite bank of the Mersey in a complementary but distinctively different flavour with a strong emphasis on providing for family living. A series of masterplans and neighbourhood frameworks have been adopted to support the delivery of the Local Plan proposals.

The Local Plan also sets out a range of policies which will help the whole of the Borough respond to climate change, protect our natural and built heritage assets, support high quality design and provide the affordable homes that local people need. All new development will need to respond to the ambitious vision of the Local Plan to contribute to building the kind of Borough we want to enjoy in the future. The policies set out in this document will therefore be used to help us plan for our future and shape the places where we live.

In presenting this Local Plan, we believe that we have listened to our local communities and used what they have told us to develop a Local Plan that best reflects their needs and priorities. We hope that everyone who reads and uses it will feel the same way.





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Part 1 Introduction and Background

The Purpose of the Plan

1.1 The Wirral Local Plan sets out the strategy, policies and proposals for meeting the Borough's development needs in a sustainable and transformational manner from 2022 to 2040. These range from the regeneration of areas of underused land to the protection and improvement of our historic and natural environment. The Local Plan will shape how the Borough develops, attracting and guiding investment from the private sector, the Council, and other public bodies. Such investment will include new homes, offices and employment opportunities, colleges and schools, shops, leisure and health facilities as well as improvements to existing infrastructure, including green and blue infrastructure such as parks and wild spaces. The policies of the Plan should be read together with the Policies Map where appropriate. This can be viewed at: https://www.wirral.gov.uk/lpmap. The Plan is based on up-to-date evidence and the results of consultation undertaken during 2020 and 2021. A Glossary can be found in Appendix 1 and explains the terms used in this Local Plan.

1.2 This Local Plan contains the policies that the Council considers to be in line with the most suitable way to develop the Borough. This Local Plan will replace all of the surviving policies of the Unitary Development Plan adopted in 2000. These are listed in Appendix 2. The statutory Development Plan for Wirral against which all planning applications will be determined will include this Local Plan, adopted Neighbourhood Plans produced by communities for small areas of the Borough, and the Joint Waste Local Plan for Merseyside and Halton adopted in 2013.

Delivering Growth through Sustainable Low Carbon Regeneration

1.3 The spatial strategy focusses on the regeneration of Birkenhead and wider regeneration programme for the 'LeftBank' of the River Mersey stretching from New Brighton to Bromborough. Sufficient brownfield land and opportunities exist within the urban areas of the Borough to ensure, subject to delivery, that objectively assessed housing and employment needs can be met over the Plan period. The Council has therefore concluded that the exceptional circumstances to justify alterations to the Green Belt boundaries set out in national planning policy do not exist in Wirral.

1.4 At the heart of the Plan is a framework for the comprehensive regeneration of Birkenhead as a low carbon sustainable waterfront garden 'city' based on the findings of the Draft Birkenhead 2040 Framework. Complementary regeneration policies for other 'LeftBank' places including New Brighton, Liscard, and New Ferry are also set out. The regeneration of Birkenhead and other urban areas is a long term strategy that will continue to be the focus of planning policy for the foreseeable future. There will therefore be further developments beyond this Plan period.

1.5 The Local Plan sets out strategic policies which set the context for all development and any future Neighbourhood Plans. These are found in Part 3 of the Plan with prefixes 'WS'. It provides a framework for more detailed guidance such as masterplans and design codes that demonstrate how large sites or areas should develop. It also identifies land use designations and land allocations and sets out the planning policies that will be used to decide whether site-specific proposals in planning applications to build or change the use of buildings and land, are appropriate.

How does the Local Plan address Climate Change?

1.6 The Council committed to reaching a net zero carbon target locally by 2041 on 15th July 2019[1], and in addition to its own policy agenda on climate change, is a member of the Cool Wirral Partnership[2], working with a range of organisations in Wirral. The Council views this Local Plan as a key tool to assist in meeting the commitment to zero carbon. Measures to mitigate against climate change, by reducing greenhouse gas emissions and to adapt to climate change through the avoidance of the worst of the impacts of changing weather patterns and sea level rise, are threaded throughout this Local Plan, and have been fundamental to the choices made in its production.

1 noted in the Environment and Climate Emergency Policy Statement (Wirral Council, 2021)

2 Cool 2 - A Strategy for Wirral in the Face of the Global Climate Emergency (2019)

1.7 Climate change has been addressed in the Local Plan at all geographical scales from Borough wide and beyond to site specific, and across all relevant threads of policy action, providing an integrated, and layered approach with multiple threads contributing to action on climate change, many of which are linked and cross referenced within the Plan. Subject matter that addresses climate change is therefore found throughout the Local Plan and there is no specific section devoted to the subject. This is because genuine action on climate change requires that policies address the issues arising throughout the whole Plan.

1.8 The story of the Local Plan begins in the Vision, on page 35 and is identified in the Strategic Objectives, in paragraph 2.48, on page 37 - all of which seek a sustainable future. Objectives 1, 3, 4, 5 and 6 particularly address climate change issues, whilst the delivery of the remainder seek to achieve a lower carbon, biodiverse, and more sustainable future for Wirral. The key issues for the Plan, set out in paragraph 2.24, on page 30 identify climate change matters and factors contributing to a low carbon future both directly and indirectly.

1.9 Policy WS 1 The Development and Regeneration Strategy for Wirral, supported by Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection, and Policy WS 9 Strategy for Transport, provide a low carbon, high biodiversity backdrop to the whole Plan. By consolidating the urban area, this strategy is providing multiple benefits, including carbon sinks and haven and space for biodiversity, as well as people, and enabling a low carbon transport footprint.

1.10 The regeneration of Birkenhead is based on the principles of a low carbon garden city. The development sites in the Plan have been selected as the most sustainable, and the policy requirements for the regeneration areas and sites specify climate mitigation measures and adaptations, such as provision for greening. Importantly for Wirral this includes measures to mitigate any impacts on protected wildlife sites of which there are many, avoiding flood risk and managing the changing water environment, in terms of its quality and sustainable drainage management, as sea levels rise.

1.11 The design policies seek a holistic approach to provide good living standards, whilst being water efficient and encouraging high levels of energy efficiency and use of renewable energy to drive down carbon emissions. They also seek consideration of the potential for overheating, as temperatures rise. Landscaping measures are expected to contribute to local plant species banks and wider green and blue infrastructure networks.

1.12 The sustainability appraisal of the whole Plan identifies the Local Plan as one with positive gains for climate change adaptation and mitigation.

1.13 Finally, the Council is using the Tyndall Carbon Budget data[3] to understand the carbon footprint of the Borough. Progress toward meeting the Tyndall Carbon Budget associated with measures in this Local Plan will be monitored as far as possible. This approach involves seeking information from developers in respect of the carbon life cycle of their development.

How was the Local Plan Prepared?

1.14 The Wirral Local Plan has been prepared in accordance with the Planning and Compulsory Purchase Act 2004 and appropriate regulations including the Town and Country Planning (Local Planning) (England) Regulations 2012. The Local Plan has taken into account national planning policy, currently set out in the National Planning Policy Framework (MHCLG, 2021), Planning Policy for Traveller Sites (MHCLG, 2016), the UK Marine Policy Statement (March 2011), and the web based Planning Practice Guidance which is regularly updated.

1.15 The Council's policies must be backed up by credible, robust and proportionate evidence that supports the approach taken and justifies the proposals. It is the Council's job to balance all of the evidence and find the most suitable way forward. The evidence base includes research on housing, employment, town centres, health and well being, the built and natural environment, accessibility and flooding as well as the views of local people, businesses, landowners and public agencies involved in the Borough.

3 https://carbonbudget.manchester.ac.uk/reports/E0800015/

1.16 The Council must identify needs for development in an unbiased way and seek to provide for the needs it identifies. As well as this the proposals in the Plan have to be economically viable for delivery, and be achievable.

1.17 In accordance with the 'Duty to Cooperate'[4] the Local Plan has been produced in partnership working with neighbouring authorities and other public bodies[5] to ensure that the sub regional and cross boundary planning issues have been taken into account. Further details are found in Part 2 of the Local Plan.

1.18 To ensure that the policies of the Local Plan are in line with the objective of sustainable development, a Sustainability Appraisal of the Plan has been undertaken throughout its preparation. The appraisal assesses the planning policies in terms of their environmental, social and economic impacts. The Sustainability Appraisal and Habitats Regulations Assessment address the legal requirements. A Habitats Regulations Assessment has been undertaken on the Plan due to the presence of many important European nature conservation sites within the Borough and close by. An Equalities Impact Assessment has considered how the Plan impacts on people in respect of matters relating to gender, age, ethnicity, religion/ belief, disability, sexuality and low disposable income.

1.19 The preparation of the Local Plan has been subject to public involvement in 2020 and earlier versions of Local Plans were consulted upon on a number of previous occasions. Many of the evidence studies which have informed the policy in the Local Plan have also been subject to public consultation[6]. These include jointly prepared evidence base studies and sub-regional strategies undertaken with other local authorities.

1.20 The comments received were taken into account in arriving at the Submission Version Local Plan which was submitted for Examination in October 2022. The Plan was subject to an examination in public including public hearings during 2023.

Further Information

1.21 Further information about this Local Plan can be obtained by emailing: localplan@wirral.gov.uk or by writing to: Forward Planning Team, Regeneration and Place, Wirral Council, PO Box 290, Wallasey CH27 9FQ.

Finding your way around this Local Plan

1.22 A list of policies is found after the contents page. A User Guide is set out on the following page aimed at helping you find what you need.

1.23 The Local Plan is structured as follows:

- Part 2 explains: a brief picture of Wirral and its relationship with the surrounding areas; the vision; and objectives for the area.
- Part 3 sets out the strategy for the Local Plan in a set of policies: how much and what type of development is to be planned for; where that should be located, together with major infrastructure; and the principles that will guide development in the Plan including open spaces, and place making principles. They apply to all relevant development.
- Part 4 contains additional policies that apply to Regeneration Areas in the Borough and specific requirements for site allocations in those areas.
- Part 5 contains additional policies that apply to specific places, and more detail on what will happen in different areas in the Borough outside the Regeneration Areas, including specific requirements for site allocations in those areas.
- Part 6 contains the detailed policies that apply to all relevant development wherever it is located in the Borough including matters such as heritage, and environmental protection.
- Part 7 contains policies relating to minerals development and waste management.

4 under S33A of the Planning of Compulsory Purchase Act 2004.

5 Known as 'prescribed bodies'

6 For the full evidence base supporting this Local Plan see: https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-planning-evidence-and-research-reports-3

1.24 The Appendices contain a range of information in support of the policies in the Local Plan. The Local Plan is also accompanied by a Housing Delivery Strategy[7] and by an Infrastructure Delivery Plan[8], which further explain how the future delivery of the Local Plan will take place.

User Guide

1.25 This section explains which parts of the Local Plan and its individual policies may be most relevant to your development application. Please note that this is not an exhaustive guide and the Local Plan should be read as a whole as all policies are relevant. For the avoidance of doubt, in applying the policies contained within this Local Plan the boundaries shown on the adopted Policies Map will take precedence over any figure, illustration or diagram within this written statement. In addition the site areas for housing and employment allocations indicated in the Plan are gross and are calculated on the basis of the boundaries shown on the Policies Map and illustrated in the figures and plans in Part 4 and Part 5 of the Local Plan.



If you are a homeowner

you should particularly refer to strategic design policies Policy WS 6 Placemaking for Wirral; Policy WS 7 Principles of Design; and Policy WS 8 Strategy for Energy Use, Renewable and Low Carbon Energy in Part 3. You may also need to refer to the area based policies in Parts 4 and 5, for your particular location and will need the detailed policies in Part 6 such as Policy WD 5 Residential Extensions; and Policy WD 23 Design Details.



If you are submitting a proposal for residential development

you should particularly refer to the strategic policies in Part 3 including Policy WS 1 The Development and Regeneration Strategy for Wirral 2022-2040, Policy WS 3 Strategy for Housing, Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection, Policy WS 6 Placemaking for Wirral, Policy WS 7 Principles of Design, Policy WS 8 Strategy for Energy Use, Renewable and Low Carbon Energy, Policy WS 9 Strategy for Transport and Policy WS 11 Strategy for Town and Local Centres. You will also need to refer to the area based policies in Parts 4 and 5, for your particular location and to the detailed policies in Part 6 including Policy WD 23 Design Details and Policy WD 24 Open Space and Outdoor Sports Provision.

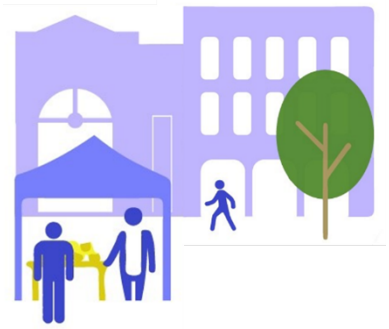


If you are submitting a proposal for commercial development

you should particularly refer to strategic policies in Part 3 including Policy WS 4 Strategy for Economy and Employment; Policy WS 6 Placemaking for Wirral; Policy WS 7 Principles of Design; Policy WS 8 Strategy for Energy Use, Renewable and Low Carbon Energy; Policy WS 9 Strategy for Transport; and Policy WS 11 Strategy for Town and Local Centres. You will also need to refer to the area based policies in Parts 4 and 5 for your particular location, and to the detailed policies in Part 6 including Policy WD 23 Design Details.

7 Wirral Local Plan Housing Delivery Strategy https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-planning-evidence-and-research-reports-3

8 Wirral Local Plan Infrastructure Delivery Plan https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-planning-evidence-and-research-reports-3



If you are submitting a proposal for mixed use development

you should particularly refer to strategic policies in Part 3 including Policy WS 1 The Development and Regeneration Strategy for Wirral 2022-2040; Policy WS 4 Strategy for Economy and Employment; Policy WS 6 Placemaking for Wirral; Policy WS 7 Principles of Design; Policy WS 8 Strategy for Energy Use, Renewable and Low Carbon Energy; Policy WS 9 Strategy for Transport; and Policy WS 11 Strategy for Town and Local Centres. You will also need to refer to the area based policies in Part 4 and Part 5 for your particular location, and to the detailed policies in Part 6 including Policy WD 23 Design Details.



If you are interested in design

you should particularly refer to strategic policies in Part 3 including Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection; Policy WS 6 Placemaking for Wirral; and Policy WS 7 Principles of Design; Policy WS 8 Strategy for Energy Use, Renewable and Low Carbon Energy; to the area based policies in Part 4 and Part 5 for your particular location; and to the detailed policies in Part 6, including Policy WD 23 Design Details. You may also need to refer to forthcoming design guides.



If you are interested in climate change measures

you should particularly refer to strategic policies in Part 3 including Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection; and Policy WS 8 Strategy for Energy Use, Renewable and Low Carbon Energy; and refer to the detailed policies in Part 6, including Policy WD 3 Biodiversity and Geodiversity; and Policy WD 4 Coastal Protection, Flood Risk, Sustainable Drainage and Natural Water Management; and Policy WD 23 Design Details. You may also wish to refer to the Council's separate Climate Change Strategy for Wirral: Cool 2.



If you are interested in regeneration and/or a specific site that has been allocated in the Plan

you should particularly refer to strategic policies in Part 3 and the Regeneration Area Policies in Part 4 or Settlement Area Policies in Part 5 depending upon your location, as Part 5 deals with sites outside of the designated Regeneration Areas. You should also look at the specific requirements for the site allocations in Parts 4 and 5.



If you are interested in communities/social infrastructure

you should particularly refer to strategic Policy WS 10 Infrastructure Delivery in Part 3, and detailed Policy WD 18 Health Impact Assessment and Policy WD 20 Social Value in Part 6.

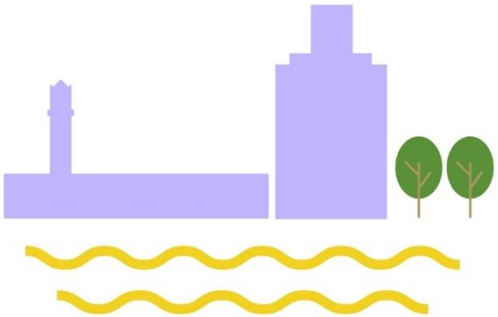
If you are interested in what's happening in your area

you should start at Part 4 and Part 5 - and find your local area.



If you are interested in infrastructure

you should particularly refer to strategic Policy WS 9 Strategy for Transport and Policy WS 10 Infrastructure Delivery in Part 3 and to the Infrastructure Delivery Plan that accompanies this Local Plan.



If you are interested in economic development

you should particularly refer to strategic Policy WS 1 The Development and Regeneration Strategy for Wirral 2022-2040, Policy WS 4 Strategy for Economy and Employment and Policy WS 11 Strategy for Town and Local Centres. You will also need to refer to the area based policies in Part 4 and Part 5 depending upon your location.



If you are interested in the historic environment

you should refer to the area based policies in Part 5 that include Conservation Area policies, and to the detailed policy in Part 6 Policy WD 2 Heritage Assets. You may also wish to refer to the additional information for conservation areas, listed buildings and archaeology on the Council's website.

Part 2 The Places and Our Vision

Overview of the Borough

Figure 2.1 The Metropolitan Borough of Wirral in Geographical Context



2.1 The Metropolitan Borough of Wirral is an area of strong contrasts, housing 324,500 people[9] and covering the northern sixty square miles of the peninsula between the Dee and Mersey Estuaries with the Irish Sea to the north. The City of Liverpool sits across the Mersey to the east, as do the southern parts of the Metropolitan Borough of Sefton. The County of Flintshire in North Wales is across the Dee to the west and inland to the south lies the district of Cheshire West and Chester Council. The setting of the Borough is distinctive, as a peninsula surrounded by sites of national and international importance for nature conservation which extend to the estuaries, foreshore and coastal waters.

2.2 The urban core of the east, towns of the north and west, and villages of the central belt sit within this unique backdrop of the waterfront and countryside that define the sense of place as much as the settlements themselves and provide many breathtaking view points. Its suburban towns and villages are surrounded by stunning beaches and open countryside with areas of special landscape value and varied wildlife, with many beautiful and iconic views. There is strong contrast between the older, highly urbanised areas of the east, in particular Birkenhead which contains some of the poorest communities in England, and the wealthier commuter settlements in the west.

2.3 The majority of the open land away from the coast is Green Belt, making up 45% of the land area of the Borough and was established in 1983 to prevent urban sprawl, protect the character of towns and villages, and direct development into existing towns. This was to assist in the regeneration of the changing fabric of the urban areas across Merseyside resulting from industrial decline - changes which have left a legacy of vacant and underused previously developed land in Wirral to this day. In contrast, around 27%[10] of the land area is in agricultural use.

2.4 The majority of the foreshore around the coastline is of national or international importance for nature conservation and the coastal resorts and recreational facilities provide a regular popular destination for visitors arriving from across Merseyside and beyond. Wirral's visitor economy has seen significant growth since 2012 in value, employment, and visitor numbers[11]. Its beaches are consistently among the cleanest in the North West, including four of the North West's eight Marine Protected Areas[12].

2.5 Wirral has its own distinct 'over the water' character yet is still an integral part of the wider Liverpool City Region (LCR) which also comprises the City of Liverpool, the Merseyside Metropolitan Boroughs of Knowsley, Sefton and St Helens, and the Borough of Halton in Cheshire. Wirral also has close linkages with Ellesmere Port and Chester, located within Cheshire West and Chester Council to the South. Although the Borough's housing market is relatively self contained, with over 75% of house moves taking place within the Borough boundary, Liverpool also exerts a strong influence on the local housing market, with a long term trend of migration out of Liverpool into Wirral and into the other surrounding areas. Those moving to Wirral have often been families in the wealthier socio economic groups who have settled in the west of the Borough.

2.6 Wirral is well connected – the majority of the Borough has good rail connections: a frequent and high quality Wirral Line commuter service runs to Liverpool City Centre via the Mersey Railway network which connects underground to the national rail network and the sub regional Northern Line; services also run to Ellesmere Port and Chester; and to Wales via a service from Wrexham to Bidston. A good network of bus routes is also in place whilst the on and off road cycle routes serve the Borough well along with the public rights of way network. Liverpool John Lennon Airport is within a thirty minute drive and Manchester airport is within an hour of the Borough by road.

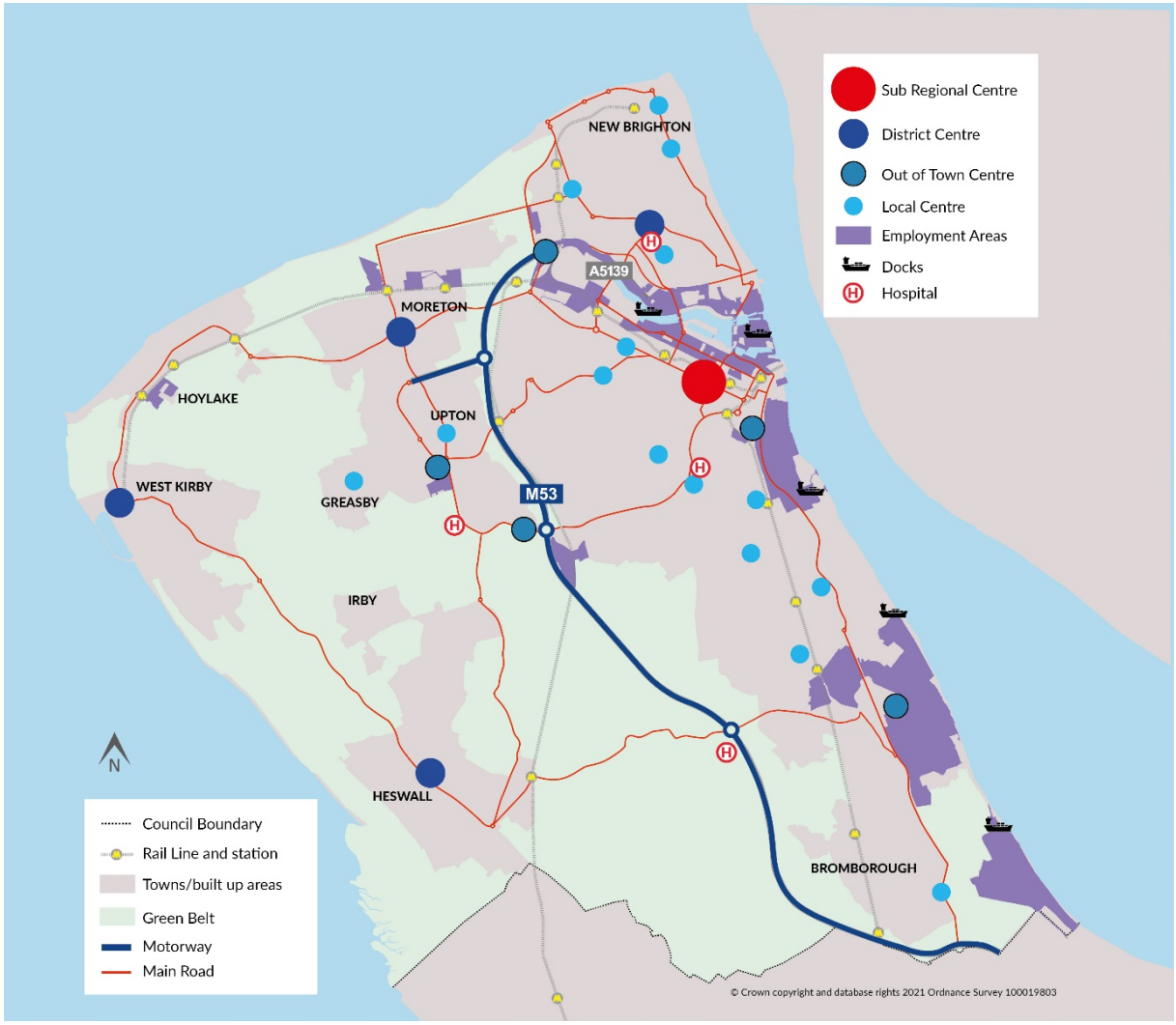
9 ONS 2018 based Population projections for 2020 [324,533]

10 Study of Agricultural Economy and Land in Wirral (ADAS, 2019), page 1

11 36% increase in visitor economy 2012- 2017, 21% increase in employment, and 26% increase in visitor numbers over the same period.

12 In 2012, recommendation is only given to the beaches that meet the highest European standard for water quality

Figure 2.2 Centres and Main Transport Links



2.7 The unique geography of Wirral has shaped its history and current character. The first fixed link across the Mersey to Liverpool arrived in 1886 with the Mersey Railway Tunnel, which led to rapid urbanisation, particularly in the east, in the late nineteenth and early twentieth centuries – this urban fabric remains with many Georgian and Victorian buildings of commercial and domestic scale.

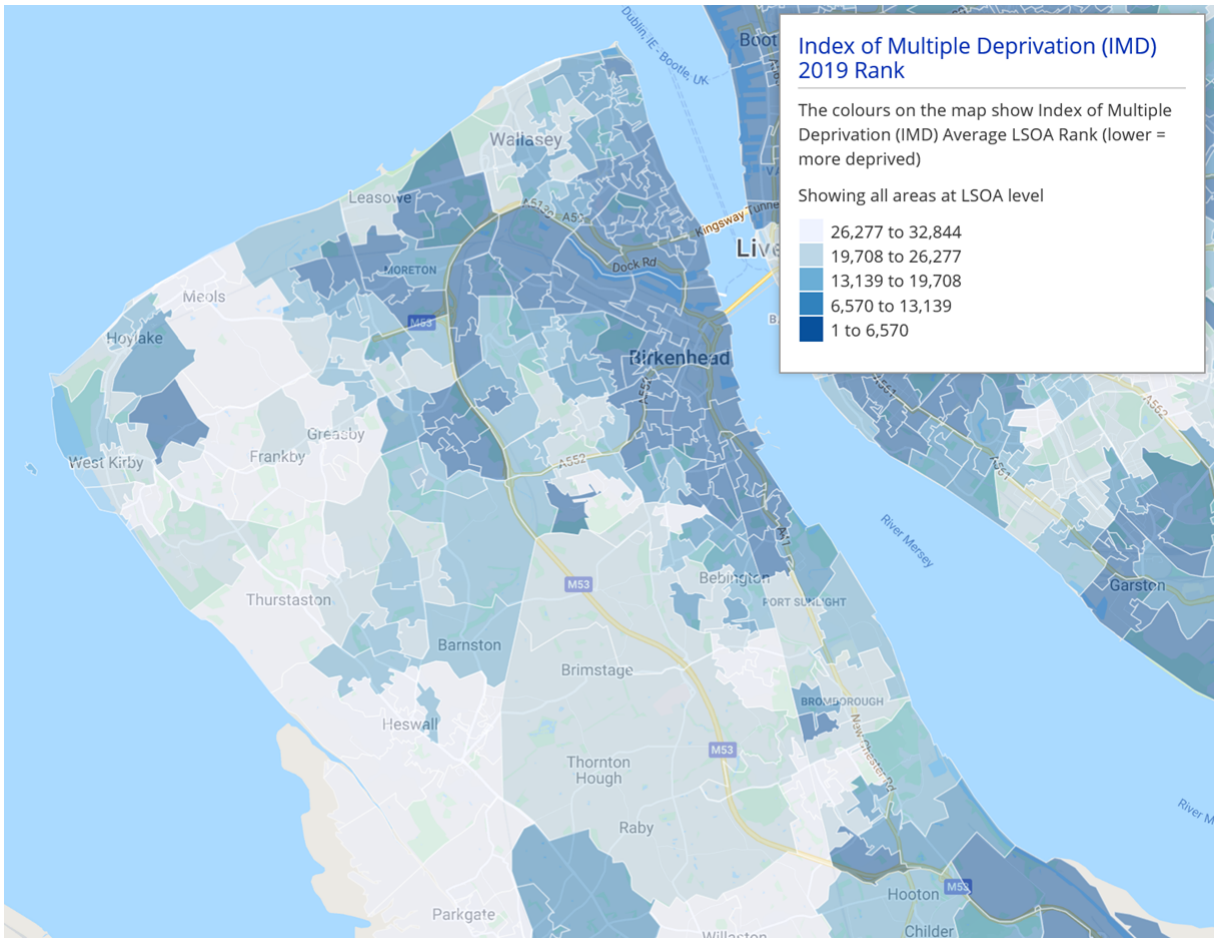
2.8 The eastern side of Wirral has remained the focus for port, industrial and residential development today, with docks and deep water and heavy engineering facilities along the Mersey, which form part of a wider network of port facilities associated with the Port of Liverpool and the Manchester Ship Canal. Indeed, almost two thirds of the population lives within the urban area to the east of the M53 Motorway. Meanwhile, some of the former hamlets and villages on the western side of Wirral have grown into thriving commuter suburbs following the further expansion of the railways shown on Figure 2.2.

2.9 Following a peak in growth during the 1960's, there has been a slow decline in jobs and population in the older eastern parts of the Borough leading to increasing levels of social and economic deprivation which have been the subject of a series of successful national regeneration initiatives. However, as a result of industrial change, the Borough continues with a legacy of vacant and underused previously developed land, the majority of which is focused within the older urban areas in east Wirral, around Birkenhead and the docks and the industrial areas of Bromborough. This legacy presents some challenges to the commercial viability of development, although very recent changes in the local housing market may have heralded a significant change for Wirral.

2.10 Birkenhead, located at the heart of east Wirral, is the largest town within the area, historically built around the maritime trades associated with the Mersey docklands.

2.11 The Birkenhead Parliamentary Constituency suffers high levels of multiple deprivation (refer to Figure 2.3 and Table 2.1 below), has the highest rate of children in poverty of all Wirral constituencies at 29% (compared to 17% in England), lower GCSE attainment with 14.5% of pupils achieving Grades of 4 or above in English and Maths (compared to 21.4% in England) and a higher rate of people on workless benefits at 15.7% of people aged 18-64 (compared to 9.2% in England). 39% of households do not have a car (compared to 26% in England)[13].

Figure 2.3 Wirral Borough Index of Multiple Deprivation Rank 2019



2.12 The sub regional centre of Birkenhead currently suffers high levels of vacancies, as does Liscard Town Centre, also in the east. New Brighton is located on the east of Wirral at the mouth of the River Mersey. It was once a popular seaside resort serving Liverpool and recent regeneration projects have stabilised its decline. Further key statistics for the Borough are found in Figure 2.4 and in Figure 2.5.

2.13 The west side of the Borough is largely comprised of dormitory residential towns which are generally far less deprived, with busy town and district centres such as Heswall, Moreton, West Kirby and Hoylake. Hoylake Centre has recently benefited from major investment in public realm which has boosted its identity and attractiveness.

13 Wirral Intelligence Team

Table 2.1 Birkenhead Constituency Indices of Multiple Deprivation

Number of people in Birkenhead Constituency living in the most deprived 20% of areas of England by Indices of Deprivation (ID) 2019 domain						
Index of Multiple Deprivation		Income domain		Employment domain		Education domain
55,299		53,729		58,538		41,258
61.3% (England average = 19.9%)		59.6% (England average = 20.0%)		64.9% (England average = 19.5%)		45.7% (England average = 19.7%)
Health domain		Barriers to Housing and Services domain		Living Environment domain		Crime domain
69,095		0		39,613		35,784
76.6% (England average = 19.5%)		(England average = 21.3%)		43.9% (England average = 20.9%)		39.7% (England average = 20.4%)
Source: Ministry of Housing, Communities and Local Government (Indices of Deprivation 2019)						

Figure 2.4 Key Statistics – Population

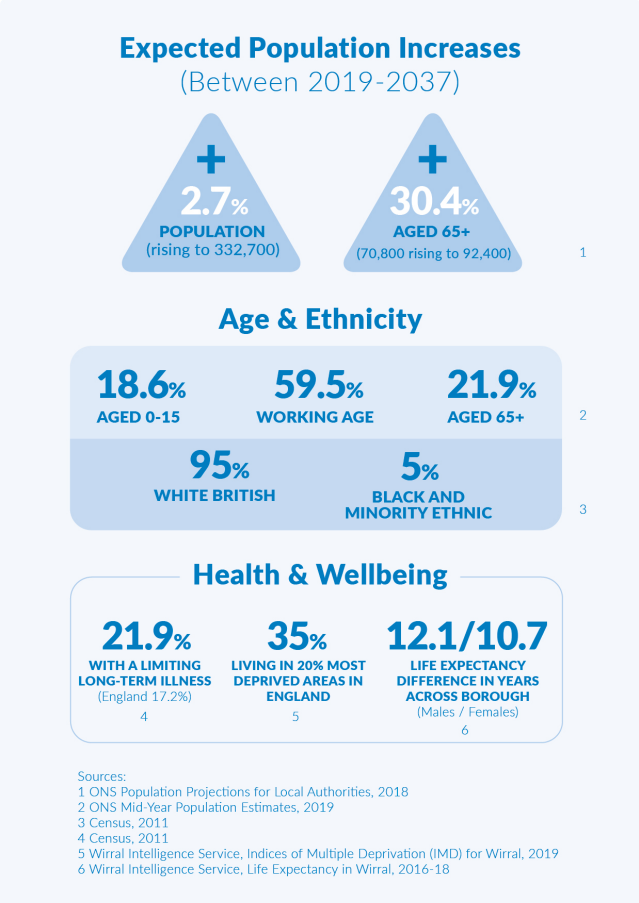
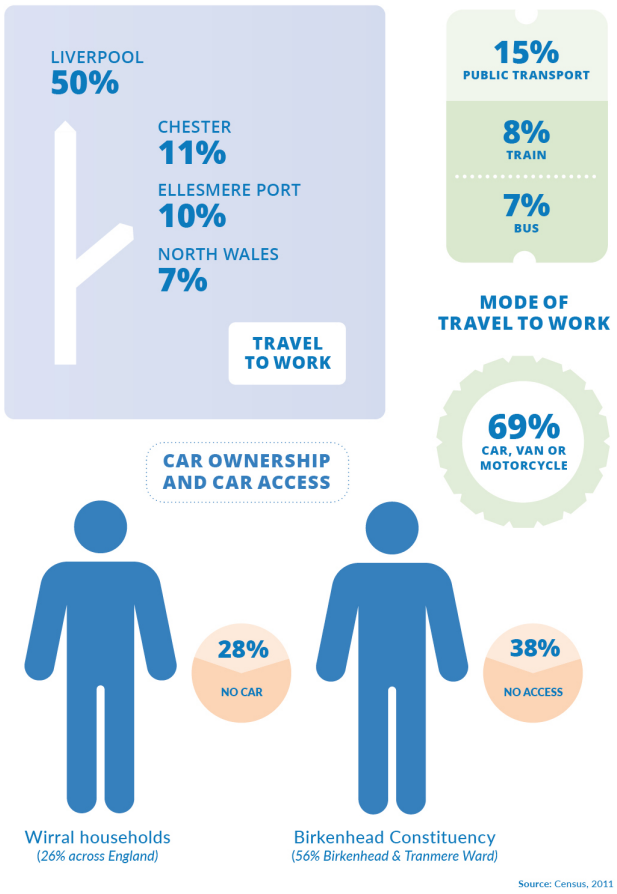


Figure 2.5 Key Statistics – Travel



2.14 The Borough is home to over 7,400 businesses providing employment for 111,000 people. However, economically the Borough displays some disadvantage. Whilst economic activity rates are currently above the National average at 80.6% compared to 78.9% of the working age population, GVA per head is comparatively low against the UK, and average wages are also lower than surrounding areas. The performance gap has been attributed to low productivity, low rates of enterprise and a lack in the quantity and quality of available business space, although average educational attainment at GCSE level is higher than that of the North West and England as a whole.

2.15 Less than two thirds of residents living in the Borough also work here. The largest outward flow of people to work is from the western and southern fringes of the Borough and the majority of residents travel to work by car.

2.16 Today, key employment sectors include retail, distribution, public administration, education, health and social care. In manufacturing which now accounts for 10% of local employment, the Borough is still strongest in chemicals, marine engineering, food and drink. Wirral is an important part of the Liverpool City Region Centre for Offshore Renewable Engineering, housing the sole UK west coast facility, and continues to be home to a key marine engineering sector.

2.17 The population of the Borough is projected to increase by 2.5% over the period 2022-2040. The proportion of people of working age, particularly of younger adults, is at its highest in the central and inner areas of Wirral where housing is cheaper and jobs and services more accessible. The proportion of children is also higher in east Wirral. The proportion of older age groups is generally larger in the west. Parts of the Borough are relatively wealthy, with average incomes amongst the highest in Merseyside. Other parts are not, with many areas of severe deprivation, largely in the east.

2.18 The majority of the housing stock is aged, with 30% of homes built prior to 1929, 41% between 1930 and 1966, 19% between 1967 and 1982, and only 10% have been built since 1983. The housing stock is mostly privately owned, with just under 15% social housing. Vacancy is a problem with just under 3% of the total housing stock vacant[14]. Whilst the efforts of many regeneration initiatives have improved the housing stock over time, 10% of households are estimated to be in housing need[15].

2.19 Environmentally, Wirral is generally considered to offer a high quality of life, where the historic and natural environment is highly valued. The Borough has a rich heritage and 5% of the land area is designated as a Conservation Area, Scheduled Monument or Historic Park or Garden. Wirral is generally well provided with open space but some local deficiencies exist, particularly in the older urban areas.

2.20 The majority of the coastline is under international protection for nature conservation and forms an integral part of the wider protected North West coast, whilst a number of inland Sites of Special Scientific Interest and Local Wildlife Sites exist. Attractive to visitors from within and outside the Borough, there exists a challenge to balance the need to encourage access to nature whilst protecting the most prized international wildlife assets. The Borough is home to seven Nature Improvement Areas which are key to ensuring increased biodiversity: North Wirral Coast and Liverpool Bay; the Mersey Estuary; the Dee Estuary; the River Birket Corridor; West Wirral Heathlands and Arrowe Park; Dibbinsdale, Raby Mere and Eastham Country Park; and the East Wirral Heathlands.

2.21 Key concerns for the Borough in respect of the impacts of climate change relate to flood risk associated with more extreme weather events. Tidal and river flooding is an issue in some areas. Parts of the Borough have a high surface water flood risk and some areas are at risk from rising groundwater levels. However, existing coastal defences are expected to continue to provide protection beyond the life of the Local Plan.

2.22 Other key climate change impacts include the effects of higher temperatures on people and wildlife, giving rise to a need for mitigation measures. In response to the Climate Change Emergency, the Council is committed to achieving net zero carbon by 2041. The latest available data indicates that Carbon Dioxide emissions from Wirral fell by 749 kilotonnes of Carbon Dioxide from 2005 to 2018. In 2018, 39% of local emissions arose from the domestic sector, 27% from industry and commerce and 33% from transport sources[16]

2.23 More detailed information about the Borough is contained within an accompanying Spatial Portrait[17].

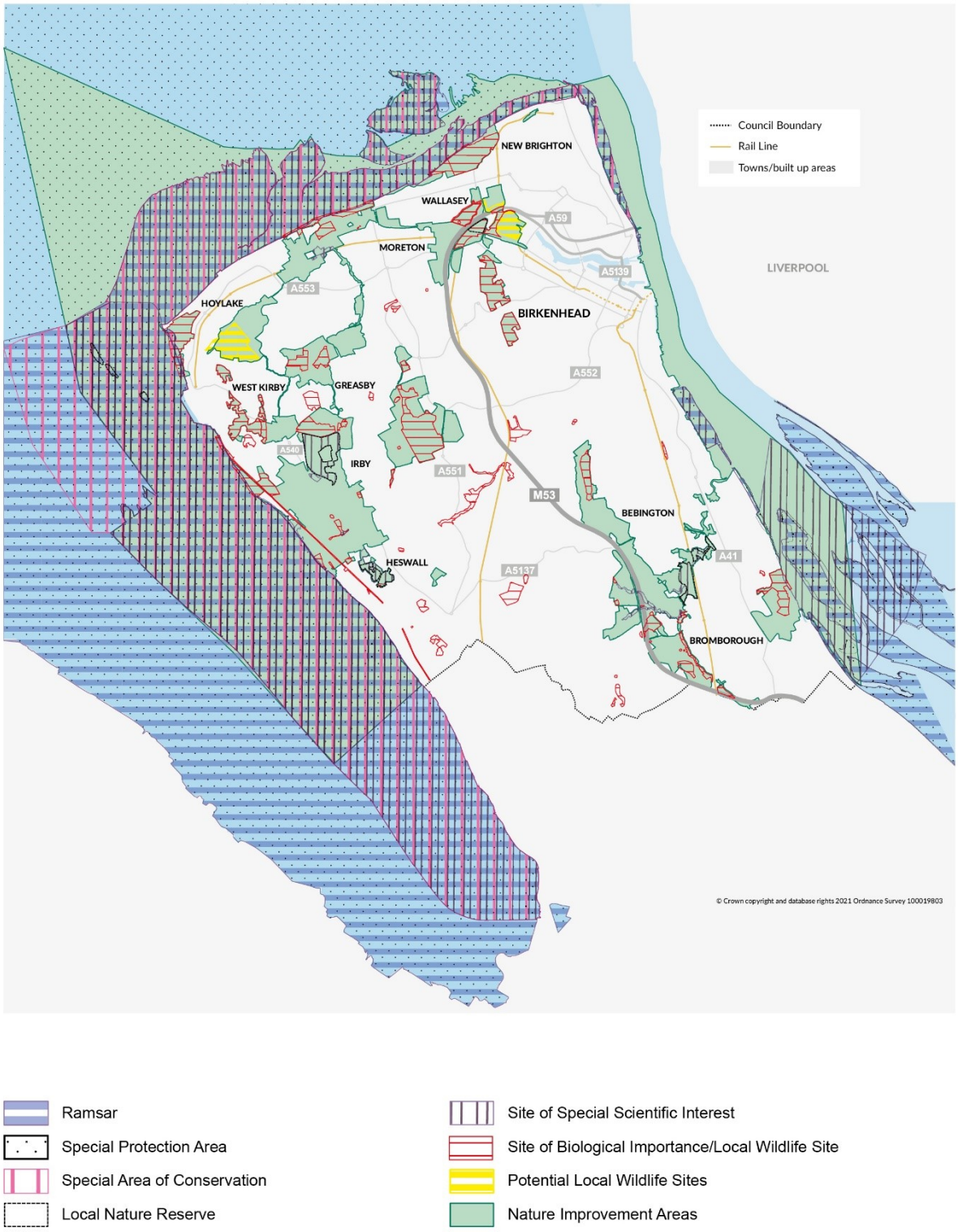
14 www.gov.uk/government/-statistic-data-tables-on-dwelling-stock-including-vacants and Wirral total housing stock data. The Council has a successful programme to bring these back into use.

15 Wirral Strategic Housing Market Assessment Update (arc4, 2021), Appendices, page 19, Table C7

16 Wirral Intelligence Service from Local Authority Territorial CO2 emissions (National Statistics).

17 Wirral Local Plan Draft Spatial Portrait (Wirral Council, January 2020)

Figure 2.6 Nature Conservation Designations



Issues for the Plan to Address

2.24 The characteristics of the Borough give rise to issues that the Local Plan seeks to address and these correspond to matters of National Planning Policy. The issues are not listed in any order of preference and are expressed here as needs.

2.25 The Local Plan seeks to address the need to:

i. meet the commitment to reduce greenhouse gas emissions and their Carbon equivalent to achieve net zero carbon before 2050;

ii. increase the contribution of renewable, decentralised and low carbon energy to meet the Borough's energy needs;

iii. adapt to, and mitigate the impacts of, climate change;

iv. meet the needs of the current and future population for housing and improve the balance between housing and jobs;

v. rebalance the housing market in size, tenure and type of housing;.

vi. ensure affordable housing and specialist housing to meet the needs of an ageing population and groups with other special housing need;

vii. regenerate the eastern part of the Borough in particular beginning with Wirral Waters and Birkenhead;

viii. provide high quality design in developments and places, that meet excellent standards for healthy living and have low environmental impact;

ix. ensure sustainable growth and economic revitalisation in the Borough;

x. balance the visitor economy with the protection and enhancement of the environment upon which it depends;

xi. address the legacy of industrial change in the Borough by unlocking vacant and underused previously developed land;

xii. protect Wirral's Green Belt in order to promote regeneration;

xiii. safeguard our remaining valuable agricultural land and protect and enhance our environmental assets;

xiv. reverse the loss of population from the older urban areas in east Wirral, and Birkenhead in particular;

xv. improve the quality and suitability of existing housing and business stock in the urban core;

xvi. improve the vitality of declining town and village centres and support the continuation of healthy centres;

xvii. promote a more sustainable pattern of transport and travel and encourage modal shift away from motorised transport to provide greater connectivity by foot and cycling in the Borough;

xviii. protect and enhance locally distinctive assets such as landscape, countryside and coast, natural heritage and areas of importance for nature conservation whilst providing access to nature and the heritage of the Borough;

xix. achieve a measurable net gain in biodiversity;

xx. help to address localised shortfalls in the quality, quantity and distribution of green and blue infrastructure whilst creating, protecting and enhancing linkages and corridors for people and wildlife;

xxi. minimise the potential impact of flooding from all sources;

xxii. protect, conserve and enhance the historic environment including locally distinctive heritage assets, maximising opportunities for their retention, reuse and repair and demonstrating their significance and value;

xxiii. provide healthy living environments for all;

xxiv. improve accessibility of employment, education and healthcare, and increase social inclusion;

xxv. help to close the gap between social economic and environmental conditions and opportunities among the population; and

xxvi. support the recovery from the Covid-19 pandemic and respond to its impacts on all groups of the Wirral population.

Liverpool City Region

2.26 The Liverpool City Region (LCR) Combined Authority sets out a vision for a fairer, stronger, cleaner City Region where nobody is left behind[18]. Accompanying these ambitions is a significant Devolution Deal of powers and funding from Central Government[19].

2.27 The Liverpool City Region Local Industrial Strategy[20]seeks to deliver a competitive, clean, and inclusive City Region. The Local Industrial Strategy builds upon its predecessor, The Liverpool City Growth Strategy, which established the sub regional strengths in advanced manufacturing, creative, financial and professional services, health and life sciences, low carbon energy, maritime and logistics sectors and the visitor economy. The Local Industrial Strategy sets out a need to improve performance against the five 'pillars of productivity':

i. thriving and distinct places (**places**);

ii. the opportunity to turn potential into prosperity (**people**);

iii. a dynamic business base creating opportunity (**business environment**);

iv. collaboration that translates innovation into impact (**ideas**);

v. connecting all of our communities to opportunity (**infrastructure**).

2.28 The Covid-19 pandemic has required a re-focus towards economic recovery and resilience. The Building Back Better Economic Recovery Plan[21] has been produced to provide a stimulus for recovery for the City Region in the short term, based on a pipeline of programmes and projects, and the priorities of the Local Industrial Strategy are being re-framed into a new Plan for Prosperity, which will set out the long-term economic framework for the City Region. The emerging Plan for Prosperity seeks to maximise innovation across the business base; turn people's potential into prosperity; create thriving and resilient places; and ensure integrated infrastructure for a connected City Region.

2.29 The production of a Liverpool City Region Spatial Development Strategy is underway but not yet at such an advanced stage as to be able to influence this Local Plan. However, the objectives of this Local Plan are aligned to those of the City Region Combined Authority, and the aspirations are shared.

Partnership Work for Strategic Planning

2.30 Councils are required by National Policy to co-ordinate their efforts with neighbouring local authorities and a range of statutory bodies regarding matters that are sensibly dealt with across administrative boundaries. Wirral Council has worked with the full range of partners in developing this Local Plan. Previous work at the LCR level identified a single functional economic market area (FEMA) with the Local Authority partners for the purposes of sub-regional analysis of economic and housing markets, and Wirral is located in one of two strategic housing market areas in the City Region – the Central Liverpool City Region Strategic Housing Market Area that is shared with Knowsley, Liverpool, Sefton and West Lancashire, which is an associate member of the LCR. Most authorities in the region have a self-containment rate of commuting and migration patterns of above 70%[22]. The authorities have concluded that there is no unmet need in other authority areas for Wirral to accommodate, and that Wirral will make provision

18 Liverpool City Region Combined Authority Corporate Plan 2021 - 2024

19 Liverpool City Region Devolution Agreement (HM Treasury & LCR, 2015) and Further Devolution to the Liverpool City Region Combined Authority and to the Directly Elected Mayor of the Liverpool City Region Combined Authority (HM Treasury & LCR, 2016)

20 Draft Local Industrial Strategy (Liverpool City Region Combined Authority, 2020)

21 Liverpool City Region Combined Authority, July 2020

22 Liverpool City Region Strategic Housing & Employment Land Market Assessment (SHELMA) Final Report (GL Hearn, 2018) page 16, paragraph 3.12.

for its own housing needs within its own boundaries. In addition, the key cross boundary need for land for strategic warehousing and distribution, known as Use Class B8, is not critical to Wirral.

Figure 2.7 Boundaries of the Functional Economic Market Area and Housing Market Areas



2.31 Agreements on cross boundary working are found in a number of reports[23] which identify twenty two matters of relevance, including those on which work with other statutory bodies is important. However, the specific matters critical to the development of this Local Plan are:

i. Housing delivery and any unmet need
ii. Employment land – strategic B8 storage and distribution sites
iii. The Merseyside Green Belt
iv. The retail hierarchy of town centres
v. Transport planning
vi. Digital inclusion
vii. Utilities provision
viii. Renewable energy provision
ix. Coastal change management and flood risk
x. Protection of internationally protected habitats and mitigation measures

23 including Liverpool Region Statement of Co-operation on Local Planning (LCR authorities, 2016), and Liverpool City Region Spatial Planning Statement of Common Ground (2019).

xi. Air quality

xii. Protection and enhancement of the environment and provision of green and blue infrastructure

xiii. Waste and minerals

xiv. Managing and mitigating the impacts of climate change

2.32 The Local Plan and its associated evidence base has in particular been developed in co-operation with partner authorities from across the Liverpool City Region; the adjoining councils for Cheshire West and Chester and Flintshire; the range of statutory bodies including, in particular Homes England, the Environment Agency, Natural England, the Marine Management Organisation, Historic England, and Local Nature Partnerships; and major infrastructure providers including Peel Ports, United Utilities, National Highways, Merseytravel, and the Wirral Clinical Commissioning Group.

2.33 Complete information regarding how the Council has worked with these organisations to support the production of this Local Plan is found in the Councils Duty to Cooperate Statement of Compliance for this Plan[24]. There are no other outstanding needs arising from other authorities that will need to be met in Wirral during the Plan period.

2.34 In addition, a range of strategic and operational plans of statutory bodies and infrastructure providers have influenced the proposals in the Local Plan. These are noted at the relevant places within the Plan text and found in the accompanying evidence base, in particular the Infrastructure Delivery Plan[25].

2.35 The Spatial Vision for the Local Plan has evolved in line with the Council's vision for our communities - the most recent of which is Wirral Plan 2021 -2026[26]. The vision is "to create equity for people and place and opportunities for all to secure the best possible future for our residents, communities and businesses". The thematic priorities are:

i. a thriving and inclusive economy, creating jobs and opportunities for all;

ii. a clean energy, sustainable borough, leading the way in tackling the environment crisis, protecting biodiversity and supporting active travel networks that work for all;

iii. brighter futures for all regardless of their background;

iv. safe and pleasant communities that our residents are proud of; and

v. active and healthy lives for all, with the right care, at the right time to enable residents to live longer and healthier lives.

2.36 The Council's ambitions include increasing Wirral's role and profile in the Liverpool City Region and in strategic partnerships.

Delivering Growth through Regeneration and Protecting our Peninsula Environment

2.37 Throughout the development of the Local Plan the Council has received strong representations about the need to protect the special character and environment of the peninsula by focussing and delivering growth on the regeneration of the eastern part of the Borough and Birkenhead in particular.

2.38 Most people who visit the Borough head for the attractive and affluent settlements on the western and northern coastline, whether by car or by train. In doing so they pass through Birkenhead the main town of the Borough which is one of the most deprived places in the country.

2.39 Some 45% of the Borough is protected by Green Belt but this must be set in the context that 55% of our relatively narrow peninsula is already urbanised and there is a pressing need to address social, economic and environmental deprivation prevalent across the eastern side of the Borough and Birkenhead in particular.

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24 Wirral Local Plan 2021- 2037, Duty to Cooperate Statement of Compliance (Wirral Council, October 2022).

25 Wirral Local Plan Infrastructure Delivery Plan (Wirral Council, March 2022)

26 Wirral Plan Equity for People and Place 2021-2026 (Wirral Council)

2.40 Our peninsula is surrounded on three sides with environmentally sensitive waters (most of the Borough is within 5km of the River Dee, River Mersey, and Liverpool Bay) and much of the remaining undeveloped land is of agricultural, environmental or landscape value. The character of Wirral is synonymous with the environmental quality of its coast and the remaining countryside.

2.41 The key message from the Wirral Environmental Sensitivity Study 2021 (WESS) was that housing and employment growth on the peninsula was significantly constrained in environmental terms. A range of spatial alternatives were explored through the sustainability appraisal process of this Local Plan, and the Council's preferred urban intensification Strategy was considered to be the most appropriate, compared to significant development in the Green Belt.

2.42 Our work on the Draft Birkenhead 2040 Framework, which is discussed in Part 4 below, has revealed a nationally significant supply of brownfield land available in Birkenhead to help meet the Borough's housing needs during and beyond the Plan period.

The Role of the Green Belt in Regeneration

2.43 Whilst recognising the role of the Green Belt in the Wirral context for its environmental protection benefits, it is important to emphasise that one of the key aims for designating the Green Belt in 1983 was to 'check the outward spread of the built up area, direct development into existing towns and encourage their regeneration[27]. In Wirral's context this was targeted at Birkenhead in particular.

2.44 Over the nearly forty years since the designation of the Green Belt, there have been numerous attempts to regenerate Birkenhead but they have had mixed success due to a lack of sufficient long term funding limiting the scale of their impact. Also, it is likely, due to being overshadowed by the level of growth and the regeneration programmes in Liverpool.

2.45 The need for the regeneration of Birkenhead has not diminished over the past 40 years, nor has the importance of the Green Belt to promote it. Indeed one of the five purposes of Green Belt designation set out in national planning policy is 'to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.'

2.46 There are clearly two strong factors driving and focusing growth toward the east of the Borough and Birkenhead; namely, the overriding need for the regeneration of Birkenhead and its surroundings, and the environmental constraints which exist on the peninsula outside of existing developed areas.

2.47 The following Vision for the Borough sets out what conditions will be like in 2040, compared to 2022 with the delivery of the proposals in this Local Plan.

27 Merseyside Green Belt Local Plan Written Statement (Merseyside County Council, December 1983), paragraph 2.3

Vision

Local Plan Vision 2040

A. In 2040, Wirral offers a high quality of life to all, as an attractive place to live an active, productive, safe and healthy lifestyle in vibrant, culturally rich communities across the Borough. It is an environmentally sustainable and prosperous Borough with a strong sense of place and identity, a place that people are proud to call home and want to invest in. Its success complements the attractiveness of, and makes a significant contribution to, the economic competitiveness and international standing of the Liverpool City Region.

B. The rich natural environment of Wirral is protected, enhanced and well connected. Nature is in recovery thanks to the provision of a measurable net gain in biodiversity across the peninsula. The Borough's ability to provide nature-based solutions to manage climate change is increased through a network of high quality open spaces. Its valued landscapes and coastline are protected and there is a 50% increase in the tree canopy compared to 2020. Improvements in water quality have been achieved via the regeneration of derelict land - further enhancing the opportunities to improve the health and diversity of Wirral's water-based habitats. The changes that have taken place since 2022 have helped drive rapid local greenhouse gas emissions reductions in line with international agreements and national law. As a result, Wirral has stayed within its local emissions 'budget' and is very near to being a net zero carbon Borough. Not only are our buildings now much more energy efficient but we have also successfully introduced infrastructure to support clean power, heat and travel. Wirral's Green Belt remains as a vital mechanism to support urban regeneration and maintain the distinctive identity of many of Wirral's settlements. Land within the Green Belt provides a critical agricultural, recreational and ecological resource and Wirral's countryside supports adaptation to and mitigation of climate change.

C. Impressive progress has been made in the regeneration of Birkenhead and its historic docklands and waterfront, with the delivery of thousands of new homes, whilst retaining its distinctive character and identity. In particular, led by the catalysts of Wirral Waters, East Float and Hind Street, the wider 'LeftBank' regeneration programme, centred on Birkenhead, is the focus for private and public investment of regional and national importance. Birkenhead and Wallasey's waterfront skyline is changed with the realisation of Wirral Waters and Hind Street, having triggered further investment and transformation of the waterfront, around Woodside, Hamilton Park and the Town Centre. Wirral Waters and Hind Street are recognised as exemplar models in high quality, connected, sustainable, 'net zero' emission neighbourhoods. The waterfront, focussed on Woodside, is a mixed use cultural riverside quarter with superb visitor attractions.

D. Birkenhead Town Centre is closely connected and linked to the waterfront by its well-designed public realm. The town has adapted well to the revolution in retail opportunities and contains new homes, offices, a new market, creative businesses and leisure uses. Birkenhead is a pioneer of alternative, modern methods of construction, creating low carbon, modular developments that are a benchmark for urban development in the UK. Birkenhead's heat supply is decarbonised via a major heat network.

E. Birkenhead is a green place, with a connected network of existing and new green Infrastructure. Complementing the world class Birkenhead Park, a linear park - the 'Dock Branch Park' - created along the route of a disused railway cutting, shapes the identity of the town as a green, connected and healthy place to live, work and visit.

F. Wirral is a well-connected place, with a new mass transit system providing 'last mile' links between the new neighbourhoods at Wirral Waters and Seacombe riverside and the existing, modernised Merseyrail system. Wirral is easy to get around for everyone that lives here and visits - its integrated transport network has reduced the need to rely on private cars and active travel is the mode of choice for short journeys, with benefits for health and air quality. Local travel is now fossil fuel free, significantly more people walk and cycle, and remaining motor vehicles are electric or hydrogen fuelled. The extended green network that includes footpaths and space for nature has assisted in this change. The improved landscapes and green spaces provide a fantastic backdrop to the Borough's towns and villages.

G. New Ferry and Liscard flourish, as revitalised mixed use centres with more homes. The river corridor from Seacombe through to New Brighton has undergone environmental enhancement, and is now a new focus of recreation and riverside living, taking advantage of its waterside setting and dramatic river views. New Brighton is reinvented as a unique benchmark seaside town for the 21st Century, blending the best of tradition and contemporary attractions to create a standout destination for residents and visitors, reflecting its unique location at the mouth of the River Mersey. Bromborough is home to exemplar net zero carbon neighbourhoods.

H. The commuter towns and villages of the west of Wirral remain stable, having experienced small scale incremental development that has allowed them to continue to thrive within a landscape protected by Green Belt designation. The centres of Heswall and Moreton and the district centres of Bromborough Village, Woodchurch Road, Prenton and Hoylake remain vibrant and attractive, as distinctive local hubs with their own identity, providing a range of community facilities. The centre of West Kirby is enhanced by an improved public realm and civic square planned through a community led masterplan.

I. The way people work has changed and more residents now work from home. The design of our homes reflects these changes. High quality and flexible offices are available in Birkenhead Town Centre and Wirral Waters, providing space for our key public services, dynamic private sector and thriving community organisations. Additional opportunities for work have been created through the mixed use regeneration of Birkenhead. Old employment areas are revitalised and improved, with modern facilities replacing older unsustainable buildings. The economic advantage of Wirral's Port and Maritime industries at Twelve Quays, Wirral Waters West Float, Cammell Laird and Eastham have strengthened the local cluster of nationally important manufacturing, trade and multi-modal transport facilities, supported by world class innovation and skills support. The local rural economy is vibrant and diverse, providing a range of agricultural, green and leisure activities appropriate within the protected Green Belt.

J. The historic environment of Wirral has been conserved and enhanced over time, with heritage assets at the heart of the revitalisation of areas in the East of Wirral. The leisure attractions, impressive historic buildings and world class parks make the 'LeftBank' a magnet for visitors. The number of visitors to the Borough has grown significantly and the visitor economy thrives across the Borough in Birkenhead, New Brighton and in the west, with people attracted to the beaches, waterfront, country parks, nature, historic character and our celebrated Viking history. Wirral is recognised as a destination for exciting cultural experiences and sporting events. Wirral's offer blends experiences which highlight the Borough's history alongside a burgeoning local creative scene and food and drink offer.

K. Influenced by design guides and codes that sustain and enhance local character and identity, developed in partnership with local communities and the development industry, Birkenhead is recognised for the quality of its new neighbourhoods, buildings and places, which have been built over the life of the Local Plan.

L. Wirral is a Borough of fewer inequalities. The thousands of new homes delivered and retrofitted in Birkenhead and across the Borough, low carbon neighbourhoods and new work opportunities, including those created through regeneration and construction, together with leisure, health and social facilities, have assisted in narrowing the gap between the economically poorest and wealthiest residents. These homes meet the range of the housing needs of the Borough, including affordable and specialist housing as well as market housing for a wide range of types of family.

M. In 2040 our local community will look back and agree that the significant challenges that were facing us in 2022; the uncertain social and economic impacts of the Covid-19 pandemic, the Climate Emergency, and social and economic inequality were overcome with the support of the proposals contained in this Local Plan.

The Strategic Objectives of the Local Plan

2.48 The key objectives that will guide the delivery of sustainable development in the Vision for 2040 are set out below. The relationship between these strategic objectives and the policies in the Plan is set out at Appendix 3:

A sustainable peninsula

Strategic Objective 1	Support sustainable approaches to the location, design, construction, operation and impact of new development and infrastructure, to help secure the extremely rapid reduction in local emissions needed to stay compatible with the latest international climate agreement and nationally legally binding targets to reach net zero carbon.	
Strategic Objective 2	Realise the potential of our industrial legacy, including its previously developed land, and our waterside and heritage assets to deliver comprehensive urban regeneration of Birkenhead and other urban areas.	
Strategic Objective 3	Secure sustainable travel, improve accessibility, connectivity, and ease of movement and direct new development to locations which will provide easiest access to existing centres, high-frequency public transport corridors, and pedestrian and cycle routes. Thus reducing both the need to travel and the reliance on private cars and helping to ensure local travel is largely fossil fuel free by 2030.	
Strategic Objective 4	Make responsible use of land and natural resources to mitigate and adapt to climate change and enhance natural carbon stores and promote the transition to a low carbon Borough and circular economy, reusing and recycling waste and minerals.	

Strategic Objective 5	Protect and enhance the connectivity, quality and accessibility of urban and rural green space, and multifunctional green and blue infrastructure. Protect nature by ensuring development delivers measurable net gains for biodiversity and the blue and green infrastructure network continues to grow.	
Strategic Objective 6	Manage flood risk through an approach which: directs incompatible development away from high risk coastal, river or surface flooding areas; makes space for water; and prioritises nature based solutions to slowing the flow of water such as sustainable drainage systems.	

A special and healthy place to live

Strategic Objective 7	Enable the provision of sufficient housing to meet identified local housing needs and a choice of housing, including social and affordable housing, for people at all stages of life and incomes.	
Strategic Objective 8	Ensure that high quality new development integrates with and respects our peninsula's distinctive character, natural environment, valued landscapes and locally distinctive heritage to create high quality of design for vibrant, healthy places and local communities - whilst protecting and enhancing the historic character of places and buildings in Wirral.	

Strategic Objective 9	Ensure the provision and promotion of essential local infrastructure, including emergency services, community, cultural, faith, education, transport, health, and leisure facilities, shops, and services; all within easy reach of local communities.	
Strategic Objective 10	Reduce social, economic and environmental deprivation, especially in the eastern part of the peninsula, through development that achieves social value in housing renewal, reducing unemployment, improving skills, education, community and environmental conditions including maintaining good air quality for good health.	

A thriving peninsula

Strategic Objective 11	Provide a range of employment and mixed use sites to meet needs, attracting inward investment, provide work opportunities for our residents and foster an environment where existing businesses and new, innovative start-ups can prosper - whilst supporting a thriving and diverse rural and visitor economy.	
Strategic Objective 12	Enable Birkenhead and the Borough's other town, district and local centres to adapt to changing shopping patterns to become a vibrant mixed use focus for each of our peninsula's communities.	

Part 3 Strategic Policies

Introduction to Strategic Policies

3.1 The key challenge for the development strategy for Wirral is to achieve transformational regeneration in parts of the Borough and meet commitments to reducing greenhouse gas emissions. This sits squarely within the context of aspirations for the Liverpool City Region. The Local Plan seeks to achieve the Vision via the Strategic Objectives and these strategic policies which will set the parameters for all development in the Borough over the Plan period.

3.2 The development needs for housing and employment have been identified within the context of the City Region and work with partners. Partners have agreed that Wirral should meet the need generated within the Borough and not meet neighbouring authorities' needs[28].

The Development and Regeneration Strategy

3.3 The overarching development strategy of the Local Plan is contained within the following Strategic Policies. The strategy seeks to meet the range of development needs identified[29] and work towards a net zero carbon future for Wirral. Growth is planned to take place across seven of the eight Settlement Areas of the Borough.

3.4 However, there will be a particular focus on regeneration through ten designated Regeneration Areas, which will rejuvenate existing neighbourhoods, and in some cases create new neighbourhoods. Growth will provide opportunities for jobs and focus investment where it is most needed. Consolidation of the west of the Borough is proposed, clearly delivering a sustainable land use and transport strategy. The Green Belt is retained for its designated purposes and to support the focus of investment. The development will sit within a green and blue infrastructure network that provides for recreation, amenity, wildlife, carbon reduction, improvements in public space and public realm.

3.5 The Council requires high quality design across all developments in order to create attractive new environments and reinvigorate existing development. This design aspiration is for: a low carbon future; the appearance of neighbourhoods; for individual buildings, and for sustainable communities.

The Regeneration of Birkenhead

The Draft Birkenhead 2040 Framework and the 'LeftBank' Programme

3.6 The Council's strategy to meet its development needs sits entirely within existing urban areas. The Council has undertaken a detailed analysis of the issues facing Birkenhead and the need and potential for comprehensive regeneration through brownfield development. The Draft Birkenhead 2040 Framework (BRF)[30] defines the Vision and ambition for the transformational regeneration of Birkenhead included in this Local Plan. This will be one of the largest and most ambitious regeneration programmes in the UK with the most significant spatial proposals for Birkenhead since the Second World War. The Framework details further aspects of the regeneration vision which is about reconnecting, reimagining, rediscovering and repopulating Birkenhead. It has identified the potential to deliver over 20,000 new homes over the next 20 years through a radical re-use of neglected and brownfield sites.

3.7 The Local Plan incorporates significant plans for regeneration and growth within Birkenhead accordingly. The Birkenhead area identified for regeneration extends along the Wallasey river corridor at Seacombe and includes Liscard, as shown in Figure 3.1 below. The regeneration programme for Birkenhead is being developed alongside a strategy to create a strong economy for Wirral[31]. This economic plan incorporates skills, business support, inward investment and town centre recovery, and is particularly focused on responding to the impact of Covid-19

28 Wirral Local Plan 2021-2037 Duty to Cooperate Statement of Compliance (Wirral Council, October 2022)

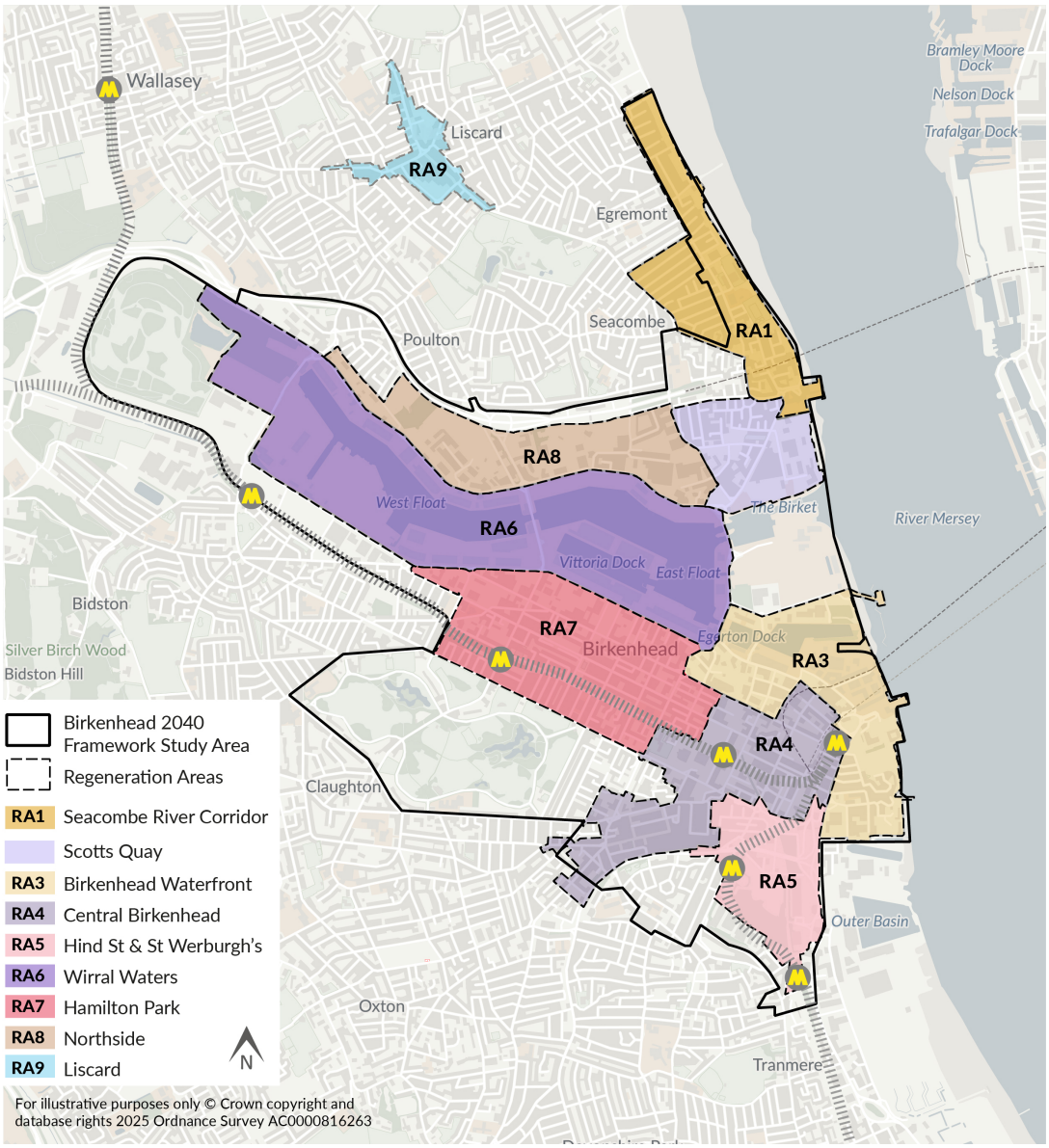
29 Refer paragraphs 3.16, page 48 for housing needs and paragraph 3.24, page 49 for employment needs

30 Draft Birkenhead 2040 Framework (Wirral Council, March 2021), timescale of 2040 covers the Local Plan period. The 20 year timescale for the Framework has been chosen for the purpose of regeneration and community audiences as an easily understood and realistic 20 year period for significant regeneration to be achieved.

31 Wirral Economic Strategy 2021-2026 (Wirral Council, October 2021)

through creation of a strong and resilient economy. Wirral Council and its partners are ambitious to deliver regeneration in Birkenhead at scale and at pace, with high quality urban design and sustainability embedded throughout.

Figure 3.1 Draft Birkenhead 2040 Framework Boundary and Regeneration Areas



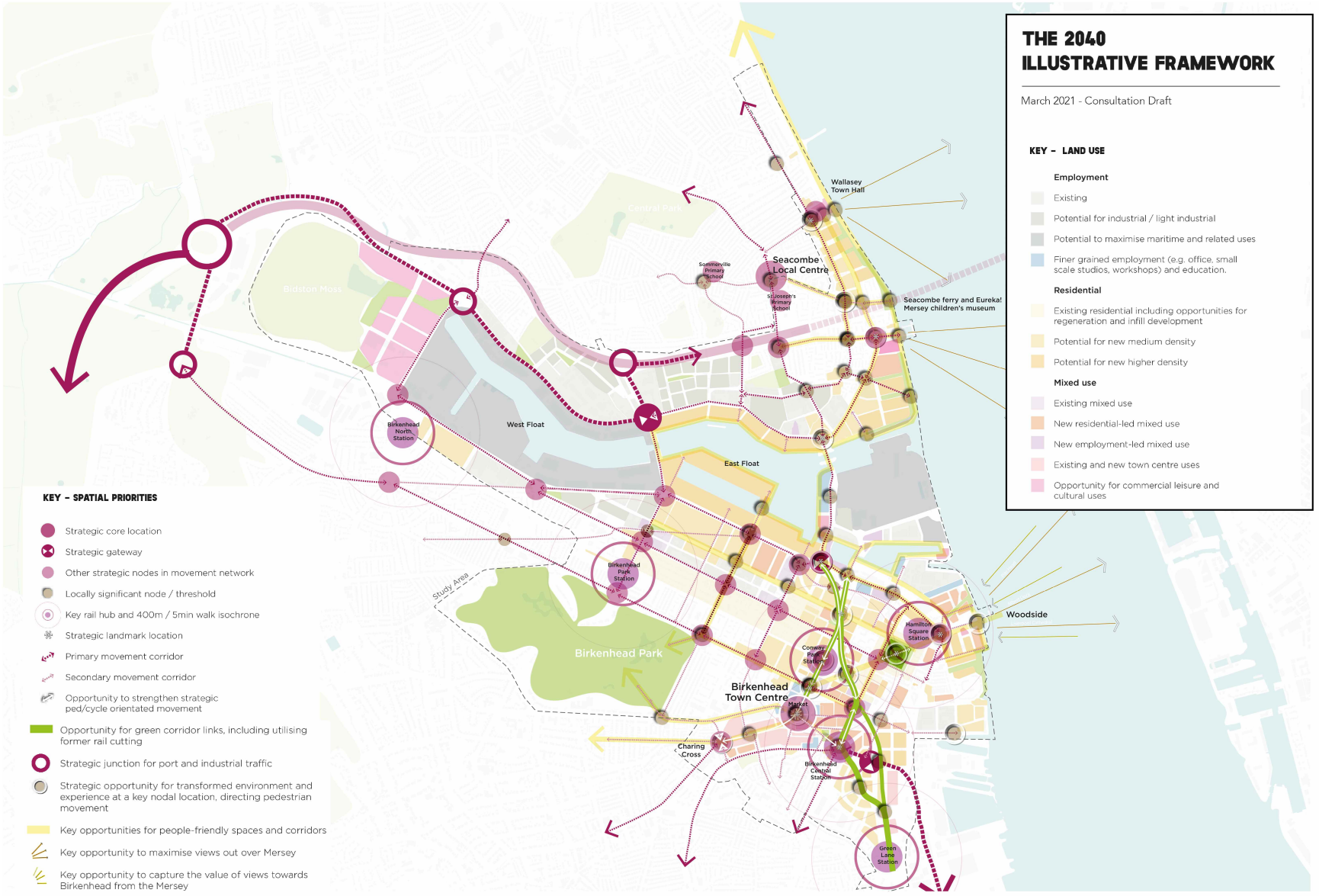
The Local Plan Vision for Birkenhead

3.8 The vision for Birkenhead is set out below and the spatial vision is shown in Figure 3.2[32].

> Birkenhead has grown into a thriving urban community on the left bank of the River Mersey.
> Chosen as home by families and entrepreneurs alike, drawn by the unique, historic waterfront environment and iconic design. A place of creativity, innovation and fun, a place to put down roots.
> The connectivity of city-living, in harmony with nature.
> A place with room to breathe and space to grow.
> **We are Re-imagining Re-discovering Re-connecting Birkenhead**

32 These are both derived from the Birkenhead 2040 Framework (Wirral Council, March 2021), page 23, Vision and Objectives; and page 97, Figure 39 refer

Figure 3.2 The Draft Birkenhead Spatial Vision



Delivering the Vision for Birkenhead

3.9 The regeneration of Birkenhead is the key focus of a wider regeneration programme for the 'LeftBank' of the River Mersey stretching from New Brighton to Bromborough. The Council recognises that the scale of regeneration needed in Birkenhead will require a bespoke delivery vehicle and funding programme and is working with the Department for Levelling up, Housing and Communities (DLUHC) to explore appropriate delivery models including the potential establishment of an Urban Development Corporation.

3.10 The Council is also working proactively with Homes England and the Liverpool City Region Combined Authority, together with key landowners, to progress the development and delivery of a comprehensive regeneration programme for Birkenhead, with a focus on early housing delivery. A Joint 'LeftBank' Board with representatives from the three partners has been established and supported by a project team chaired by Homes England.

Delivering the Development and Regeneration Strategy

3.11 The Local Plan designates ten Regeneration Areas across the Settlement Areas of the Borough. The Regeneration Areas will deliver a significant proportion of planned growth over the Plan period. Seven of these Regeneration Areas are located in the BRF area. The three remaining regeneration areas are designated at Liscard, New Brighton and New Ferry. Each of the Regeneration Areas has a specific policy approach included in Part 4 of the Local Plan.

3.12 Table 3.1 and Figure 3.3 identify and illustrate the Settlement Areas and Regeneration Areas designated by the Local Plan. Settlement Areas cover the entirety of the Borough, whereas Regeneration Areas cover specific urban areas identified for future regeneration and growth.

3.13 An additional Regeneration Area, Scott's Quay (RA 2), was identified in the Draft Birkenhead 2040 Framework and is shown on Figure 3.1. It is the intention to undertake further engagement and masterplanning to supplement the work of the Draft Birkenhead 2040 Framework before determining how the regeneration strategy for Scott's Quay should be progressed and delivered over time.

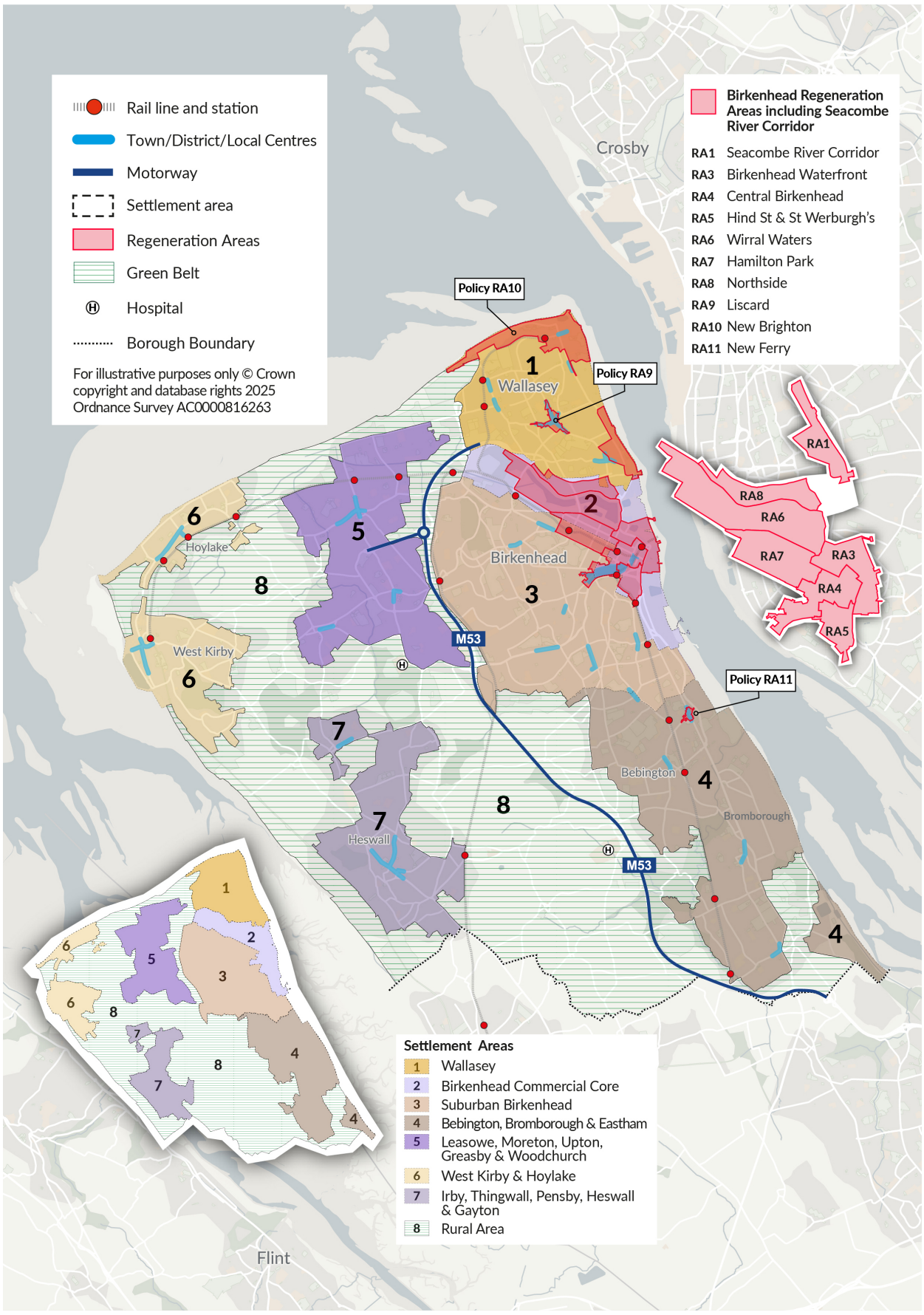
3.14 The Local Plan identifies that masterplans will be required to ensure a comprehensive and coordinated approach is taken to front-loading the planning and delivery of key sites and areas of the Borough which are identified for regeneration and/or development. Policy WS 6 provides placemaking requirements to guide the planning of sites across the Borough, and criteria D. to I. identifies Masterplan Areas where individual development proposals will be required to be informed by a wider masterplan approach. Figure 3.9 identifies the location of Masterplan Areas.

Table 3.1 Wirral Settlement Areas, Regeneration Areas and Policy References

Settlement Area	Regeneration Area
SA1 - Wallasey	RA 1: Seacombe River Corridor
	RA 9: Liscard
	RA 10: New Brighton
SA2 – Birkenhead Commercial Core	RA 3: Birkenhead Waterfront
	RA 4: Central Birkenhead
	RA 5: Hind Street and St Werburgh's
	RA 6: Wirral Waters
	RA 7: Hamilton Park
	RA 8: Northside

Settlement Area	Regeneration Area
SA3 – Suburban Birkenhead	
SA4 – Bebington, Bromborough and Eastham	RA 11: New Ferry
SA5 – Leasowe, Moreton, Upton, Greasby and Woodchurch (Mid Wirral)	
SA6 – West Kirby and Hoylake	
SA7 – Irby, Thingwall, Pensby, Heswall and Gayton	
SA8 – Rural Area	

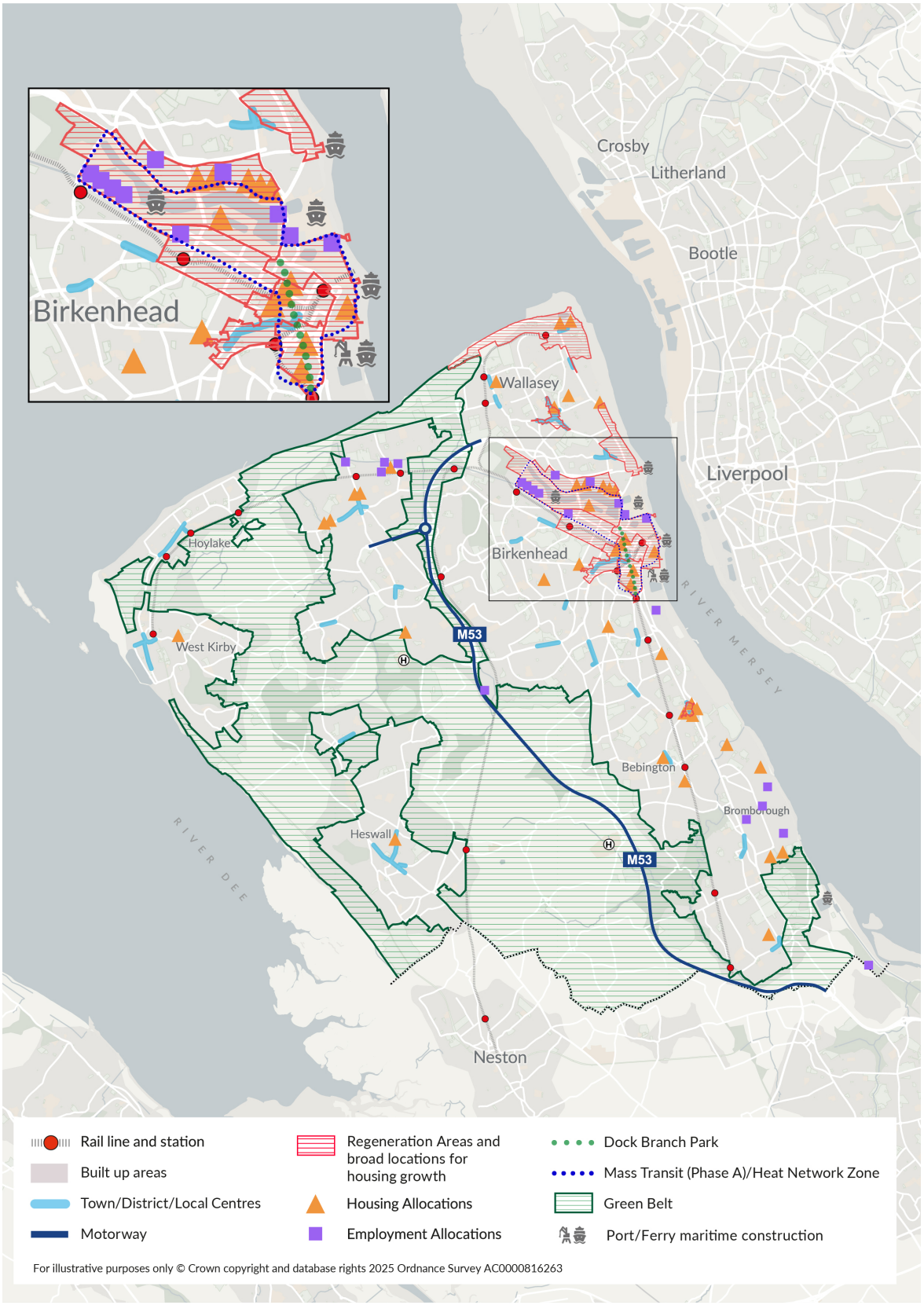
Figure 3.3 Boundaries of Settlement Areas and Regeneration Areas



Strategic Policies

3.15 The following suite of policies enables the delivery of the strategy and sets principles for all development. The Key Diagram for the Local Plan illustrates the spatial strategy and is shown below.

Key Diagram



Housing Need

3.16 The Borough is home to 144,596 households[33] and expected household growth over the Plan period is 6.1%[34]. The annual housing need for the Borough for the period 2022-2040 is 800 dwellings each year[35]. This Local Plan therefore seeks to enable the provision of a minimum of 14,400 net additional dwellings, and 1,149 units of C2 older people's accommodation[36].

3.17 The Council has applied a 10% discount to relevant categories of supply to account for the potential that some planned housing may not ultimately be delivered. The Local Plan housing trajectory can be found at Appendix 4.

3.18 The main components of the housing supply can be summarised as follows:

Table 3.2 Anticipated Minimum Supply Over the Plan Period

Supply category	Total dwellings
New Build Commitments at April 2023	1,546
Birkenhead Regeneration Framework Area (RA 1, RA 3, RA 4, RA 5, RA 6, and RA 7)	5,617
Other Regeneration Areas	518
Other Settlement Areas	2,200
Allowances[37]	1,934
Total Supply Figures may not add up due to rounding through the application of a 10% discount	**11,814**

3.19 This is based on evidence at the time of the Plan's preparation, as are figures given for site allocations and other developable areas. That is not to the preclusion of further development in line with the development plan, but a reflection of levels that are currently demonstrably deliverable or developable.

3.20 The Regeneration Areas will provide for the majority of planned growth in the Borough, approximately 50% over the Plan period. The housing provision within each Regeneration Area will be achieved through a mix of specific site allocations on which delivery is expected to begin during the early years of the Plan period and an allowance for the housing provision which is developable in the later years of the Plan period identified as broad locations. The allowances for developable sites within the broad locations comprise brownfield sites on which there is a reasonable prospect of delivery from year 6 onwards of the Local Plan period[38].

3.21 There are currently two made Neighbourhood Plans in Wirral, for Devonshire Park made 14 December 2015 and for Hoylake made 19 December 2016. Table 3.3 sets out the housing requirement for the designated Neighbourhood Areas.

33 Based on 2018 based ONS household projections 2021 in Wirral Strategic Housing Market Assessment Update (arc4, 2021), page 21, Table 2.1

34 Based on 2018 based household projections to 2037 in Wirral Strategic Housing Market Assessment Update (arc4, 2021), page 45, paragraph 2.38

35 750 per annum based on the Governments standard methodology for calculating housing need. In addition, an allowance of 50 dwellings each year is added to make up for demolitions {totalling 800 pa}

36 Wirral Strategic Housing Market Assessment Update (arc4, 2021) page 121, paragraph 7.12

37 Allowances for net gains from conversions and changes of use and new build windfalls from 2026/27 onwards (i.e. five-year supply years 4 and 5).

38 The evidence for the scale of housing delivery within the broad locations for growth is identified in the Wirral Local Plan Housing Delivery Strategy (Wirral Council, May 2022).

Table 3.3 Housing Requirements for Neighbourhood Areas

Neighbourhood Area	Anticipated Housing Delivery 2022 - 2040 (net new dwellings)
Devonshire Park	0
Hoylake	49

3.22 The end date for the Devonshire Park Neighbourhood Plan is 2030 but the Neighbourhood Plan only seeks to set criteria for the design and regulation of multiple occupancy dwellings and does not seek to identify any sites for new development. The Hoylake Neighbourhood Plan is currently being updated but it is not yet clear whether it will seek to identify any additional sites for new housing. The forums for North Birkenhead and Leasowe have not yet published any draft proposals[39].

3.23 This Local Plan seeks to reflect and support, rather than alter, the local priorities set out in the Neighbourhood Plans for Devonshire Park and for Hoylake and the figures in Table 3.3 set out the number of additional new build dwellings currently expected to be delivered within each Neighbourhood Area within the Plan period, based on existing commitments and land allocations. Additional sites that may come forward within any of the designated areas will however continue to be supported subject to the policies set out within this Local Plan and any relevant made Neighbourhood Plan.

Employment Land Need

3.24 The Wirral Employment Land and Premises Study 2021 considers the need for additional floorspace for the traditional 'B-class' uses. The B1 Use Class has now been incorporated into the new Use Class E which means there is the potential to repurpose former B1 office premises to alternative uses within the new Class E. To enable comparison with previous evidence, the Study adopted the previous B1 Use Class for the purposes of their analysis. The study utilises employment forecasts prepared by Oxford Economics for the Liverpool City Region in 2019, and it uses the same population, household and workforce data used for the preparation of the Wirral Strategic Housing Market Assessment.

3.25 The study shows that the retail and service sector including healthcare comprise the largest share of employment in the Borough, and are also the main source of employment growth to 2040, together with former B1a office-based activities. Other use categories, former B1b/c, and B2 general industry; and B8 warehousing and distribution, are both expected to see a reduction in number of jobs supported in Wirral by 2040, as the economy continues to shift towards the service sector. As such the baseline requirement for additional employment land to support jobs growth in the B2 and B8 Use Classes actually declines to 2040. However the study builds in allowances for windfall losses of employment land to non B Class uses, the need to maintain some vacant land to enable the market to operate and finally, the provision of additional land to accommodate the relocation of businesses locally to achieve the strategic vision in Birkenhead and Wirral Waters.

3.26 The Wirral Employment Land and Premises Study 2021 includes three alternative demand scenarios for jobs growth and the consequential employment land requirements. Firstly, the Economic Capacity Scenario tests the balance of jobs between sectors where the LCR forecasts may have missed local opportunities. Additionally, this scenario considers the impact of committed investment into Wirral not covered by the LCR forecasts and their potential impact on indirect job creation from spending on goods and services by the new project and induced job creation from spending of employees of the new project on goods and services. Secondly, the Workforce Capacity Scenario translates projected population growth into local workforce, and by making allowances for in/ out commuting, unemployment etc., identifies the total number of workers available for work in Wirral, which is then translated into floorspace and land requirements. Finally, the Market Capacity Scenario looks at the potential requirement for employment space and land should past trends be continued over the next 20 years to 2040.

39 The forum for Birkenhead and Tranmere dissolved in June 2018

3.27 The Market Capacity Scenario was discounted as the Wirral economy is already radically different to its historic nature, a trend likely to be exacerbated by other factors such as Covid-19 and Brexit with a clear switch of the economy towards less job dense activities[40], from primary and secondary sector to tertiary sector activities[41].

3.28 The Workforce Capacity Scenario was discounted because it may underestimate the importance of changes occurring in the Wirral economy from major investments and other factors that could lead to improved economic growth for the region such as levelling up initiatives and the potential impact of Covid-19 in reducing the predominance of large cities such as Liverpool over smaller town centres such as Birkenhead.

3.29 The Economic Capacity Scenario is considered to represent the best estimate of employment space requirements for Wirral as it builds upon the baseline position from Oxford Economics employment forecasts to add new layers of data which are not included in this baseline position, such as major investments. In both the Workforce and Market capacity scenarios, the level of traditional B Class jobs growth between 2020 and 2040 is broadly the same around 2,000, suggesting that the growth in the working age population predicted by the forecasting model used in the Wirral Employment Land and Premises Study 2021 could effectively support the level of job growth under the Economic Capacity Scenario.

3.30 The additional employment land requirements of the three scenarios plus the base position are summarised in Table 3.4 below:

Table 3.4 Employment Land Need Base Position and Demand Scenarios 2020-2040

Change 2020-2040 (B Class Only)	Base (initial)	Base (Including Churn, Windfall & Displacement)	Economic Capacity Scenario	Workforce Capacity Scenario	Market Capacity Scenario
Land (Ha)	**-23.20**	**20.90**	**49.00**	**37.80**	**131.20**
Office (B1a)	0.90	3.40	3.70	5.10	6.90
Other Business Space (B1b/c, B2)	-19.20	-5.80	20.20	3.10	25.40
Warehouse (B8)	-4.90	23.30	25.00	29.60	98.90

3.31 Although the forecast period in the employment land study is to 2040 it includes a pro-rata requirement for the Economic Capacity Scenario for the Plan period to 2037. The requirement for 2040 is smaller than 2037 due to the declining demand forecasts for employment land in Wirral over the later time period as a direct consequence of the reduction in employment levels in B Class employment expected from 2024.

Table 3.5 Economic Capacity Scenario 2020-2037

Economic Capacity Scenario 2020-2037	
Total (ha)	**52.90**
Offices (Class E, formerly B1a)	3.70
Other Business Space (formerly B1b/c/general industry (including B2))	23.00
Warehouse/distribution (B8)	26.20

40 job density is a measure of employees per square metre, the higher the job density of an activity, the more employees are accommodated per square metre of floorspace

41 Refer to Appendix 1 Local Plan Glossary for definitions

3.32 To accommodate jobs growth Policy WS 1 proposes to allocate 59.16ha net as employment land. The proposed allocations comprise surplus land within existing industrial areas at Wirral Waters and within the port areas and form part of a wider portfolio of employment land and premises in the Borough. This exceeds the requirement of 53 ha in order to provide for flexibility over the Plan period and in recognition that some of the sites may be required for relocation of existing businesses in connection with delivery of the wider Plan strategy and also that some sites are within the Port and Maritime Zone where port-related uses will be prioritised.

3.33 Given the changing nature of retail provision and the uncertain future of the high street the projected needs for new retail space are very low and there is little additional retail development planned beyond a restructuring of the sub regional centre of Birkenhead and some local centres[42].

Infrastructure

3.34 When development occurs, it places additional demands on infrastructure, including water, and energy supply, wastewater disposal, transport systems including roads, education and healthcare as well as open space and other green infrastructure. All new development requires some supporting infrastructure and this Local Plan is accompanied by a full Infrastructure Delivery Plan (IDP) which informs both the infrastructure proposals in the Plan, like transport systems and schools, and the contributions sought from developers toward this necessary infrastructure.

3.35 The critical and essential infrastructure identified in the IDP is considered necessary for development to go ahead. Desirable infrastructure is that which may be required through Local Plan policies for sustainable growth and to achieve good place making but would not necessarily prevent or delay the delivery of further development. Some elements of infrastructure will be required on-site whilst others can be paid for in lieu of on-site provision.

3.36 New development will be located and designed to enable the maximum sustainable travel possible which means low carbon transport solutions, focused on opportunities for walking, cycling and public transport. As part of this approach, development densities are to be increased in appropriate locations. Examples of desirable infrastructure to support sustainable growth and place making include proposals for a new mass transit system within Birkenhead connecting new neighbourhoods with one another and existing key locations, and the Local Cycling and Walking Infrastructure Plan (LCWIP) route between New Brighton and Birkenhead.

3.37 The location of development must avoid areas at greatest risk of flooding and account for expected changes to flood risk as a result of climate change. Such considerations also form part of the improvement and provision of a green and blue infrastructure network to support climate change mitigation and healthy places. A significant area of the Borough, particularly in coastal locations, within the low- lying coastal plains in the north and along main river corridors, are at some risk of fluvial or tidal flooding. A Level 1 Strategic Flood Risk Assessment (SFRA) and appropriate Level 2 studies have been completed for relevant land allocations, in consultation with the Environment Agency and the Lead Local Flood Authority.

3.38 A breakdown of the parts of the Borough where the key new development will occur is found in Policy WS 1, whilst sites and regeneration areas are identified on the Policies Map along with the major infrastructure proposals. Further detail is found in the relevant Regeneration Area policies, shown with the prefix 'RA' and Settlement Area policies, shown with the prefix 'WP' in Parts 4 and 5 of the Plan respectively, and in Appendix 9.

42 Wirral Retail and Centres Study (WYG, December 2019), page 51, Figure 9.1

Policy WS 1

The Development and Regeneration Strategy for Wirral 2022/23-2039/40

Climate Change

A. Within the period 2022-2040 the Local Plan strategy will move the Council toward a zero carbon future with high quality urban regeneration, economic transformation and environmental protection and enhancement. Developments shall support Wirral becoming carbon neutral through, where relevant:

1. Minimising carbon emissions;
2. Maximising carbon storage and sequestration; and
3. Mitigating and adapting to the impacts of climate change.

Homes

B. The Local Plan seeks to enable the provision a minimum of 14,400 net additional dwellings including new affordable dwellings, and 1,149 residential care places for older people i.e. C2 Class units. Dwellings will be delivered through:

1. The creation of new neighbourhoods through brownfield development:
   i. as part of the Regeneration Areas across the Borough, including those within Birkenhead identified on Figure 3.3; and
   ii. through the reuse of land previously used or allocated for employment use, including at Bromborough; and
2. suitable sites within Settlement Areas.

C. Net additional dwellings will be provided and distributed spatially across the Borough as shown on the Policies Map, as follows:

	Total (Figures may not add up due to rounding through the application of a 10% discount)	2022/23	2023/24 - 2027/28	2028/29 - 2032/33	2033/34 - 2037/38	2038/29 - 2039/40
Plan Requirement	14,400	500	2,544	4,232	5,107	2,043
Existing New Build Commitments Deliverable and developable sites with extant planning permission at April 2023. Figures for sites within designated Neighbourhood Areas are included in Table 3.3.	1,546	593	953	0	0	0
RA 1 - Seacombe Corridor	306	0	0	171	135	0
RA 3 - Birkenhead Waterfront	535	0	0	275	192	68

	Total (Figures may not add up due to rounding through the application of a 10% discount)	2022/23	2023/24 - 2027/28	2028/29 - 2032/33	2033/34 - 2037/38	2038/29 - 2039/40
RA 4 - Central Birkenhead	890	0	0	563	234	94
RA 5 - Hind Street & St Werburgh's	1,017	0	0	504	369	144
RA 6 - Wirral Waters	2,437	0	508	967	707	256
RA 7 - Hamilton Park	432	0	0	180	180	72
RA 8 - Northside	0	0	0	0	0	0
RA 9 - Liscard	180	0	36	108	36	0
RA 10 - New Brighton	272	0	11	261	0	0
RA 11 - New Ferry	66	0	57	9	0	0
Allocations in Remaining Settlement Areas. Figures for sites within designated Neighbourhood Areas are included in Table 3.3.	2,200	0	879	1,208	113	0
Allowance for Net Conversions and Changes of Use	1,514	114	200	500	500	200
Allowance for Windfalls	420	0	60	150	150	60
Total Plan Supply (net new dwellings)	11,814	707	2,704	4,894	2,616	894

D. New dwellings will be delivered in line with the housing trajectory set out at Appendix 4, namely an annual requirement of 500 dwellings per annum to 2027/28, 850 dwellings per annum between 2028/29 and 2032/33, and 1,025 dwellings per annum from 2033/34 to 2039/40.

E. The new dwellings will be delivered by:

1. Permitting development proposals where they comply with all other relevant policies of the Local Plan.
2. The development of new neighbourhoods.
3. Making the best use of land by ensuring that development densities are appropriate to the location and size of the site in accordance with Policy WS 3 criterion A. (Housing Density), including higher densities in Regeneration Areas and other suitable accessible locations.

Employment

F. The Local Plan will provide for new jobs to drive forward the economic transformation of the Borough and support the economic competitiveness of the Liverpool City Region. A minimum of 59.16ha of employment land will be provided over the plan period. Existing Primarily Employment Areas shown on the Policies Map will be protected. New employment development will be provided on the following types of land:

1. Allocations for main employment uses comprising 59.16ha (identified on the Policies Map and subject to Policy WS 4 Strategy for Economy and Employment);
2. Land within Primarily Employment Areas (identified on the Policies Map and subject to Policy WS 4 Strategy for Economy and Employment);
3. Employment led development within mixed use areas (identified on the Policies Map);
4. Employment sites with planning permission or currently under construction, for employment uses;
5. Regeneration and remodelling opportunities within existing employment areas;
6. Mixed use developments including as part of the regeneration and creation of new neighbourhoods; and
7. Other suitable sites in Wirral.

G. Port and maritime related facilities will continue to be promoted at Twelve Quays, West Float, Cammell Lairds and Eastham Dock Estate to reflect their strategic importance for marine engineering, cargo handling and freight movements.

H. The employment land allocations as shown on the Policies Map will be distributed as follows:

Location	2022-2027 (ha)	2028-2033 (ha)	2034-2039 (ha)	Total Net Developable Area (ha)
RA 1 - Seacombe Corridor	0	0	0	**0**
RA 3 - Birkenhead Waterfront	1.58	0	0	**1.58**
RA 4 - Central Birkenhead	0	0	0	**0**
RA 5 - Hind Street and St Werburgh's	0	0	0	**0**
RA 6 - Wirral Waters	5.69	11.70	0	**17.38**
RA 7 - Hamilton Park	0	0	0.98	**0.98**
RA 8 - Northside	0	11.66	0	**11.66**
RA 9 - Liscard	0	0	0	**0**
RA 10 - New Brighton	0	0	0	**0**
Settlement Area 1 - Wallasey	0	0	0	**0**
Settlement Area 2 - Birkenhead Commercial Core	6.58	0	0	**6.58**
Settlement Area 3 - Suburban Birkenhead	0.58	0	0	**0.58**
Settlement Area 4 - Bebington, Bromborough & Eastham	3.36	4.64	7.66	**15.66**

Location	2022-2027 (ha)	2028-2033 (ha)	2034-2039 (ha)	Total Net Developable Area (ha)
Settlement Area 5 - Leasowe, Moreton, Greasby & Woodchurch	0.25	3.39	1.10	**4.74**
Settlement Area 6 - West Kirby and Hoylake	0	0	0	**0**
Settlement Area 7 - Heswall	0	0	0	**0**
Settlement Area 8 - Rural Area	0	0	0	**0**
Total	18.04	31.39	9.74	**59.16**

I. In addition, the Local Plan will:

1. Support the regeneration and revitalisation of the Borough's centres.
2. Support growth in the port functions, maritime and logistics, renewable energy, advanced manufacturing, health and life sciences, digital and creative sectors, financial and professional services, tourism and further and higher education.
3. Seek social value added from development that provides for training and skills for local residents to equip them with the skills needed to access future employment opportunities within and outside Wirral.
4. Attract new businesses, encourage start-ups and help growing businesses.
5. Conserve heritage assets and their settings as appropriate to their significance and sustain and enhance their significance whilst putting them to viable use consistent with their conservation.

Flooding and Drainage

J. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

Green Belt

K. National Policy for the Green Belt will apply in the determination of relevant proposals.

3.39 The Local Plan strategy is premised on achieving momentum in respect of regeneration, increasing density where appropriate and increasing the viability of development over the Plan period. As such although the Local Plan does not contain sufficient deliverable or developable sites at the time of the examination to meet the full housing requirement of 14,400, it provides a policy framework that will enable that provision (along with robust monitoring and provision for review in the eventuality that is not realised over time).

Implementation

3.40 Policy WS 1 will be implemented though the application of the remaining policies in the Local Plan.

Viability of Development

3.41 As a first principle, the Council expects all development proposals to comply with the policies in the Local Plan including those for particular standards and those that relate to planning obligations to support infrastructure. In line with Planning Practice Guidance, under no circumstances will the price paid for land be a relevant justification for failing to accord with policies in the Plan.

3.42 In pursuit of the delivery of development the Council will build on its success, to apply for public funding to support development in the Regeneration Areas, which will pump prime key sites and enable public realm improvements to support placemaking. In addition, there are grants available direct to developers of sites, and relevant site developers are expected to apply for such grant to enable development to come forward.

3.43 Policy WS 2 explains how viability will be accounted for in determining applications for development. This policy should be read in conjunction with other policies in the Plan that also refer to the viability of proposals: Policy WS 3 regarding affordable housing in particular criteria E. and H., Policy WS 10 regarding infrastructure provisions, Policy WD 4 regarding sustainable drainage systems and Policy WD 23 regarding energy efficiency.

3.44 All policy requirements including planning obligation requirements set out within the Local Plan have been subject to Plan wide viability testing. Planning applications that comply with the policy requirements are assumed to be viable. Planning applications that do not comply with the policy requirements established in the Local Plan will normally be refused.

3.45 It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. Planning practice guidance identifies examples of such circumstances and Policy WS 2 assists the applicant in understanding how they might demonstrate such circumstances in the context of this Local Plan.

3.46 Planning Practice Guidance is clear that where contributions are reduced below the requirements set out in polices to provide flexibility in the early stages of a development, there should be clear agreement of how policy compliance can be achieved over time. As the potential risk to developers is already accounted for in the assumptions for developer return in viability assessment, realisation of risk does not in itself necessitate further viability assessment or trigger a review mechanism. Review mechanisms are not a tool to protect a return to the developer, but to strengthen local authorities' ability to seek compliance with relevant policies over the lifetime of the project.

3.47 In recognition of the expectation that viability will improve over time in Wirral, criterion C. of Policy WS 2 sets out that where appropriate, a review and clawback mechanism will need to be incorporated into a legal agreement where viability might improve over the lifetime of delivering the development, and therefore further public benefit can be gained from contributions to infrastructure.

Policy WS 2

Viability and Delivering Development

A. Development proposals will be expected to comply with all relevant policy requirements established within this Local Plan. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.

B. Proposals that do not fully accord with all relevant Local Plan policies on the grounds of viability, will only be approved by the Council where the applicant has demonstrated:

   1. through the submission of a viability assessment that the proposed development cannot be viably developed at the current time; and

2. that all opportunities to obtain external funding towards meeting funding gaps have been fully explored and maximised; and
3. that the benefits of the development outweigh any harm arising due to not fulfilling the policy requirements.

C. Where deemed appropriate, a review and clawback mechanism will be incorporated into legal agreements to ensure that additional contributions are provided over time as viability improves.

Implementation

3.48 Developers considering submitting a viability statement, are strongly encouraged to engage early with the Council to ensure this will meet the Council's requirements. The developer is expected to raise issues of viability at pre-application stage so as to open the dialogue with the Council in this regard.

3.49 Where a developer considers that site specific viability at application stage is appropriate, their reasons should be in line with National Planning Practice Guidance. Site specific viability assessment at application stage should conform to National Planning Practice Guidance, RICS best practice and the requirements of this policy. In particular, as noted in national guidance, under no circumstances should the price paid for land be a relevant justification for failing to accord with relevant policies in the Plan.

3.50 The circumstances under which the inclusion of a review and clawback mechanism in legal agreements will be necessary are related to the likely timescale of build out of the proposal, predicted changing land and property values over time, and any other relevant local circumstances.

3.51 The weight given to the viability assessment is a matter for the Council, having regard to all circumstances of the case including whether the Local Plan and viability evidence underpinning the Local Plan is up-to-date, and site circumstances including any changes since the Plan was brought into force, and the transparency of assumptions behind evidence submitted as part of the viability assessment.

Housing

3.52 The Local Plan supports the delivery of the three housing priorities: building more homes to meet our economic growth ambitions, improving the quality of housing available to our residents, and meeting the housing and support needs of our most vulnerable people to enable them to live independently, which were originally set out in the Wirral Housing Strategy 2016-2020[43]. These priorities remain relevant today and underpin the five key themes of the Wirral Plan 2021-2026[44]. In addition, the Local Plan also supports the delivery of the Wirral Homelessness and Rough Sleeping Strategy[45].

3.53 The type, mix, tenure and design of housing to be developed over the Plan period should meet the needs of all members of the community and aim to achieve a net zero carbon future. This requires provision to be made for all accommodation that is of an appropriate standard in terms of: the size of the dwelling; its environmental impact; its usability for people who are less mobile or have other physical or psychological needs; and for the many households for which market housing is beyond financial reach or unsuited to their needs.

43 The Wirral Plan : A 2020 Vision Wirral Housing Strategy (Wirral Council, July 2016)

44 Wirral Plan Equity for People and Place 2021- 2026 (Wirral Council)

45 Wirral Homelessness and Rough Sleeping Strategy 2020-2025 (arc4, December 2019)

Housing Density

3.54 Higher densities have been shown, alongside public transport measures, to be the most effective built form to drive down carbon emissions[46]. The Council has identified appropriate minimum densities for new housing development in different types of area in Wirral where densities can be increased without detriment to townscape or living conditions[47]. These are shown on the Policies Map and appropriate minimum densities are set in Policy WS 3.

Homes for People with Additional Needs

3.55 The Council's response to the evidence on housing needs is that, on the whole, people with additional housing needs are to be accommodated within mainstream housing and provided with care and support when needed . Nonetheless for some people, their needs mean that they require a form of specialist housing. There are recognised additional housing needs including age-related need, health-related need, life experience related need, and cultural heritage related need[48].

3.56 Some people have complex needs and may fall into several categories of housing need. Whilst some people require long-term accommodation to provide support for ongoing physical or psychological needs some require short-term supported housing which aims to enable them to move on to, or back into, mainstream housing. Most people with additional needs will not need specialist supported housing but may need adaptations to their homes and/or care and support provided in other ways[49].

3.57 The Council's evidence indicates a need for a broader housing offer for older people across the Borough[50]. This should assist in helping people to live independently for longer and ensure that when required people can gain access to supported housing. The Wirral Health and Care Commissioning Team are working jointly with developers and housing associations to develop Extra Care Schemes across the Borough. Over the period 2020-2037 there will be an additional 14,316 households headed by someone aged 65 and over[51], and the majority want to remain in their own homes.

3.58 Analysis of changes to the population suggests a need for an additional 1,149 residential care C2 Use Class places, and 2,332 units of specialist older persons dwellings C3 Use Class such as sheltered and extra care homes by 2037[52]. Whilst provision for the specialist older persons dwellings forms part of the overall housing requirement identified in paragraph 3.15, the residential care places are in addition to that requirement. It is expected that there will be a need for co-housing for self identified groups in the community seeking to share housing and care provision and also that the general housing stock can be adapted to meet changing needs as people age, or face disabilities.

3.59 Levels of poor health are above the national average in Wirral with 21.2% reporting in the 2011 Census that they were in 'fair/bad/very bad' health compared to a national average of 18.3%[53]. The household survey associated with the Strategic Housing Market Assessment indicated that 21.8% of all residents have an illness or disability with 8.6% citing a physical disability or impairment[54]. In 2020 there were an estimated 24,245 people with mobility difficulties across all age groups and this is projected to increase by around 1,900 by 2035[55].

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46 For example, in Greater Cambridge Local Plan, strategic options appraisal; implications for carbon emissions November 2020 Bioregional

47 Wirral Density Study Final Report and Policy Recommendations (Urban Imprint, February 2021)

48 For definitions please refer to Appendix 1 Local Plan Glossary

49 Wirral Strategic Housing Market Assessment Update (arc4, 2021), page 97, paragraph 5.3

50 Wirral Strategic Housing Market Assessment Update (arc4, 2021), page 121, paragraph 7.11

51 Wirral Strategic Housing Market Assessment Update (arc4, 2021), page 98, paragraph 5.8

52 Wirral Strategic Housing Market Assessment Update (arc4, 2021), page 121, paragraph 7.12

53 Wirral Strategic Housing Market Assessment Update (arc4, 2021), page 104, paragraph 5.25

54 Wirral Strategic Housing Market Assessment Update (arc4, 2021), Technical Appendices, page 110, paragraph F77

55 Wirral Strategic Housing Market Assessment Update (arc4, 2021), page 105, paragraph 5.27

3.60 Around 9.1% of households currently live in properties which have been purpose built or adapted for someone with an illness or disability. There is expected to be an increase of around 2,000 dwellings needing major adaptation across all households to 2037[56]. Given the ageing population of the Borough and the identified levels of disability amongst the population, there is a requirement that 6% of new dwellings are built to meet the wheelchair accessible and adaptable M4(3) Building Regulations standard[57] and that all remaining new dwellings are built to meet the M4(2) accessible and adaptable Building Regulations standard, to cater for the future needs of households in Wirral.

3.61 The number of people across all age groups with moderate or severe learning disabilities is estimated to be around 1,220 in 2020 rising to 1,240 by 2035, with a notable growth in people aged 65 and over with learning disabilities. Around 2,500 people had autistic spectrum disorders in 2020 and there is expected to be a slight increase in this number by 2035. The provision of specialist or supported housing is of most relevance to some people who have learning disabilities or autism.

3.62 There are also life experience related housing needs that are largely but not entirely provided for via public services. These include the needs of in-service and ex-service personnel, young care leavers, those with a history of substance misuse and people with a cultural heritage related housing need. Of those with a cultural heritage need Gypsy and Traveller households are specifically identified for provision by national planning policy.

Gypsy, Traveller and Travelling Show People Accommodation

3.63 There are presently no sites for Gypsy, Traveller and Travelling Show People within the Borough and recent evidence indicates there is no need for permanent pitches[58].

Self and Custom Build Housing

3.64 Whilst the popularity of self and custom build housing is relatively low in England it is gaining popularity and the Local Plan is expected to make provision for such development. During the period March 2016-January 2021, there were 304 households on the Councils Self Build Register. The Council will encourage the provision of self-build plots through Policy WS 3.

Student Housing

3.65 Whilst there was a significant student population identified in the 2011 Census of 16,429 there is not a significant level of purpose built student accommodation in Wirral as the preference is for city living in Liverpool. Detailed policies for self-contained flats and Houses in Multiple Occupation are contained within Part 6 of this Local Plan, including the requirement to be suitably located in terms of access to local services and a choice of means of transport, in line with Policy WD 6 Self-Contained Flats and Policy WD 7 Houses in Multiple Occupation respectively.

Affordable Housing

3.66 Relative affordability is measured by the relationship between average workplace earnings and lower quartile house prices. An analysis of 'genuine affordability' based on local incomes and the proportion of incomes that should be spent on housing[59] indicates that 25% of households on lower quartile incomes cannot afford any tenure option at current Borough prices[60].

3.67 Affordable housing is delivered through the Council and Registered Social Landlords such as housing associations, as well as via private development where either a proportion is sold as an affordable home ownership product or transferred to a Registered Social Landlord to manage as a rental property, or part rental in the case of shared ownership products. National policy requires that at least 10% of homes on major developments proposing housing are to be

56 Wirral Strategic Housing Market Assessment Update (arc4, 2021), page 102, paragraph 5.23

57 The Building Regulations UK Part M

58 Wirral Council Gypsy and Traveller Accommodation Assessment (ORS, September 2019)

59 Calculated as 25% of gross household income for rent or 3.5 times gross household income for buying a property

60 Wirral Strategic Housing Market Assessment Update (arc4, 2021), page 75, paragraph 3.18

provided as affordable home ownership products[61]. 25% of the affordable homes must be First Homes. The specific tenure of the remaining affordable housing can be determined by the Council depending upon the local evidence.

3.68 The Council's evidence indicates that overall a minimum of 20% of newly built housing over the Plan period should be affordable. Taking account of the national requirement for at least 25% of affordable housing delivered by developers to be First Homes, means that the mix of affordable housing to be provided overall should be 35% social rented, 22% affordable rented with 43% for affordable home ownership[62]. The testing of the impact of this requirement on development in the different value areas in the Borough has informed the levels of affordable housing to be sought via Policy WS 3.

3.69 The Council will seek to support regeneration on sites with poor viability at the outset of the Plan period by reducing or waiving the affordable housing requirement on earlier phases of development, where this is necessary to enable development of an appropriate quality to take place. However, the later phases of development will be expected to make provision for an increased level of affordable housing where market conditions improve to ensure that the overall proportion of affordable housing needed is achieved. This will be managed via Planning Obligations and S106 agreements or planning conditions as appropriate.

Housing Mix

3.70 The housing mix sought during the Plan period is intended to meet the needs of the range of future households in the Borough in line with the most recent evidence at the time. The Wirral Strategic Housing Market Assessment identifies a need across all tenures of almost 61% of housing and 65% of market housing to have three or more bedrooms to accommodate families.

3.71 The Council's ambition is to bring more families into the regenerated areas of eastern Wirral and to preserve the supply of existing family housing where appropriate. The policy approach of the Local Plan requires schemes to provide for an appropriate housing mix, including the need for larger sized homes to support families. The Council is promoting and requiring innovative approaches to providing for family sized homes at higher densities in urban and sustainable locations. The Council will require that dwellings for families will be delivered within the Regeneration Areas of the Borough. The placemaking approach to the Regeneration Areas will create enhanced new sustainable communities and environments.

Viability

3.72 The Plan's viability study undertaken by Aspinall Verdi[63] identifies four main 'value areas' or Viability Zones across the Borough where new market housing is more or less capable of supporting additional policy requirements without making development unviable, which are reflected in the requirements set out in Policy WS 3 and other relevant policies in this Local Plan. The Viability Zones are based on Electoral Wards and are shown on the Policies Map and in Appendix 5.

61 National Planning Policy Framework, paragraph 65

62 Wirral Strategic Housing Market Assessment Update (arc4, 2021), page 117, paragraph 6.7

63 Wirral Local Plan CIL and Viability Assessment (Aspinall Verdi, 2022)

Policy WS 3

Strategy for Housing

Housing Density

A. New residential development on unallocated sites and outside of Conservation Areas within the Density Zones shown on the Policies Map should be provided at the following minimum densities unless it can be demonstrated that this is not appropriate having regard to site characteristics:

Residential Density Zone (as shown on the Policies Map)	Definition	Minimum density (dwellings per hectare)
Waterfront Density Zone (RES-DZ1)	Sites within identified Regeneration Areas within 800m (10 minute walk) of the Birkenhead docks and waterfront, with access to high frequency public transport interchanges, including the ferry terminals.	70
Urban Core & Town Centres Density Zones (RES-DZ2)	Sites within 800m (10 minute walk) of Birkenhead town centre or within 400m (5 minute walk) of other designated town centres, which are well served by public transport and other community facilities.	60
Transit Area Density Zones (RES-DZ3)	Other urban sites within 800m (10 minute walk) of a railway station or high frequency bus route.	50
Suburban Area Density Zones (RES-DZ4)	Sites within 1200m (20 minute walk) of a railway station, which are also within 400m (5 minute walk) of multiple community services and facilities, including district centres, schools and open spaces.	40

B. Outside these identified Residential Density Zones, new residential development must maximise efficient use of land, having regard to the prevailing character of the area. Sites with an area of 1 hectare or more should achieve a minimum density of 30 dwellings per hectare unless it can be demonstrated that this would not be appropriate having regard to site characteristics.

Affordable Housing Requirements

C. Within the following areas shown on the Policies Map and shown and listed in Appendix 5, proposals for new-build market housing of 10 or more dwellings will be required to provide tenure blind affordable housing within the site at the following rates, unless up-to-date and robust evidence indicates otherwise:

Viability Zone 1 (VZ-1)	10%
Viability Zone 2 (VZ-2)	10%
Viability Zone 3 (VZ-3)	20%
Viability Zone 4 (VZ-4)	20%

D. In Viability Zones 1 and 2 on multiphase schemes provision may be made via a S106 agreement to meet the full affordable housing requirement of 10% on later phases of development, to permit a greater proportion of market housing to be delivered earlier and to accommodate any future rise in property or land values.

E. 25% of the affordable housing provided shall comprise First Homes where this is required by national policy. The remaining affordable housing will be for alternative affordable home ownership products, affordable rent and social rent in line with national policy unless that significantly prejudices the ability to meet the identified affordable housing needs of specific groups (including with reference to the latest Strategic Housing Market Assessment). Where relevant, affordable housing for rent should be designed to facilitate transfer to an appropriate Registered Social Landlord or equivalent affordable housing provider.

F. Affordable housing will be secured through an appropriate planning condition or legal agreement. Off-site provision or equivalent payment in lieu of affordable housing will only be considered if it can be demonstrated that on-site provision would not be practicable, the approach can be robustly justified, and the proposal would be more effective for achieving a mixed and balanced community.

G. The provision of affordable housing may vary on a site-by-site basis taking into account evidence of local need and where appropriate the viability of the development. Any relaxation of the affordable housing requirements set out in criteria C.-F. will only be supported if it complies with Policy WS 2 Viability and Delivering Development.

H. Proposals that would provide for levels of affordable housing exceeding the thresholds set out in criterion C. of this policy will be accorded due weight in reaching a balanced planning judgement on their merits where such schemes are in accordance with the strategic approach to distributing the development through this Plan.

Housing Mix

I. All new residential developments must provide homes of an appropriate type, size and tenure to meet the needs of the local community including specialist housing for the older population and other specialist needs where appropriate.

J. Outside identified Regeneration Areas, a minimum of 70% of market dwellings will be developed for larger dwellings of three or more bedrooms, within Use Class C3. Within identified Regeneration Areas this should be a minimum of 30%.

K. The following criteria will be taken into account when assessing whether sites are capable and suitable of accommodating larger dwellings:

1. whether the resulting development will be appropriate to the character of the surrounding area;
2. whether the resulting development would fulfil other identified aspirations of the Council, including the need to support a viable form of development, to secure necessary social, economic and environmental benefits; or
3. whether local evidence of housing need and demand indicates that an alternative mix of housing would be more appropriate to secure; or
4. whether alternative provision would meet another aim of the Council, such as provision for elderly persons, including bungalows or other specialist housing needs and a proportion of the site can still be developed as family housing.

Self Build and Custom Build Housing

L. The Council will support the development of self-build and custom-build housing in line with the spatial strategy and other policies in this Plan where a need is identified and will work with developers on sites where more than 50 houses are proposed to secure the delivery of serviced plots for custom and self-build dwellings.

M. On sites where more than 50 houses are proposed, plots to be set aside for self and custom build housing must be available and marketed at an appropriate level for the proposed use for at least 12 months. After 12 months, if a plot has not sold, the plot may either remain on the open market as a serviced plot or be built out by the developer.

Specialist Housing

N. Specialist housing for older people or groups with particular housing needs will be supported provided it can be demonstrated that the development is in a sustainable location, with good access to local services and appropriate on-site amenity space; is designed and

managed to provide the most appropriate types and levels of support to the proposed occupiers; and adequately caters for the needs of any support staff and associated services including medical support.

Accommodation for Gypsies, Travellers and Travelling Showpeople

O. Lawful accommodation for Gypsies and Travellers and Travelling Showpeople where an ongoing need has been demonstrated, should be retained or replaced before alternative development on the existing site will be permitted.

P. Provision for accommodation for Gypsies and Travellers and Travelling Showpeople should be made in accordance with Policy WD 9 Accommodation for Gypsies, Travellers and Travelling Showpeople.

Implementation

Density

3.73 National Policy promotes the effective use of land while safeguarding and improving the environment and ensuring safe and healthy living conditions, in a way that makes as much use as possible of previously developed or 'brownfield' land. Not all areas are suitable for higher densities and Policy WS 3 criteria A. and B. seeks to identify the areas where the efficient use of the most accessible land may mean that a higher density of development may be appropriate. Further information can be found in the Wirral Density Study 2021[64].

3.74 The minimum densities set out in Policy WS 3 criteria A. and B. are to be used as the starting point for the consideration of the type and scale of development that is likely to be most suitable in these locations, subject to any other site-specific constraints. Developers submitting proposals within these areas that would be below the specified densities, will need to demonstrate why it would not be appropriate to develop their particular site at a higher density.

3.75 Density in respect of criteria A. and B. of Policy WS 3 is to be calculated by net developable area once roads and open space, policy designations and other physical constraints have been deducted. The minimum densities set out in Policy WS 3 will not be held to apply within a designated Conservation Area.

Affordable Housing

3.76 Under Policy WS 3, in addition to meeting the requirements of national policy, affordable housing should meet the needs for specific groups identified in the most recent adopted Strategic Housing Market Assessment for the Borough or a local housing needs assessment or other evidence of local housing needs verified by the Council, and taking into account local market conditions, the structure of the local housing market and interest from potential Registered Providers.

3.77 Affordable housing should not be placed in the least favourable environment on site and access to amenities and transport can be more important to those requiring affordable housing than other occupants.

3.78 Criteria D. and E. of Policy WS 3 recognise that in some of the regeneration areas where values may currently be very low and viability is a challenge that will be overcome by public investment, the market will be stimulated by new development and gradually property and land values will rise. Where it can be shown that initially the values are too low to support the levels of affordable housing sought, then S106 agreements may be used to enable later phases of the developments to deliver the necessary affordable homes or payment in lieu. This accords with Planning Practice Guidance on the review of viability during the lifetime of the project[65]. Affordable housing may not, therefore, be required to be provided by new market housing development in Viability Zone 1 and Viability Zone 2 until viability improves and regeneration enables higher values to be achieved. New and improved affordable housing within these areas will however, continue to be provided through publicly funded programmes[66].

64 Wirral Density Study Final Report and Policy Recommendations (Urban Imprint, 2021)

65 National Planning Practice Guidance – Viability – Paragraph 009 Reference ID-10-009-20190509

66 further information is set out within the Wirral Local Plan Housing Delivery Strategy (Wirral Council, May 2022)

3.79 National exemptions apply[67] where a development is solely for build to rent, specialist accommodation for a group of people with specific needs, self or custom build or exclusively for affordable housing, and on entry level exception sites or rural exception sites.

Self-Build Housing

3.80 The Council supports the principle of Self and Custom Build development as a way to bring choice to the housing market as well as enabling local people to design and build their own home that will meet their specific needs.

3.81 Self-build is where someone directly plans the design and construction of their own home, finding and buying the plot of land and either physically undertaking the work themselves as a 'DIY' project or arranging for a contractor to build their own home for them.

3.82 Custom build projects are where someone works with a specialist developer to deliver their new home. In this scenario, the custom builder may secure the site and manage the build.

3.83 For the purpose of this policy, the terms custom and self-build relate to a range of dwellings which may be based on:

I. Self-build homes: where a person manages the design and construction and may undertake some of the building work or contract it to others.

II. Contractor built homes: after deciding on a design, a contractor is employed to do all of the building work.

III. Independent community collaboration: where a group of people acquire a site and split it into plots for self-build homes, which may include sharing labour and expertise.

IV. Supported community self-build: where a social landlord or a similar supportive body helps people build a group of homes together.

3.84 Homes built to a customer's specification by a developer based on a range of the developers designs do not represent a custom-build home.

3.85 There is a long history of windfall sites consistently becoming available across the Borough and it is considered that they will continue to provide a reliable source of supply during the Plan period. It is anticipated that small windfall sites will play a role in meeting demand from those self-builders who wish to purchase an individual plot which does not form part of a larger housing site.

3.86 On sites of more than 50 dwellings, plots to be set aside for self and custom build housing must be available and marketed for at least 12 months. After 12 months, if a plot has not sold, the plot may either remain on the open market as a serviced plot or be built out by the developer.

Specialist Housing

3.87 The term specialist housing includes a wide range of housing to meet particular physical and mental health and age-related needs. ‘Specialist housing’ includes both Use Class C3 residential and Use Class C2 residential accommodation and care to people in need of care. It includes residential care for the elderly, or adults or children with special needs of some kind, which may include for example, those with learning difficulties or other vulnerable people.

3.88 It also includes sites upon which caravans can be stationed. This reflects the Councils duty, as a local housing authority, to identify the needs for some types of homes under Section 8 of the Housing Act 1985.

3.89 The distinction between a residential home under Use Class C2 and extra care housing is blurred and case law identifies a two hour weekly care package as being a C2 Use. This is more akin to general or specialist housing for older people. A number of housing allocations and existing commitments already include proposals for special housing provision including extra care, some of which are supported by Council and other public funding as well as market providers. While the Council does not wish to be overly prescriptive, it is expected that other housing allocations and sites within broad locations will also include similar types of provision on land identified for housing where the site is suitable and a demonstrable local need is present.

67 National Planning Policy Framework, paragraph 65

Appropriate provision will also be secured within areas identified as subject to a future masterplan. Policy WS 3 therefore only seeks to set out a criteria-based approach, to allow provision to be made in a wide variety of suitable locations, as identified local needs arise.

Accommodation for Gypsies, Travellers and Travelling Showpeople

3.90 Proposals for accommodation for these groups will be considered against the criteria in Policy WD 9 Accommodation for Gypsies, Travellers, and Travelling Showpeople.

Economy and Employment

3.91 The Government's Build Back Better: Our Plan for Growth[68] provides the backdrop to the economic strategy of the Local Plan and aims to support economic growth through significant investment in infrastructure, skills and innovation; pursue growth that levels up every part of the UK; and enable the transition to net zero carbon.

3.92 The Liverpool City Region Growth Strategy[69] identified sub-regional strengths in advanced manufacturing, creative, financial and professional services, health and life sciences, low carbon energy, maritime and logistics sectors and the visitor economy, and its successor the Liverpool City Region Local Industrial Strategy[70] sets out a vision for delivering a competitive, clean and inclusive City Region.

3.93 The Covid-19 pandemic has required a re-focus towards economic recovery and resilience therefore the Growth Strategy and Local Industrial Strategy have therefore been used inform the Liverpool City Region Building Back Better Economic Recovery Plan[71] and emerging Plan for Prosperity, which seeks to create a fairer, stronger and cleaner City Region, where no-one is left behind. The Recovery Plan sets out an ambitious economic recovery strategy for the City Region which supports existing businesses to recover and to encourage business growth; protect gains already made in education, skills and employment and prepare the local workforce for future growth industries; and accelerate investment in green recovery and help businesses to refocus and capture the opportunities and competitive advantages ahead. Key targets for the City Region include the creation of 94,000 permanent jobs, with a further 28,000 jobs in construction, and securing employment for 26,000 people who are not in work.

3.94 The Wirral Plan 2021-2026 currently seeks to capitalise on the economic, historic, cultural and land assets of the Borough in its regeneration efforts to foster a vibrant place for business. A key ambition is to provide sustainable employment for local people, and reduce both unemployment and inequalities, particularly in east Wirral. This is also reflected in the Wirral Community Wealth Building Strategy aimed at supporting communities to support themselves by providing opportunities for growing the number of small business and residents to be able to access employment. The ambition is for a prosperous, inclusive economy where local people can get good jobs and an economy that benefits all residents and keeps money within Wirral[72].

3.95 The Wirral Economic Strategy[73] supports the Wirral Plan 2021-2026 and sets out an Action Plan and performance framework for the Council and its partners to deliver inclusive economic growth in the Borough, including supporting businesses to become more responsive and resilient to economic, social and environmental change; facilitating sector growth, innovation and clustering of high value activities; and ensuring that Wirral has a flexible portfolio of high quality employment land, sites and premises. It also aims to create more employment opportunities in the labour market and support the recruitment of local labour and develop a skilled and productive workforce to meet the existing and emerging skills needs in the local economy, including supporting key sectors.

68 Build Back Better: Our Plan for Growth (HM Treasury, 2021)
69 Building Our Future - Liverpool City Region Growth Strategy (2016)
70 Liverpool City Region Combined Authority Local Industrial Strategy (March 2020)
71 Building Back Better – Liverpool City Region Combined Authority Economic Recovery Plan (July 2020)
72 Wirral Community Wealth Building Strategy 2020-2025 (Wirral Council)
73 Wirral Economic Strategy 2021-2026 (Wirral Council, October 2021)

3.96 The role that the Local Plan plays in realising these ambitions is to support regeneration proposals and foster a positive environment for all business through the provision of a wide range of employment and mixed use sites in line with Local Plan Strategic Objectives 10 and 11. In the countryside, which is Green Belt, the Council will do all it can to support business within the parameters of national Green Belt policy.

3.97 The key locations for business within the urban areas are broadly divided into town centres and industrial and business estates throughout the settlement areas, including those along the A41 and port related locations. These are identified on the Policies Map and in Policy WS 1 as Primarily Employment Areas or as part of the Port and Maritime Zone. Of particular importance to the maintenance of the local economy over the Local Plan period are the following sectors and characteristics:

I. high quality, large, medium and small scale office space in Birkenhead and Wirral Waters;

II. the regeneration of traditional employment areas to offer premises that modern companies need, particularly in the hinterland surrounding Wirral Waters;

III. greener growth and technology that can address the climate change emergency, including construction and supply chain facilities for offshore wind, solar power, the circular and the low carbon economies;

IV. high quality premises for key employment sectors including food; research and development; advanced manufacturing and engineering; health and life sciences facilities; creative, digital and technology; and financial and professional services; maritime and logistics; energy and environment;

V. digital infrastructure to support economic development and future employment;

VI. port-centric, distribution, logistics, maritime and heavy-engineering sectors;

VII. flexible business space to meet the diverse needs of start-up, micro, small and medium size enterprises; and

VIII. retail, hospitality and leisure uses that support place making objectives in Regeneration Areas.

The Port and Maritime Zone

3.98 The Port and Maritime Zone shown on the Policies Map incorporate existing port and port-related activities (such as ship building and repair) on the Mersey coast and Birkenhead Docks. The Mersey Ports is the umbrella term for the Port of Liverpool, which in Wirral comprises the Birkenhead Docks, Tranmere Oil Terminal and the QE II Dock at the entrance to the Manchester Ship Canal, a 36-mile inland port[74]. Collectively the Mersey Ports form an international gateway recognised by the Government as a key component of our global trading links and hence fundamental to the UK's economic prosperity. In addition Cammell Laird are a major ship building and repair business located on the Mersey coastline just south of Birkenhead.

3.99 The Port of Liverpool, located within the Council boundaries of Wirral, Sefton and Liverpool, is the most important UK deep sea port for container services between Great Britain and North America[75]. It is also the main link to Ireland, handling over 30% of all freight to and from Great Britain. The operational facilities located within Wirral handle around 40% of all Mersey Ports annual throughput by tonnage.

3.100 Peel Ports, owners of the Port of Liverpool and the Manchester Ship Canal, have a Mersey Ports Master Plan which sets out a 20-year Strategy for Growth. Over the Local Plan period, the growth of the Port of Liverpool and its integration with the Manchester Ship Canal to Salford is expected to bring major economic benefits for the Liverpool City Region and the wider national economy by increasing opportunities for trade with the rest of the world, including key markets in the Far East and the Americas and is recognised as presenting key opportunities to stimulate low carbon growth in the region.

74 handling circa. 7 million tonnes cargo per annum

75 ranked 7th in the UK in terms of total tonnage, handling around 33 million tonnes per annum; and 4th largest for container traffic

3.101 The National Policy Statement for Ports 2012 provides the framework for decisions on proposals for new port development and is also a relevant consideration for the Marine Management Organisation, which decides other port development proposals and for the local planning authority. It applies, wherever relevant, to associated development, such as road and rail links, for which consent is sought alongside that for the principal development. Also relevant is the North West Inshore and North West Offshore Marine Plan[76].

3.102 The operational port within Birkenhead has already been determined by Act of Parliament. Similar rights apply at Eastham Docks. Operational port activities such as loading and unloading and the storage of cargo is covered by Permitted Development rights and the role of the Local Plan in controlling these activities is therefore limited. Planning permission is, however, still required when land within the dock estate comes out of port use or where activities such as the processing of cargo takes place.

3.103 Given the importance of the docks and related businesses it is critical that these uses are protected as far as possible. Where they need to be relocated for regeneration purposes, sites have been identified, and these land requirements have been factored into the land supply. Where planning permission is required, the Council will use planning conditions to limit the effects of noise, dust, smells or other forms of pollution on local communities, and where possible seek improvements to the environment in line with Policy WD 14 Pollution and Risk. Where development does not require planning permission, the Council may still be able to address other impacts on local amenity by other legislation e.g. public health.

Liverpool City Region Freeport

3.104 In the March 2021 Budget, following a competitive national bidding process, the Liverpool City Region was announced as one of eight prospective Freeports in England. The full business case was approved by central Government in December 2022. Freeports are designed to create national hubs for global trade and investment across the UK, promoting regeneration, job creation and acting as a hotbed of innovation. As part of the Liverpool City Region proposal, Wirral Waters identified in Policy RA 6 and Northside identified in Policy RA 8 are designated as one of three Tax sites across the region where eligible businesses may benefit from a package of investment and tax incentives and wider Government support. The regeneration of Wirral Waters is intended to support the advanced manufacturing base and to be a focus for dedicated maritime and decarbonisation innovation, skills research and development and growth.

Employment Land Demand and Supply

3.105 The breakdown of the additional employment land required to support jobs growth for 'B-class' employment uses between 2020 and 2037 of 52.9 hectares was found to be 3.7 hectares for office uses, 23 hectares for other business space and 26.2 hectares for warehousing[77]. Based on the conclusions of the City Region Strategic Housing Market and Employment Land Assessment large scale B8 warehousing study[78], no additional provision for large scale B8[79] is made within Wirral in the Local Plan due to the Borough's position relative to logistics demand.

3.106 The Local Plan allocates 59.16ha of additional employment land to accommodate jobs growth over the Plan period. The proposed allocations comprise surplus land within existing Primarily Employment Areas, Wirral Waters and the Port and Maritime Zones and form part of a wider portfolio of employment land and premises in the Borough. Mixed use sites (including potential sites within the Wirral Waters East Float Masterplan Area) have not been included in this figure because the quantum of land likely to come forward for main employment uses on these sites is currently unknown. However, it is recognised that these sites could deliver an extra quantum of employment land to the supply. The range of locations and quality of site, as well as the policies in the Plan, are intended to enable the Plan to be flexible to business needs.

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76 Adopted in 2021 by the Marine Management Organisation

77 Wirral Employment Land and Premises Study (Avison Young, 2021), page 117, Table 8.18. Office space is equivalent to the previous B1a Use Class; other business space is the previous Use Class B1b/c and remaining B2 Use Class; and warehousing falls within the remaining B8 Use Class

78 Liverpool City Region Strategic Housing and Employment Land Market Assessment (GL Hearn, 2018)

79 an individual unit greater than 9,000 sq m

3.107 A buffer is provided in the allocated supply in this Local Plan in order to provide for flexibility over the Plan period and in recognition that some of the sites may be required for relocation of existing businesses in connection with delivery of the wider Plan strategy and some sites are within the Port and Maritime Zone where port related uses take priority. The precise needs for employment land will vary year by year over the Local Plan period and these needs will be regularly reviewed as part of the 5 yearly cycle of Local Plan review.

3.108 The market's favoured locations for high quality employment sites are Birkenhead and Bromborough. The likely future locations for office developments are mostly in Birkenhead Town Centre – specifically the Birkenhead Commercial District identified in Policy RA 4 Central Birkenhead Regeneration Area; and Wirral Waters identified in Policy RA 6 Wirral Waters Regeneration Area. Here and in the surrounding Regeneration Areas forms of employment development new to Wirral are expected to appear during the Plan period in the form of new workshop space, shared workplaces, small scale distribution uses and mixed residential and workplaces. The expectation is that business start ups will be supported by the provision of such small and flexible premises.

3.109 Policy WS 4 seeks to ensure that allocated sites are used for industry, warehousing or office use as 'main employment uses' under criterion A.1., whilst Primarily Employment Areas defined on the Policies Map are used for 'main employment uses' and for other activities that generate employment that is not more suited to a town centre or residential area, as 'wider employment generating uses' in criteria A.3., and B[80]. This respects the Permitted Development rights for changes of use within national policy and is an approach considered to respond flexibly to the changing needs of business. Mixed use sites including potential sites within the Wirral Waters East Float Masterplan Area (MPA-RA6.1) have not been included in this figure because the quantum of land likely to come forward for main employment uses on these sites is currently unknown. However, it is recognised that these sites could deliver an extra quantum of employment land to the supply.

3.110 A proportion of the existing stock of premises is reaching the end of its life, and is of poor quality. It is expected that over the Local Plan period much of this will be redeveloped and Policy WS 4 allows for this eventuality. The allocations identified in this Local Plan form part of a wider employment land portfolio of 216 hectares gross, 156 hectares net, mostly located within the Primarily Employment Areas shown on the Policies Map and assessed in the Wirral Employment Land and Premises Study 2021[81]. The expected development trajectory of the allocated sites is outlined in Local Plan Appendix 6. Parts 4 and 5 of the Local Plan contain further detail in respect of specific expectations surrounding the use of sites and locations for employment and mixed use purposes.

The Visitor Economy

3.111 The globally influential Port Sunlight and Birkenhead Park are important heritage attractions alongside the backdrop of Liverpool's historic waterfront. Indeed, the natural and built heritage, leisure and cultural assets of the Borough in its coastline, parks and countryside as well as coastal towns, attract a significant and growing number of visitors. Visitor numbers are expected to continue to increase over the Plan period. This Local Plan seeks to support the Wirral Visitor Economy Strategy[82] to support and grow tourism not only through urban regeneration but also through the benefits gained from improvements to the green and blue infrastructure network, public access to the countryside, and improved tourism facilities. Figure 3.4 identifies the Borough's principal tourism assets[83].

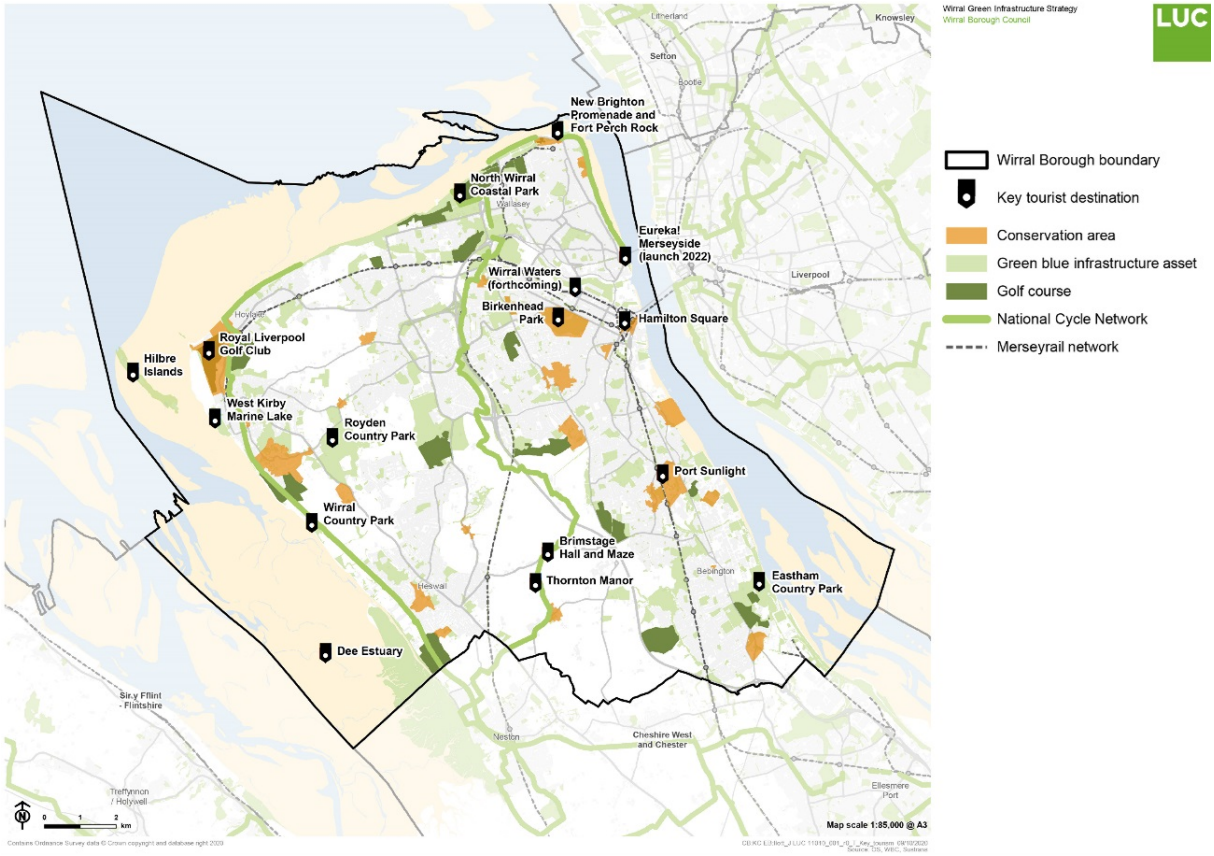
80 Fuller definitions are set out within the Local Plan Glossary in Appendix 1

81 Wirral Employment Land and Premises Study Final Report (Avison Young, August 2021)

82 Wirral Plan Wirral Visitor Economy Strategy 2017-2020 (The Wirral Partnership)

83 Wirral Green and Blue Infrastructure Strategy (LUC, 2021), Part 1, page 65, Figure 3.14

Figure 3.4 Tourism Assets



The Rural Economy

3.112 The rural economy is directly linked to the visitor economy but is also home to agricultural business. Whilst agriculture only makes up around 0.2% of the employment in the Borough it accounts for nearly 27% of the land use[84] and is predominantly in dairy farming. The Council recognises the pressures on agricultural business following Brexit and restructuring of subsidies for food production, together with the move toward encouragement to farmers to act as stewards of the land and water for wider biodiversity and public access purposes.

3.113 The rural area of the Borough is also designated Green Belt which means that development must respect national Green Belt policy - which in turn respects the need for a working countryside for food production, allowing for agricultural and forestry practice and development. Within the national rules for Green Belt the Council seeks to support the visitor economy. Whilst a test requiring 'very special circumstances' to be proven for development in the Green Belt is applied, outdoor uses for sport and recreation purposes are not incompatible with the Green Belt and new buildings for such uses are not inappropriate provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it, and the re use of buildings is not inappropriate[85]. Indeed, national policy indicates that local planning authorities should plan positively to enhance the beneficial use of Green Belts such as looking for opportunities to provide access; provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land[86]. There is, therefore, some flexibility in national policy to allow for well planned development in the Green Belt that can support the rural economy and the visitor economy whilst not damaging the very environment upon which they depend. Policy for the rural area is set out in Part 5 Policy WP 8.

84 Study of Agricultural Economy and Land in Wirral (ADAS, 2019)
85 National Planning Policy Framework, paragraphs 147-151
86 National Planning Policy Framework, paragraph 145

Policy WS 4

Strategy for Economy and Employment

Meeting the Strategy

A. The employment needs of the Borough will be met by helping to deliver the objectives of the Council's economic strategy through:

1. the allocation of a minimum of 59.16 hectares of land for main employment uses for delivery of sufficient employment land and premises of the necessary range and quality to meet the identified requirements, compatible with the Local Plan spatial strategy; and
2. meeting the land and premises needs of existing businesses in the Borough through grant of planning permission in line with policies in this Local Plan; and
3. the retention and enhancement of the Primarily Employment Areas shown on the Policies Map, for their existing uses or for wider employment generating uses; and
4. the provision of new or net additional employment floorspace on sites allocated for employment uses including those in regeneration areas; and
5. supporting the Town, District and Local Centres shown on the Policies Map, as locations for employment and business; and
6. supporting tourism and the visitor economy; and
7. supporting the improvement of the Borough's employment related infrastructure; and
8. supporting local employment by facilitating the training and upskilling of the workforce.

Designated Employment Areas

B. Land will be safeguarded within the designated Primarily Employment Areas shown on the Policies Map to create and maintain local employment and provide a range and choice of sites and premises in terms of quality, accessibility, type and size. Proposals for the redevelopment, renewal, intensification, or extension of existing employment sites and premises within Use Classes B2 and B8, or wider employment generating uses will be encouraged.

C. Uses other than main employment uses and wider employment generating uses will only be acceptable in Primarily Employment Areas where:

1. It has been demonstrated with information regarding the marketing of the site and other market signals that there is no longer a reasonable prospect of the site being used for the existing employment use, main employment uses or wider employment generating uses or an alternative proposal within Use Classes B2 and B8; and
2. the uses proposed are compatible with the character of the surrounding area and would not restrict the operation or function of existing employment uses.

Port and Maritime Zone

Port Related Uses

D. Proposals to continue the sustainable development of the Ports will be supported. In particular, development requiring a port location, including related supply chain activities and improvements to the accessibility of the ports by low carbon modes of transport, will be supported.

E. Port and marine-related proposals requiring approval from the Local Planning Authority within the Port and Maritime Zones shown on the Policies Map, should:

1. make effective use of existing port infrastructure and/or associated rail facilities; and
2. be accessible to the Key Route Network; and

3. minimise the visual impact on the surrounding area and the amenity of neighbouring users including cross river, including through the use of routing protocols for traffic to and from the development; and
4. contribute towards the reduction of greenhouse gas emissions, through the more efficient use of rail and water transport; and
5. demonstrate there will be no adverse impact on water quality, morphology as identified in the North West River Basin Management Plan, or on designated European Sites or their supporting and functionally linked habitats, or on Sites of Special Scientific Interest; and
6. demonstrate that there will be no unacceptable harm to the historic environment, heritage assets and their setting and neighbouring uses (including via mitigation measures).

Safeguarding Port-Related Development and Infrastructure

F. The Port and Maritime Zones shown on the Policies Map, at Alfred Dock and Twelve Quays (DKS-SA2.1), Port West, West Float, Birkenhead (DKS-SA2.2), Cammell Lairds Shipyard (DKS-SA2.3), Tranmere Oil Terminal (DKS-SA2.4), Eastham Dock Estate (DKS-SA4.1), Bromborough Wharf, Dock Road South (DKS-SA2.4) and Carmet Marine, Bromborough (DKS-SA4.3) will normally be safeguarded from non-port related development.

G. Non-port related development will only be permitted within the safeguarded area if it can be demonstrated that:

1. consideration has been given to the future needs of the Port; and
2. the continued operations of the Port would not be unacceptably prejudiced; and
3. the development requires a coastal location.

H. At Port West (DKS-SA2.2), where a site has been in port-related use, development within Use Class B2 or B8 within the safeguarded area should demonstrate that:

1. consideration has been given to the future needs of the Port; and
2. the continued operations of the Port would not be unacceptably prejudiced.

Tourism

I. Development within or adjacent to the Urban Tourism Areas shown on the Policies Map should maintain or enhance:

1. uninterrupted public access to and along the Wirral waterfront; and
2. the character and attractiveness of the area for visitors and tourism; and
3. be compatible with environmental designations.

J. Development in other urban coastal locations, where coastal access is currently limited, should take opportunities to increase public access to and along the Wirral coastline where this is compatible with environmental designations.

K. Proposals for tourist attractions and visitor facilities, including hotels, will be encouraged in the urban area outside the Primarily Residential Areas shown on the Policies Map, in particular at:

i. New Brighton;
ii. The central and commercial areas of Birkenhead;
iii. The Birkenhead Waterfront; and
iv. other urban coastal locations including Hoylake and West Kirby.

L. Proposals for visitor and tourist facilities in the Rural Area will be supported where they meet the tests of national Green Belt policy.

Implementation

Designated Employment Areas

3.114 It is recognised that Permitted Development rights offer a wide flexibility to changes of use within designated employment areas. However, where planning permission is required for new floorspace as it relates to criteria A. to E. of Policy WS 4 the following definitions are used: 'main employment uses' and 'wider employment generating uses', as set out in Appendix 1.

3.115 In respect of uses that do not meet these definitions, under criterion C.1. the site should have been continuously and appropriately marketed for employment uses at realistic prices for a period of at least 12 months. The Council will expect robust and verifiable evidence to this effect, together with evidence of other market signals such as vacancy rates, to be provided in the Planning Statement supporting the application. The matter of compatibility of use in criterion C.2. will be considered in relation to the potential impact of the new proposed use on the existing activities in the area in line with the 'agent of change' principle set out in Policy WD 21 Agent of Change and supported by National Planning Policy together with potential mitigation.

3.116 Proposals on allocated employment sites must accord with the relevant requirements set out within Policies in Parts 4 and 5 of the Local Plan.

Port Related Uses

3.117 New port development is particularly liable to affect adjacent international nature conservation sites through impacts related to ship movements, dredging, water quality and the introduction of additional port-related infrastructure, which can only be permitted subject to the completion of additional project-level screening and assessment under the Habitats Regulations[87] and Water Environment Regulations[88], in addition to any impacts under the criteria set out for new employment development. In addition, of relevance to considerations regarding development is the North West England Inshore and North West England Offshore Marine Plan. New port development will be expected to deliver biodiversity net gain in accordance with Policy WS 5 criteria D. and E.

Safeguarding Port-Related Development and Infrastructure

3.118 In the first instance, port locations are to be retained for uses that require such a location, and this includes the landing and handling of minerals in line with Policy WM 3 Safeguarding Mineral Reserves and Infrastructure. However, there may be instances where the safeguarded area can be used for supply chain uses related to the port without prejudicing port operations. Policy WS 4 allows for this at criteria G.-H. Port West, West Float, Birkenhead (DKS-SA2.2) has been assessed as an area that may be suitable for change and therefore has been specifically identified as a potential area for Use Classes B2 and B8 uses if they do not prejudice the port operations. Routing protocols for traffic and any required mitigation will be outlined within Transport Assessments which, where appropriate, will be submitted for approval to Wirral Council and neighbouring authorities where development may impact on neighbouring authority transport networks, as set out in Appendix 8.

Tourism Development

3.119 Policy WS 4 criteria I. and K. identify preferred areas for tourism related development. Criterion K. of Policy WS 4 does not preclude the development of hotels and guest houses providing overnight accommodation, without facilities for non-residents in any suitable location including in Primarily Residential Areas. Urban Tourism Areas are also listed in Appendix 7.

87 The Conservation of Habitats and Species Regulations 2017, as amended

88 The Water Environment Water Framework Directive England and Wales Regulations 2017, as amended

Open Space, Green and Blue Infrastructure, Biodiversity and Geodiversity

3.120 The Borough is home to a wealth of natural heritage at all scales, reflected in the extensive coastline, geological features, parks, and woodland down to the scale of individual veteran trees. The mosaic of countryside, woodland, grassland, trees, rivers and streams and both urban and rural spaces are important culturally and for good health, whilst being valued for their landscapes, enjoyment, recreation, education and the plants and animals they support. These spaces include public elements, such as allotments, cemeteries, ponds, streams, and roadside verges, and private elements, such as individual gardens or meadows. Many are protected under law or national policy but not all. This Plan protects all locally important designated sites, and seeks biodiversity net gain to address the Environment and Climate emergency. Relevant designated sites are listed in Appendix 17. Existing open space is also protected by Policy WS 10 criteria Q-T., Protection of Open Space.

3.121 The flagship Birkenhead Park was the first publicly funded park in the world. The Council seeks to build on this forerunner reputation, in a contemporary approach to the protection and improvement of a range of types of open spaces. The Council has a number of corporate strategies[89] that recognise the multiple value of open spaces to individuals' well being and seek to improve them and is a partner to similar work at City Region level[90].

3.122 This Local Plan supports these efforts and seeks to achieve protection of habitats and species, and wider environmental gains through new development: access to play and recreation from the doorstep for people; increased levels of urban greening and tree cover for the Borough; increased value of the land and water to support biodiversity; use of vegetation to improve air quality; and use of spaces to help combat climate change effects such as assisting in drainage and urban cooling. These aims are both for the design of new development and the contribution that they might make to the improvement of existing spaces. The protection of geodiversity is equal to the protection of biodiversity and many of the biodiversity and geodiversity site designations overlap in Wirral.

3.123 This positive strategy for the protection and enhancement of the open spaces and natural environment relies upon increasing connections between 'green and blue infrastructure' assets - the 'blue' referring to the water environment whilst any component, from a tree to a park, can be called an 'asset'. These connections can be physical - via corridors between sites, and functional - by providing 'stepping stones' for species.

3.124 Green and blue infrastructure is important to Wirral, precisely because it is multifunctional and delivers a range of benefits. It can help to create high quality, attractive and well functioning places that provide a great setting for day to day living, enhance the character and diversity of the landscape, and protect heritage assets that contribute to the area's unique sense of place and cultural identity. It can enrich the area's wildlife, addressing the negative impact of habitat loss and fragmentation by promoting habitat enhancement and connectivity. It can also play an important part in reducing local temperatures, climate change adaptation and mitigation and alleviating flood risk, and soil erosion.

3.125 As well as offering environmental benefits, green and blue infrastructure provides economic and social benefits through: supporting healthy lifestyles; reducing healthcare costs by improving physical and mental well being; connecting people to places by linking residents and visitors to leisure and work destinations along a network of safe and clearly defined routes; increasing the attractiveness of a local area; and promoting tourism and recreation[91].

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89 Including the Wirral Parks and Open Spaces Strategy 2014-2024, which provides a management strategy as well as recognition of the multiple value of the Borough's spaces; the Wirral Tree, Hedgerow and Woodland Strategy 2020-2030 (with Wirral Initiative on Trees); and the Wirral Green and Blue Infrastructure Strategy (LUC, 2020 and 2021)

90 Liverpool City Region Ecological Framework and Strategic Overview (MEAS, 2011) and Ecological Network Final Report (MEAS, 2015), Liverpool City Region and Warrington Green Infrastructure Framework: Technical Document 2013, Action Plan 2014, and Summary 2014 (The Mersey Forest Partnership).

91 Wirral Green and Blue Infrastructure Strategy (LUC, 2021), Part 1, page 3, paragraph 1.6. Table 3.5 in the Local Plan reproduces the list of benefits identified in Part 1, page 5, Table 1.1 of the Wirral Green and Blue Infrastructure Strategy (LUC, 2021)

Figure 3.5 Benefits of Green and Blue Infrastructure Networks

	Biodiversity	The GBI network can support bigger, better and more connected habitats, in order to help address and reverse the biodiversity crisis. Specifically within Wirral, GBI can contribute to alleviating the recreational pressure on designated nature conservation sites, particularly around the coast, which puts their qualifying wildlife at risk.
	People and Communities	The open space network can create space for communities to play, rest and recuperate 'on their doorstep', providing health and wellbeing benefits as well as climate change mitigation.
	Walking and Cycling	The GBI network can provide 'green corridors' for walking and cycling across the Borough to help reduce the need to use motorised transport and to encourage active travel as a means to explore and appreciate the peninsula.
	Landscape and Seascape	Enhancements to the GBI network can strengthen landscape character whilst helping to build the Borough's 'carbon sink' for climate change mitigation. 'Blue' elements of the GBI network can provide a range of functions, including aquatic habitats, natural flood management opportunities and blue-green corridors for walking, cycling and habitat connectivity.
	Urban Greening, Placemaking and 'Placekeeping'	The GBI framework can act as an anchor on which to build regeneration initiatives in declining urban areas, contributing to nature close to existing and new development' and encouraging families to live in city neighbourhoods.
	Tourism, Heritage and the Rural Economy	A well-connected GBI network offers the opportunity to support the Visitor Economy Strategy by maximising heritage and nature-based tourism assets and helping to put Wirral 'on the map' as a beacon of sustainability.

3.126 Trees are a key element of the network. The Council's Tree, Hedgerow and Woodland Strategy[92] aims to achieve the planting of 21,000 trees a year from 2020-2030. Known as Wirral's Urban Forest, this is not a single area of woodland but the combined impact of all trees in the urban environment including street and garden trees as well as woodland. Also, the Council's Environment and Climate Emergency Policy seeks to double the tree canopy cover of the Borough. Provisions in the Local Plan support additional tree planting and preservation of healthy trees in addition to Policy WS 5 with other policies, such as Policy WS 7 Principles of Design, Policy WD 1 Landscaping, and Policy WD 3 Biodiversity and Geodiversity.

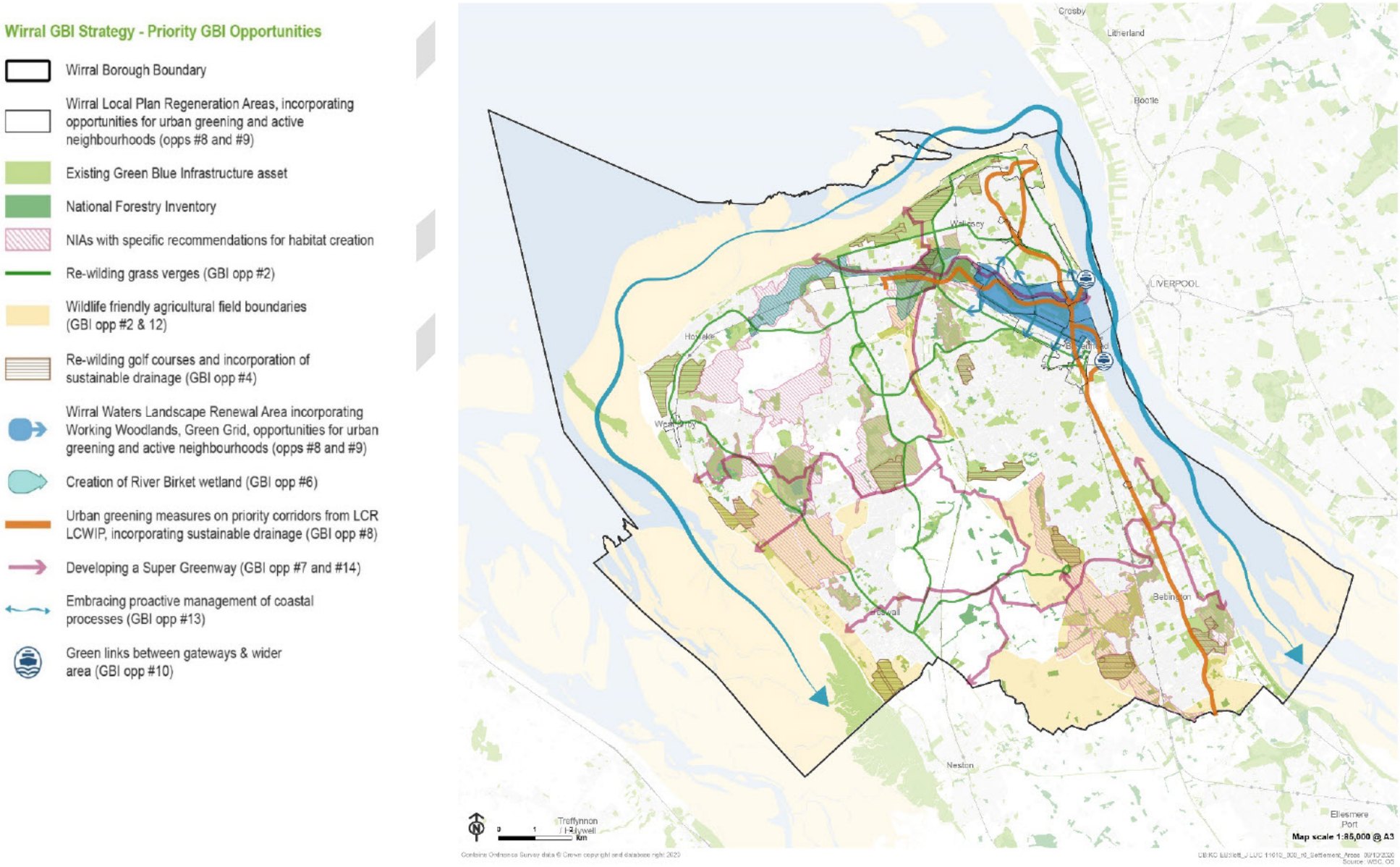
3.127 A significant level of evidence has been established to support the Local Plan approach and the implementation of Policy WS 5. This includes a full Green and Blue Infrastructure Strategy for the Borough[93] that identifies: assets and the pressures upon them that could cause degradation; the opportunities to deliver improvements to the existing natural environment and open spaces; opportunities to fill the gaps in the network; and how to manage the pressures in a way that benefits people and wildlife. This evidence is used to identify improvement projects to which new development can contribute and the opportunities are shown in Figure 3.6[94], and noted in Policy WS 5. Large, small and micro projects can achieve urban greening and add to the network or provide habitat, as well as improve active transport links.

92 Wirral Tree, Hedgerow and Woodland Strategy 2020-2030 (with Wirral Initiative on Trees)

93 Wirral Green and Blue Infrastructure Strategy (LUC, 2020 and 2021). This includes a large number of additional studies referenced in Part 1, Appendix C

94 Wirral Green and Blue Infrastructure Strategy (LUC, 2020), Part 2, Figure 4.6

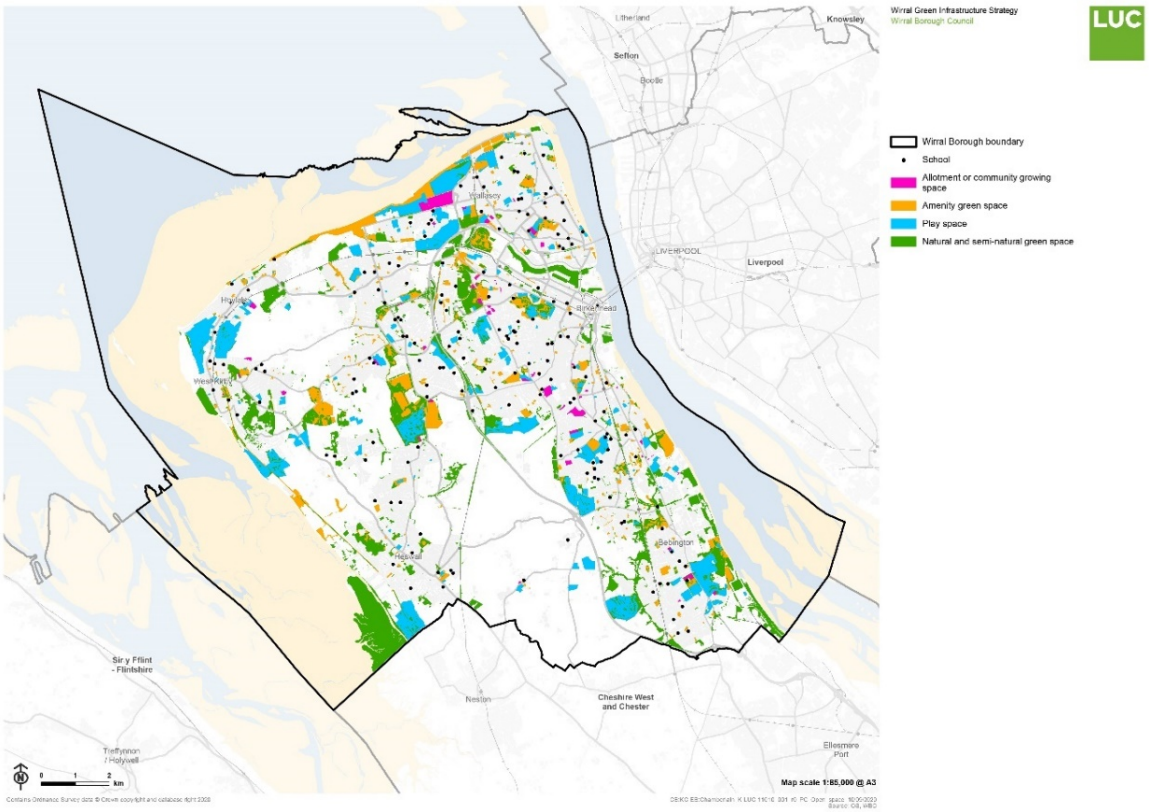
Figure 3.6 Green and Blue Infrastructure Strategy Priority Opportunities



Open Space

3.128 Open space is a category of green and blue infrastructure that ranges from large scale parks or sites for countryside recreation, to playing fields, pocket parks and designated Local Green Space. There are over 210 parks and open spaces in Wirral owned by the Council and other landowners including the National Trust and Woodland Trust. These are illustrated in Figure 3.7[95]. Urban sites proposed for protection as open space or for sport and recreation are shown on the Local Plan Policies Map and listed in Appendices 11, 12 and 13, whilst countryside recreation sites, also shown on the Policies Map, are listed in Appendix 14.

Figure 3.7 Parks and Open Space Network



3.129 The Wirral Open Space Assessment 2021 has assessed the type, quantity, quality, value and distribution of open space based on national benchmarks[96]. It found overall shortfalls in Wallasey and Suburban Birkenhead; in natural and semi natural greenspace in Wallasey, Suburban Birkenhead and Mid Wirral; in allotments especially in Wallasey, Mid Wirral, West Kirby and Hoylake and Heswall; and in provision for children and young people in all areas but particularly in Suburban Birkenhead and Heswall. While very few sites were of 'low value', approximately a quarter were not 'good quality'. The results show the need to continue to seek new provision in areas of deficiency and to secure ongoing improvements where additional demands will be placed on existing facilities. Most importantly, providing places for children and young people can take the form of more active play than the traditional playground as the value of nature is becoming recognised as of immense benefit to the young. Policy WS 5 and Policy WD 24 seek to ensure that the people of Wirral continue to have good access to open spaces and that children's play space is provided close to home.

3.130 The Wirral Allotments Partnership Strategy 2021-2026 will address waiting lists and the number of available plots and will seek to increase the number of plots by 1,000 by 2025. Given that food growing is once again a popular activity, this is something that can also be encouraged in a range of locations rather than just at the scale of allotments.

95 Wirral Green and Blue Infrastructure Strategy (LUC, 2021), Part 1, page 33, Figure 3.5

96 Wirral Open Space Assessment Report (KKP, 2021) and Wirral Open Space Standards Paper (KKP, 2021), page 10, Table 3.4.1 - Comparison of current provision and national benchmarks

3.131 The Council seeks to ensure that all development will contribute green and blue infrastructure, as even the smallest site can, with careful design, provide for vegetation, trees, including fruit trees, or green roofs or walls - whilst larger sites can be designed to capitalise on existing assets on site, and address the requirement for biodiversity net gain. Consideration of all users of the public spaces is expected in design, especially the young, old, and those with disabilities, including dementia. These requirements link into the design requirements of Policy WS 6 Placemaking for Wirral and Policy WS 7 Principles of Design.

Biodiversity Networks and Biodiversity Net Gain

3.132 International recognition of Wirral's wildlife primarily relates to the extensive peninsula coast and estuarine wildlife with intertidal mudflats and sandflats, together with saltmarsh. There is an overlapping network of designations - International Special Areas of Conservation (SAC), Special Protection Areas (SPA), Ramsar Convention Wetlands and national Sites of Special Scientific Interest (SSSI) designations, which are shown on the Local Plan Policies Map and illustrated on Figure 2.6. Birdlife is of particular value with populations that change with the seasons and important migratory overwintering birdlife. There is a significant amount of land that provides habitat which is functionally linked to these international coastal sites principally located on the inland wetland and agricultural grassland but including Wirral Dockland.

3.133 In addition, the wide range of habitats in the Borough include inland meres and mosses, wetlands and waterways, woodland and trees, grasslands and heathlands as well as agricultural grasslands[97]. There are a number of Local Wildlife Site designations, which are shown for protection on the Policies Map and Figure 2.6 and Figure 3.8[98] refer. Irreplaceable habitats and protected species are subject to clear legal and policy protection. The Council's statutory duties in respect of nature conservation and improvement have long been recognised in the city region and an ecological framework and network have been in place for some time, also founded in work with statutory bodies such as Natural England, and voluntary groups[99].

3.134 The Liverpool City Region Ecological Network comprises a Core Biodiversity Area of designated nature and geological sites and Priority Habitats (including Biodiversity Action Plan (BAP) priority habitats), and also includes linking networks together with strategic and district priorities for protection, management and enhancement of the City Region's natural assets. An important element of the Ecological Network is the mapping of the LCR Nature Improvement Area which covers the whole City Region. Due to the degree of urbanisation and fragmentation of natural assets across the City Region, the Nature Improvement Area has been split into 17 Focus Areas of opportunity ("NIA Focus Areas") to help to achieve delivery at a more local scale across the City Region. There are six NIA Focus Areas wholly within the Wirral Borough boundary, plus the Mersey Estuary NIA Focus Area, which is cross-boundary with Liverpool and Halton (refer Figure 2.6). The broad extent of the NIA Focus Areas are shown on the Policies Map. NIA Focus Areas are areas of land which could benefit from habitat improvements as part of the pathway toward nature recovery. They have been applied across the Liverpool City Region. Inclusion of a particular site within an NIA Focus Area is not in itself indicating that the site is of value or that development cannot take place, but development which takes place should incorporate measures to support the NIA as a whole, to enhance biodiversity and habitat and connectivity for wildlife. The Statutory Biodiversity Metric incentivises Biodiversity Net Gain (BNG) habitat delivery within areas of Strategic Significance for nature. The NIA Focus Areas are considered to be of Strategic Significance. Development projects that create, enhance or recover habitat in off-site locations which are within areas of Strategic Significance will get a higher biodiversity value in the Statutory Biodiversity Metric calculation tool than they would in other locations because they are in a more strategic location for nature recovery.

3.135 National policy requires that councils protect and enhance biodiversity, while minimising impacts and securing measurable net gains and this Local Plan also takes into account the requirements of the Environment Act 2021 regarding Biodiversity Net Gain.

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97 Wirral Green and Blue Infrastructure Strategy (LUC, 2021), Part 1, page 14, Table 3.1 Priority Habitats mapped within the 2015 Ecological Network

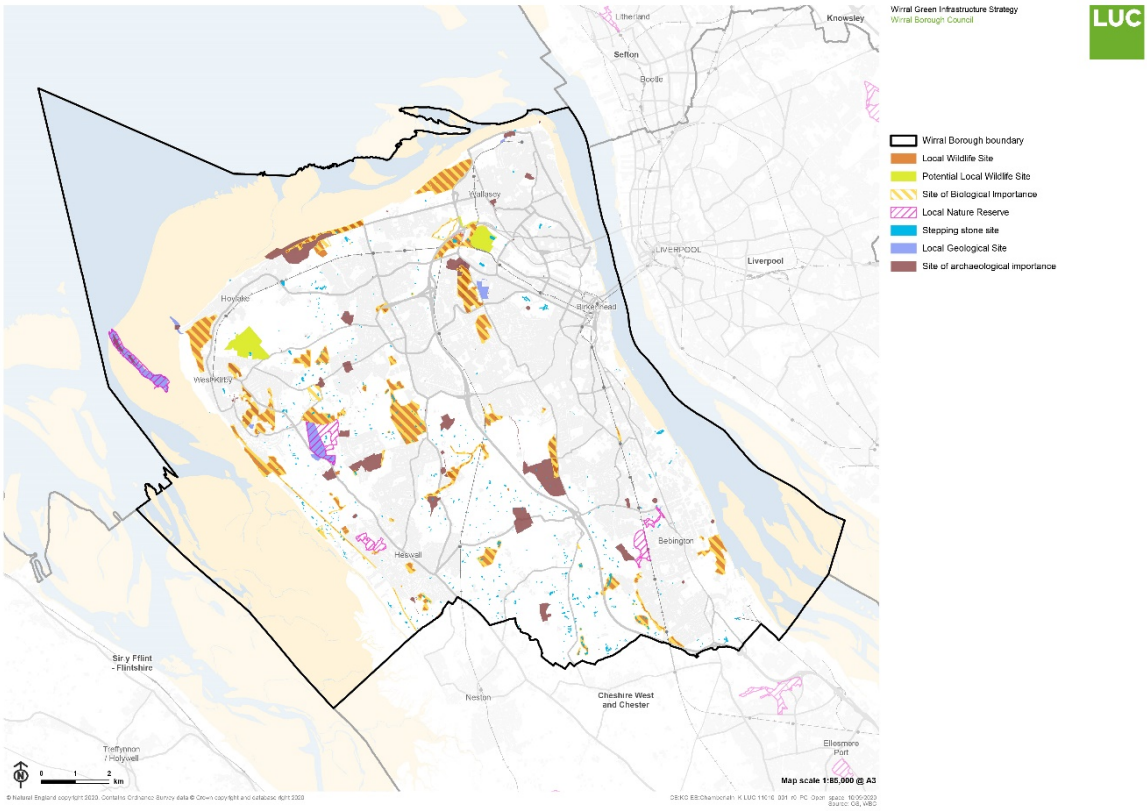
98 Wirral Green and Blue Infrastructure Strategy (LUC, 2021), Part 1, page 20, Figure 3.3

99 Liverpool City Region Ecological Framework and Strategic Overview (MEAS, 2011) and Ecological Network Final Report (MEAS, 2015)

3.136 Under the statutory framework for Biodiversity Net Gain introduced by the 2021 Environment Act, every grant of planning permission (subject to some exemptions) is deemed to have been granted subject to a general biodiversity gain condition to secure the biodiversity gain objective, the aim of which is to ensure that the new development achieves at least a 10% increase when measured against the baseline pre-development biodiversity value. This objective can be met through a combination of on-site biodiversity gains, registered off-site biodiversity gains or statutory biodiversity credits, in line with the biodiversity net gain hierarchy. The Liverpool City Region Combined Authority will prepare a Local Nature Recovery Strategy (LNRS) which will need to be in place by March 2025. The Liverpool City Region LNRS will also replace the Liverpool City Region Ecological Network evidence base on completion. The LNRS will also help in the mapping of the national Nature Recovery Networks being developed by central government with partners including the Council. The strategy will identify where action to achieve net gain will have the most impact and encourage action in these locations through the way the biodiversity net gain is calculated. Development projects that create, enhance or recover habitat in locations which are mapped in a LNRS will get a higher biodiversity value in the Statutory Biodiversity Metric calculation tool than they would in other locations because they are in a more strategic location for nature recovery.

3.137 Whilst householder and some other forms of developments are exempt from the mandate in the Environment Act, any scale of development can make a contribution if the owner is willing, such as with bird, bat or insect boxes, or bee bricks. Indeed the mandatory requirement is not a cap and the Council welcomes further biodiversity net gains from development and this is also addressed in Policy WD 1 Landscaping[100].

Figure 3.8 Local Designations and Notable Habitats.



3.138 Whilst an objective of the Local Plan is to achieve biodiversity net gain, there is in addition a statutory duty to manage the impact of development on sites designated for their international and national importance. This requires the processes set out in the Habitats Regulations[101] to be undertaken for international sites to meet the test that no harm to the integrity of the

100 the Council's corporate priorities are set out in the Environment and Climate Change Emergency Policy Statement (Wirral Council, 2021)

101 The Conservation of Habitats and Species Regulations 2017, as amended

designated site occurs. The Council is party to an interim recreational mitigation strategy[102] for this purpose which is intended to manage the disturbance from additional visitor numbers arising from net new dwellings built over the Plan period. For nationally designated sites, there must be no adverse effect on the SSSI and each is subject to a management plan. Local sites of value for wildlife and nature improvement areas are protected in this Local Plan, and national policy protects irreplaceable habitats. Refer Policy WD 3 Biodiversity and Geodiversity for further requirements in addition to Policy WS 5 below.

Mitigation Hierarchy

3.139 Development should demonstrate that the mitigation hierarchy has been fully followed in line with relevant national planning policy. In the first instance harm to biodiversity should be avoided by locating development to an alternative site with less harmful impacts. If this avoidance is not possible then mitigation measures must be implemented in order to minimise the impacts and prevent or reduce as much as is reasonably possible any potential negative effects of the development. Examples might include wildlife crossings, non-developed habitat buffer zones, dark corridors and sensitive lighting schemes or multifunctional landscaping. As a last resort impacts can be offset through compensatory measures such as re-creation of habitat in an off-site location. Compensating for impacts by offsetting such as off-site habitat creation, should only be considered as a last resort due to the difficulties associated with establishing a biodiverse habitat in an alternative location. The following Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection and Policy WD 3 Biodiversity and Geodiversity deal with the requirements for development in this regard.

Landscape Value

3.140 Wirral is well known for its mature rural and coastal landscapes, with wooded sandstone ridges and flat, low-lying coastal plains. The Wirral Landscape Character Assessment provides a series of area profiles setting out recommendations for the future management of the key characteristics of each location[103]. The Character Assessment is supplemented by a series of more locally-based Landscape Sensitivity Assessments, including as part of an Environmental Sensitivity Study, completed following public consultation during 2021[104].

3.141 The Borough's local landscape designations were also reviewed following public consultation in 2021[105]. Whilst all landscapes are important, a number of areas have been identified as having particular value for their sense of place and scenic qualities in relation to the Dee Coast and the Borough's sandstone hills, where special attention should be given to maintaining their distinctiveness. The Dee Coast Area of Special Landscape Value also reflects the similar adjoining area of Special County Value designation in Cheshire West and Chester.

Policy WS 5

Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection

Green and Blue Infrastructure Networks

A. Development proposals will contribute to high quality, coherent and resilient networks of blue and green infrastructure in Wirral. This will be achieved by:

1. Protecting, maintaining and enhancing existing green and blue infrastructure through policies in this Plan.
2. Enhancing the quality, accessibility (where ecologically appropriate) and functionality of green and blue infrastructure including for children's play, footpath networks, making space for water and providing net social gains and measurable biodiversity gains.

102 Information and Guidance Note: Interim Approach to Avoid and Mitigate Recreation Pressure in Wirral (Wirral Council, 2022)

103 Wirral Landscape Character Assessment (LUC, 2019)

104 Wirral Environmental Sensitivity Study (LUC, 2021)

105 Wirral Local Landscape Designations Review and Recommendations (LUC, 2021)

3. Creating new accessible green and blue infrastructure as part of landscape and space in new development, and supporting urban greening measures within the built environment including landscaping, public realm and sustainable drainage systems.
4. Connecting green and blue infrastructure with the built environment and with other open space, including the creation, extension or enhancement of greenways, green and blue corridors, public rights of way and cycleways.
5. Maintaining the quality of the green and blue infrastructure assets.

B. Development proposals will be required to contribute appropriately towards the protection, enhancement, creation, connection and/or maintenance of green and blue infrastructure of a proportionate size, type and standard relative to the development. Contributions will be required to reflect: the physical characteristics of the site; the type and function of the development proposed; and the character of the surrounding area. Where on-site provision is not possible, financial contributions will be required to make appropriate provision elsewhere with regard to the relevant priority opportunities as highlighted in criteria C.-E.

C. The protection, enhancement, creation, connection and maintenance of green and blue infrastructure will secure multi-functional green and blue infrastructure benefits from development which will, where relevant, contribute to priority opportunities, having regard to: the Wirral Green and Blue Infrastructure Strategy; Liverpool City Region Recreational Disturbance Avoidance and Mitigation Strategy for nature conservation; the Tree, Hedgerow and Woodland Strategy; forthcoming Local Nature Recovery Strategy and Nature Recovery Network; and the North West River Basin Management Plan and River Dee Basin Management Plan. At all times appropriate plant and tree species should be selected which includes native species and those of local provenance.

Ecological Networks

D. Where relevant, development proposals must ensure that the biodiversity assets of the Borough are protected, enhanced, and functionally connected within coherent and resilient ecological networks. Biodiversity Net Gain will be delivered appropriately in response to the site characteristics and location:

1. Priority should normally be given to enhancing the quality, connectivity and resilience of habitat within the Liverpool City Region Ecological Network, Local Nature Recovery Strategy and Nature Recovery Network, including the Liverpool City Region Nature Improvement Area, Priority Habitat creation, restoration or enhancement, or the Nature Improvement Area Focus Areas shown on the Policies Map at:
    i. North Wirral Coast and Liverpool Bay (NIA-1)
    ii. Dee Estuary (NIA-2)
    iii. West Wirral Heathlands and Arrowe Park (NIA-3)
    iv. River Birket Corridor (NIA-4)
    v. Mersey Estuary (NIA-5)
    vi. East Wirral Heathlands (NIA-6)
    vii. Dibbinsdale, Raby Mere and Eastham Country Park (NIA-7)
2. Development within the Nature Improvement Area Focus Areas shown on the Policies Map, should:
    i. Enable the effective functioning of the Nature Improvement Area;
    ii. Contribute to the opportunities for habitat creation, restoration or enhancement, as set out in the Nature Improvement Area Focus Area Profiles; and
    iii. Deliver biodiversity enhancement measures where the proposed development may have a potential impact on the Nature Improvement Area.

E. Following the application of the biodiversity harm avoidance, mitigation and compensation hierarchy (set out in Policy WD 3 Biodiversity and Geodiversity), all applicable development must deliver a minimum 10% biodiversity net gain in relation to the pre-development biodiversity value of the on-site habitat in line with the Environmental Act 2021, calculated using the Statutory Biodiversity Metric Calculation Tool.

Mitigating Recreational Disturbance on International Sites for Nature Conservation

F. Following screening, developments that are deemed likely to have a significant adverse effect (either individually or in combination with other developments) on European Designated Sites for Nature Conservation must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating significant adverse impacts where identified. A precautionary approach to each stage of the Habitats Regulations Assessment process must be taken.

G. Where appropriate, contributions from developments will be secured towards mitigation measures identified in the LCR Recreation Disturbance Avoidance and Mitigation Strategy (RMS) which will be completed during the early part of the Plan period. It is intended that the RMS will be implemented via a Supplementary Planning Document in cooperation with all LCR authorities and Natural England and it will be funded by developer contributions in respect of residential and tourism accommodation developments.

H. Prior to the completion of the RMS, the Council will seek contributions as set out in the Information and Guidance Note: Interim Approach to Avoid and Mitigate Recreational Pressure in Wirral, where appropriate, from residential proposals of 10 or more dwellings to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.

Protecting Geodiversity

I. Where relevant, development proposals must ensure that the geodiversity assets shown on the Policies Map are protected and development is compatible with: retaining the earth science interest of the site; enhancement of the earth science interest; and public access to the site. Applications for development likely to affect a geodiversity asset must be accompanied by a geological impact assessment.

Landscape Character

J. New development should have regard to the recommendations of the most recent Landscape Character Assessment for the Borough. Special attention should be given to protecting and enhancing the landscape character and visual appearance of the Areas of Special Landscape Value (ASLV) shown on the Policies Map and listed below:

   i. Central Wirral Sandstone Hills ASLV - Bidston Hill (LAN-SA3.1)
   ii. Central Wirral Sandstone Hills ASLV - Caldy Hill (LAN-SA6.1)
   iii. Dee Estuary ASLV (LAN-SA8.1)
   iv. Thornton Hough Estates ASLV (LAN-SA8.2)
   v. Central Wirral Sandstone Hills ASLV - West Wirral (LAN- SA8.3)

K. Development should ensure that the landscape and/or visual impact on the local and wider landscape would not lead to unacceptable harm in terms of character, appearance and landscape setting of the surrounding area, taking into account appropriate mitigation measures.

Implementation

3.142 The provision of the requirements set out in Policy WS 5 and Policy WD 24 on-site are expected to be made in a manner that enables multiple uses of the space provided in most instances. There is not an additional quantum standard over and above the standard for the provision of open space in Policy WD 24. There is an expectation however, that the 10% net biodiversity gain will be achieved, which is considered to be a qualitative standard, and that the on-site space provided by development, including landscaping proposals, contributes to the green and blue infrastructure networks. A considered approach is therefore required to the handling of open space including green and blue infrastructure in design and an explanation of how the proposal fulfils the requirements of Policy WS 5 and Policy WD 24 is expected to be provided as part of the Planning Statement for the application. This explanation includes where the

fulfilment of the policies is to be in the form of off-site contributions in cases where it is not possible to do so on-site. Further guidance will be provided by the Council and Policy WD 1 Landscaping should also be addressed.

Contributions to the Green and Blue Infrastructure Network

3.143 Development proposals should identify the contribution to be made on-site to the green infrastructure network in respect of the details outlined in criterion B. of Policy WS 5, as explained in criteria C., D. and E. An appropriate size, type and function of space will be determined by: the scale of the development, hence the population demands it is likely to place on infrastructure; the deficits outlined in the Wirral Open Space Assessments; the Wirral Green and Blue Infrastructure Strategy actions as relevant to the particular site; and biodiversity net gain as noted in criteria D. and E. In addition, landscaping can contribute to food growing in the form of individual or group fruit trees for example providing a community resource.

3.144 Natural England has published fifteen principles of Green Infrastructure[106] that should be used to support design. A forthcoming Green Infrastructure Standards Framework is also being produced by Natural England and should also be used once in place. The Ecological Networks of the Borough are identified in the Liverpool City Region Network Mapping and in time this will be further advanced into a detailed Local Nature Recovery Strategy as mandated by the Environment Act 2021. Habitat Network Maps are also available[107].

Contributions to Biodiversity Net Gain

3.145 Prior to the submission of a relevant planning application applicants are encouraged to consider biodiversity net gain early in the development process and factor it into site selection and design. Once planning permission has been granted, a Biodiversity Gain Plan must be submitted and approved prior to the commencement of development. The Biodiversity Gain Plan will be reviewed and agreed by the Council if it fulfils the statutory requirements and the Council is satisfied that the habitat enhancements are achievable. Gains can be secured through a combination of planning conditions, planning obligations or conservation covenants in line with the Biodiversity Net Gain hierarchy. In the case of off-site or significant on-site enhancements, planning conditions or obligations will include specific and proportionate monitoring requirements. Habitat monitoring of on-site enhancements or off-site enhancements provided directly by the developer will be the responsibility of the developer and should be set out in the Biodiversity Gain Plan.

3.146 Within Schedule 14 of the Environment Act 2021, measures are included that allow planning authorities to recognise any habitat degradation and to take the earlier habitat state as the baseline for the purposes of biodiversity net gain. An earlier baseline habitat state will be taken for any degradation which was not part of an existing planning permission if it occurred after 30 January 2020. If the site has been degraded as part of an existing planning permission any degradation after 25 August 2023 will need to consider the pre-degradation habitat baseline. All available information will be used which could include aerial imagery or data sets from that time.

3.147 Although biodiversity net gain does not apply to statutory designated sites, criteria F., G. and H. note the requirements for mitigation of impacts on sites of international importance. The detailed requirements are found in the Information and Guidance Note[108]. This interim approach will be used until the LCR Recreational Disturbance Avoidance and Mitigation Strategy is adopted. Policy WD 3 Biodiversity and Geodiversity is also very important in this respect.

106 https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Principles/GreenInfrastructurePrinciples.pdf

107 Habitat Networks (England) - data.gov.uk

108 Information and Guidance Note: Interim Approach to Avoid and Mitigate Recreation Pressure in Wirral (Wirral Council, 2022).

Principles of Placemaking

3.148 The Council expects high quality development that contributes positively to existing places and communities in Wirral and creates great new places. Placemaking, and place shaping are holistic approaches to design that aim to bring together the component parts of a place successfully.

3.149 The contribution that any development makes to the appearance and function of a place must be a key consideration in its conception and design. New development should help to shape a place, connect to existing developments, be successful in itself and positively contribute to the Borough's appearance, range of facilities and vitality. This contribution should have multiple aspects, including a clear respect for existing urban or rural fabric and the needs of users of the development, as well as providing appealing public spaces, and facilities and places that are easy to move around and about. Indeed, in pursuit of good health, places should make physical activity a practical and attractive choice and as far as possible have the facilities needed to meet daily needs within a short walk.

3.150 Design that encourages communal activity is critical to place making and this includes shared space for social activities, including community food growing and incidental places to meet others. There are principles of active design that can be considered in the inception of a scheme and are embedded in the strategy and policies of this Local Plan[109]. The characteristics of successful places are encompassed in the requirements of Policy WS 6 below.

3.151 There are significant areas of the Borough that will undergo regeneration during the lifetime of this Plan. Many of these require a masterplan to enable a clear comprehensive expression of the new place. The scale and nature of the masterplans varies from site to neighbourhood and will vary dependent on the nature and context of the Masterplan Area.

Masterplan Areas

3.152 The spatial distribution of development within the Borough is illustrated within the tables in Policy WS 1 The Development and Regeneration Strategy for Wirral 2022-2040, which emphasises the Plan's approach to housing delivery within the Borough's defined Regeneration Areas, and the wider Settlement Areas.

3.153 It should be noted, that each Regeneration Area has been subject to significant assessment and analysis in order to fully understand the capacity of the area to deliver housing and employment land.

3.154 In some cases, the Council has concluded that a Masterplan approach will be required in order to ensure that a comprehensive and coordinated approach is taken to the planning and delivery of development and infrastructure associated within individual sites. Masterplan Areas are predominantly located within Regeneration Areas, with the exception of West Kirby Concourse (MPA-SA6.1), and Former D1 Oils, Bromborough (RES-SA4.7/MPA-SA4.1) and the sites at Former MOD (RES-SA4.2) and Riverside Office Park (RES-SA4.3), Bromborough, both within MPA-SA4.2.

3.155 Table 3.6 below identifies the relationship between Settlement Areas, Regeneration Areas and Masterplan Areas, and should be viewed alongside Figure 3.3, which shows the Regeneration Area and Settlement Area boundaries and Figure 3.9 which shows the masterplan locations.

Approach to Masterplan Production

3.156 A range of Council strategies and background documents exist within the Local Plan evidence base which will inform the preparation of Masterplans within the Masterplan Areas.

3.157 Policy WS 6 criteria D.-I. outline the strategic level requirements for development proposals within the Masterplan Areas. More locally, specific requirements that should be taken into account within the Masterplan Areas are set out in Parts 4 and 5 of the Local Plan.

3.158 The Council recognises that a number of different landowners and delivery agents exist within the Masterplan Areas. In many cases, the Council anticipates that planning applications will be submitted by a number of different developer interests within the confines of each Masterplan

109 www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design

Area. As a result, the Council requires site specific proposals to be submitted in accordance with Masterplans which consider and demonstrate how the regeneration of the Masterplan Area as a whole should take place in a coordinated, cohesive and comprehensive manner.

3.159 In the circumstances of the regeneration of neighbourhoods there may be a need to redevelop an area comprehensively, to enable effective place making to be undertaken and a high quality of townscape to be achieved. The Council will be prepared to use its powers of Compulsory Purchase where necessary and appropriate to assemble development sites. Such circumstances might be where existing land use or multiple ownerships compromise the assembly of a larger site and agreement has not been reached with landowners.

Table 3.6 Settlement Areas, Regeneration Areas and Associated Masterplan Areas

Settlement Area	Regeneration Area	Masterplan Area
Wallasey	RA 1: Seacombe River Corridor	Wallasey Town Hall Quarter
	RA 9: Liscard	Liscard Town Centre
	RA 10: New Brighton	Marine Promenade
Birkenhead Commercial Core	RA 3: Birkenhead Waterfront	Woodside
		Dock Branch Park (Northern Section)*
	RA 4: Central Birkenhead	Birkenhead Commercial District and Mixed Use Quarter
		Charing Cross Quarter
		Dock Branch Park (Northern Section)*
	RA 5: Hind Street and St Werburgh's	St Werburgh's Quarter
		Hind Street Urban Garden Village
	RA 6: Wirral Waters	East Float**
		MEA Park**
		Bidston Dock
	RA 7: Hamilton Park	Cleveland Street Neighbourhood
Suburban Birkenhead		n/a
Bebington, Bromborough and Eastham	RA 11: New Ferry	New Ferry***
		Former MOD and Riverside Office Park
		Former D1 Oils
Leasowe, Moreton, Upton, Greasby and Woodchurch (Mid Wirral)		n/a
West Kirby and Hoylake		West Kirby Concourse
Irby, Thingwall, Pensby, Heswall and Gayton		n/a
Rural Area		n/a

*The Dock Branch Park (Northern Section) will overlap across two Regeneration Areas – Central Birkenhead and Birkenhead Waterfront. It mainly falls within Central Birkenhead but policies for the Birkenhead Waterfront (RA 3) must also be taken into account for this Masterplan Area.
**Outline permission has already been granted
***The New Ferry Masterplan has been endorsed by the Council

Policy WS 6

Placemaking for Wirral

Placemaking Principles

A. Development proposals must demonstrate that the following placemaking principles have been adhered to in a manner which is commensurate with the scale and nature of development and which responds well to the local context and character of the area. Developments are required to:

1. provide high quality and well-designed development, to promote healthy and active lifestyles, vibrant communities, and contribute positively to the efficient revitalisation and regeneration of existing neighbourhoods;
2. enhance the key features, visual amenity, character, and distinctiveness of existing settlements;
3. ensure permeability within the site through the provision of a choice of safe, direct and attractive routes, and provide for positive integration with adjacent communities and services, and public realm, and where relevant and safe to do so, waterfront access;
4. contribute to and where relevant provide for the strategic provision of facilities for open space and recreation, shops, schools and health services;
5. provide high quality, sustainable connections and access internally and externally to the site, with priority given to walking, cycling and public transport within the design, ensuring that people of different ages, abilities and characteristics can move around internally and externally without difficulty over the lifetime of the development;
6. be flood resilient throughout its lifetime and incorporate sustainable drainage and water management systems and adaptability to address climate change;
7. conserve and positively enhance trees, landscapes, habitats and biodiversity and provide appropriate green and blue infrastructure including landscaping and amenity space including giving consideration to the use of communal space for growing food;
8. conserve, sustain and enhance the character, integrity and setting of the historic environment, including designated and non designated heritage assets;
9. create natural surveillance and prevent the opportunity for crime and anti-social behaviour in a way that enhances community cohesion and the character of the area;
10. deliver appropriate public art in the public realm; and
11. provide for the long-term management of the shared public realm and community space throughout the lifetime of the development proposed.

Gateway Areas

B. Major development within the Gateway Areas shown on the Policies Map and listed below, will only be permitted where its design is of a high quality, appropriate to the location and context of the Gateway Area:

i. Seacombe Ferry Gateway (GTW-RA1.1)
ii. Dock Road/ Birkenhead Road Gateway (GTW-RA6.1)
iii. Woodside Ferry Gateway (GTW-RA3.1)
iv. Queensway Gateway (GTW-RA5.1)

C. New landmark buildings of exceptional quality will be supported in these locations where they help to define or emphasise the significance of the Gateway Area.

Masterplan Areas

D. Development proposals within the following Masterplan Areas shown on the Policies Map, must be in conformity with a Masterplan which has been endorsed by the Council:

Masterplan Area
MPA-RA1.1 - Wallasey Town Hall Quarter
MPA-RA3.1 - Woodside
MPA-RA4.1 - Birkenhead Commercial District and Mixed Use Quarter
MPA-RA4.2 - Charing Cross Quarter
MPA-RA4.3 - Dock Branch Park (Northern Section)
MPA-RA5.1 - Hind Street Urban Garden Village
MPA-RA5.2 - St Werburgh's Quarter
MPA-RA6.1 - East Float
MPA-RA6.2 - MEA Park, Birkenhead
MPA-RA6.3 - Bidston Dock
MPA-RA7.1 - Cleveland Street Neighbourhood
MPA-RA9.1 - Liscard
MPA-RA10.1 - Marine Promenade, New Brighton
MPA-RA11.1 - New Ferry
MPA-SA4.1 – Former D1 Oils, Bromborough
MPA-SA4.2 – Former MOD and Riverside Office Park, Bromborough
MPA-SA6.1 - West Kirby Concourse

E. The approach to Masterplan production, including the scope and parameters of Masterplans, should be proportionate and appropriate to the nature of the Masterplan Area itself. The approach should be discussed and agreed with the Council prior to the submission of any site-specific planning proposals.

F. Masterplans will be expected to front-load the planning process and promote the timely delivery of comprehensive high quality regeneration, development and infrastructure in line with the National Design Guide.

G. Masterplans should demonstrate how a comprehensive, phased and coordinated approach shall be taken to site development setting out how necessary infrastructure will be delivered on a phased basis.

H. Masterplans should have regard to relevant strategies and background evidence base documents produced by the Council, including Neighbourhood Frameworks.

I. Development proposals within Masterplan Areas must demonstrate that they will not prejudice the timely delivery of comprehensive, high quality regeneration, development or infrastructure of the wider Regeneration Area.

Implementation

3.160 Criteria in Policy WS 6 are considered to be self explanatory and apply to the allocations and broad locations for development in this Local Plan and other development that comes forward over the Plan period. The principles are to be adhered to in a manner that is commensurate with what is achievable given the scale of development. For example, even the design of a new house on a single plot can contribute positively to the street scene or blend with what exists, whilst a large scale development can provide a wide range of benefits.

3.161 Masterplans should be developed for the Masterplan Areas designated in Policy WS 6 criteria D.-I. Masterplans should be produced with particular regard to criterion A. Placemaking Principles, and criteria D.-I. Masterplan Areas, as well as other relevant policies of the Local Plan.

3.162 Site specific proposals within Masterplan Areas should be in conformity with Masterplans endorsed by the Council in order to ensure that individual proposals will contribute towards the regeneration of the wider area, and to ensure that requirements for regeneration, development and infrastructure can be delivered comprehensively and cohesively. Site specific proposals should demonstrate how they will not prejudice the delivery of the wider regeneration of the Masterplan Area and Regeneration Area.

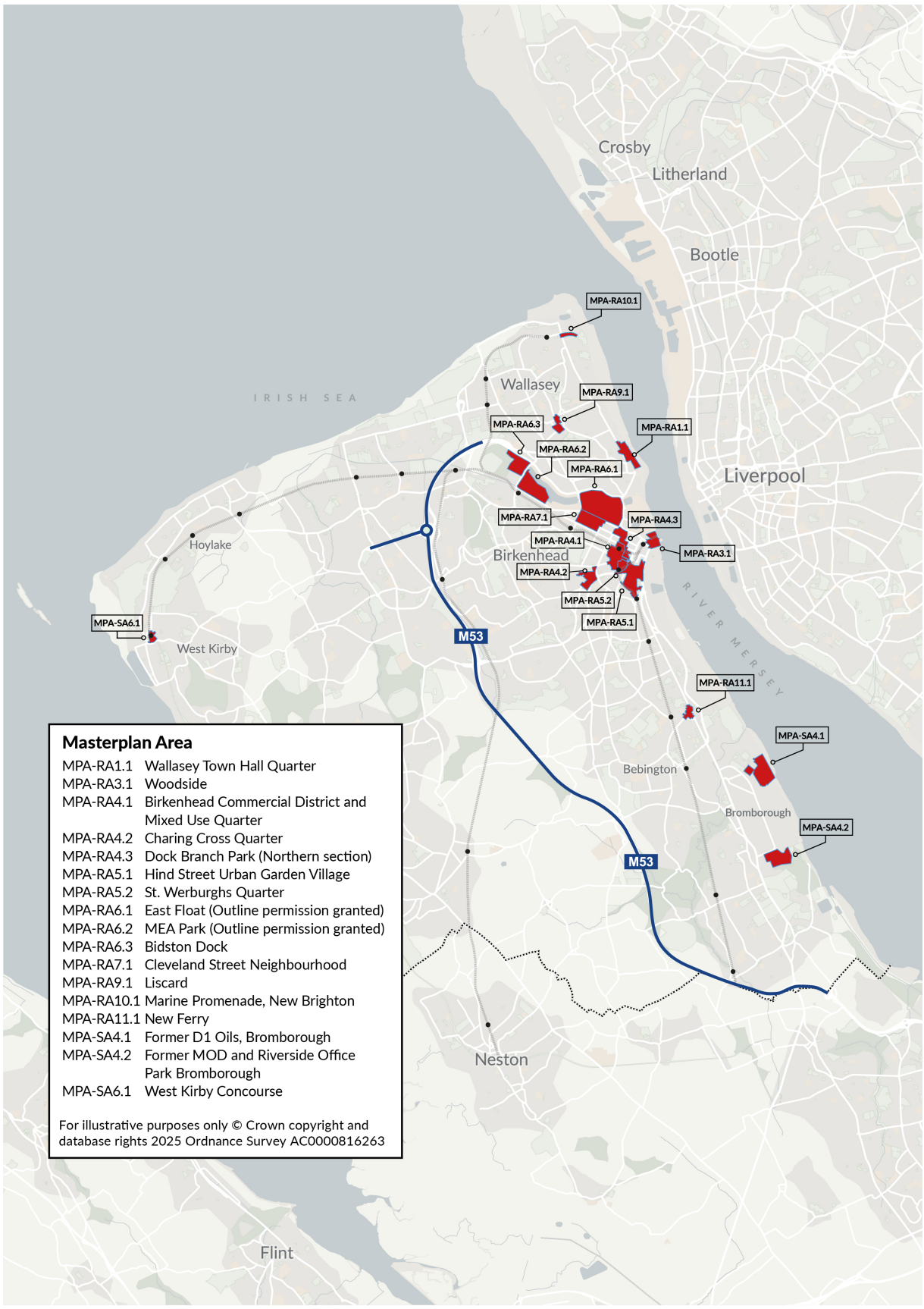
3.163 Masterplans will be expected to promote high quality design and should be produced in accordance with relevant local and national design guides and relevant best practice guidance. The use of Design Codes, to assist in masterplanning can be an important element of the process of initiating and guiding good design in a development. The Council will require Design Codes to be produced as part of the production of Masterplans.

3.164 The Council recognises that it is important not to set rigid and unrealistic requirements for Masterplan production which may hinder or delay the delivery of development and infrastructure. It is recognised that the circumstances and context for each of the Masterplan Areas varies considerably in terms of the regeneration opportunities to be realised, the complexity of the constraints to be overcome and the type and number of landowner interests which need to be considered.

3.165 Applicants are strongly advised to work closely in collaboration with the Council in order to ensure that requirements for Masterplan Areas in Policy WS 6 criteria D.-I. can be proportionately and appropriately discharged in a manner which is appropriate and commensurate to the context and circumstances. Masterplans will be required to either be produced and submitted as part of an outline planning application, to be approved by the Council, or as a Supplementary Planning Document to be adopted by the Council. Either way, the Masterplan process will ensure that individual and more detailed planning proposals that follow will be front-loaded and brought forward in a timely and coordinated manner.

3.166 Applicants within Masterplan Areas are encouraged to work with the Council through the Wirral Local Plan Developer Forum, and where appropriate, to enter into a Planning Performance Agreement.

Figure 3.9 Masterplan Areas



Masterplan Area

MPA-RA1.1	Wallasey Town Hall Quarter
MPA-RA3.1	Woodside
MPA-RA4.1	Birkenhead Commercial District and Mixed Use Quarter
MPA-RA4.2	Charing Cross Quarter
MPA-RA4.3	Dock Branch Park (Northern section)
MPA-RA5.1	Hind Street Urban Garden Village
MPA-RA5.2	St. Werburghs Quarter
MPA-RA6.1	East Float (Outline permission granted)
MPA-RA6.2	MEA Park (Outline permission granted)
MPA-RA6.3	Bidston Dock
MPA-RA7.1	Cleveland Street Neighbourhood
MPA-RA9.1	Liscard
MPA-RA10.1	Marine Promenade, New Brighton
MPA-RA11.1	New Ferry
MPA-SA4.1	Former D1 Oils, Bromborough
MPA-SA4.2	Former MOD and Riverside Office Park Bromborough
MPA-SA6.1	West Kirby Concourse

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Design Principles

3.167 The design of development is critical to the way it is experienced by the user of the development and its appearance in the street. Design includes how a development performs and functions as well as how it looks and good design includes matters such as high levels of energy efficiency producing low levels of carbon emissions and low energy bills as well as how a building can be easily serviced for deliveries, has space for the needs of its users such as for storage, or circulation space for a wheelchair.

3.168 Design is integral to how people might respond to a building or place – whether they like it, enjoy it and feel safe moving around a place, or find it depressing, and don't feel safe there. Design can enable or deter behaviours and good design allows people to feel safe and be active outdoors and discourages anti-social behaviour. Multiple factors therefore influence good design of an individual development and a place.

3.169 The principles of good design expected from development in Wirral are set out below. Many other policies in this Local Plan expand on some aspects of these principles for example, Policy WD 23 Design Details includes standards of space and accessibility, Policy WS8 Strategy for Energy Use, Renewable and Low Carbon Energy and Policy WD 23 Design Details include energy efficiency standards, and Policy WD 5 Residential Extensions and Policy WD 6 Self-Contained Flats identify aspects of design of particular importance to these forms of development. In addition, the specific policies for sites in Parts 4 and 5 identify other design requirements for particular locations and neighbourhoods.

Policy WS 7

Principles of Design

Design Principles

A. Development proposals will be required to demonstrate that the development has been planned so that its function and appearance will enhance the character of the area and provide a high standard of amenity for existing and future occupiers, having regard to: Policy WS 8 Strategy for Energy Use, Renewable and Low Carbon Energy; published advice in the Council's Supplementary Planning Documents and Design Codes; and the National Design Guide or any superseding guidance.

B. Development proposals should in particular demonstrate how they have, where appropriate, addressed the following design principles and requirements:

1. be inclusive, enabling use by all, irrespective of their physical ability and other characteristics such as, but not limited to, age and gender;
2. be visually attractive and positively enhance the character, appearance and setting of the surrounding area;
3. ensure that the density, height, scale, massing and siting is appropriate in context;
4. incorporate high quality materials which complement and enhance surrounding areas and adjacent development;
5. provide a high standard of internal and external amenity that creates comfortable places to live, work and visit - addressing thermal and acoustic comfort;
6. use active design principles to make active travel and physical activity an easy, practical and attractive choice;
7. contribute to the creation of adaptable, safe and accessible places with active frontages;
8. provide for the protection and enhancement of existing trees and hedgerows in accordance with their value;
9. provide or protect high quality landscaping including unifying features such as gates, piers, walls, boundary treatment between public and private areas;
10. ensure that extensions to existing buildings will match or complement the design and materials of the existing buildings;

11. provide underground service ducts, to enable future connections for open source cable, broadband and electronic communications, electric car charging, waste collection and district heating networks, where relevant, and minimise the need for external apparatus;
12. provide an appropriate standard of sustainable transport and highway access, including for emergency services, delivery and waste collection vehicles;
13. provide integrated waste storage and on-site provision for collection, recycling and management of waste, likely to be generated by the development;
14. provide level access and appropriate internal and external space for lifetime needs;
15. address any issues related to public health and where relevant submit an appropriate Health Impact Assessment;
16. in flatted development to provide for communal space for social purposes and for the storage of belongings where appropriate.

Implementation

3.170 It is considered that on the whole the criteria in Policy WS 7 are self-explanatory. It is also acknowledged that there is a degree of judgement in assessing whether many of these criteria are met, when considering the scale of proposals. The applicant is expected to be able to demonstrate that these requirements are met as they pertain to the particular type of development and its location including neighbouring uses. Matters of waste management on-site can have a significant visual impact and it is expected that in-building or street-based waste disposal is carefully considered in design and undertaken in line with prevailing Council waste collection policy.

3.171 When assessing how good design will be achieved applicants will be expected to have demonstrated how the scheme has evolved from an understanding of the context in which it will be placed, how it will respond favourably to a good environment or how a poor environment would be improved, how it will promote or reinforce local distinctiveness and how health impacts have been taken into account for proposals that are likely have significant health implications. Health Impact Assessment is required for certain development by Policy WD 18.

3.172 Where the Wirral 3D digital model covers a proposed development site major development proposals will be required to provide a 3D visualisation to the Council in support of a planning application. Where appropriate the Council will make available the Wirral 3D digital model to applicants at a reasonable cost and subject to license agreement to facilitate pre-application discussions and enable informed assessments of design and impact. A Design Review Panel may be appointed to assist with the consideration of larger applications to inform early iterations of design proposals for major developments. In all cases of major development, pre-application discussions are encouraged, and it is at this stage of initial discussion that the suitability of use of a Design Review Panel will be identified.

Moving to Zero Carbon: Strategy for Energy Use, Renewable and Low Carbon Energy

3.173 The need to address the Climate Change Emergency is urgent. In the UK, 49% of annual carbon emissions are attributed to buildings[110] making the construction of new buildings, their energy efficiency and energy supply, key considerations in moving toward net zero carbon. The Climate Change Act 2018 commits the UK Government by law to reducing greenhouse gas emissions to 'net zero' by 2050[111] compared to 1990 levels[112].

110 LETI Climate Emergency Design Guide 2020, page 08

111 The Energy White Paper December 2020 confirms the Government's intentions to ensure that building energy performance will assist in meeting this target

112 Sixth Carbon Budget Report of the UK Climate Change Committee, Table 3.2 identifies that all new buildings will need to be zero carbon by 2025

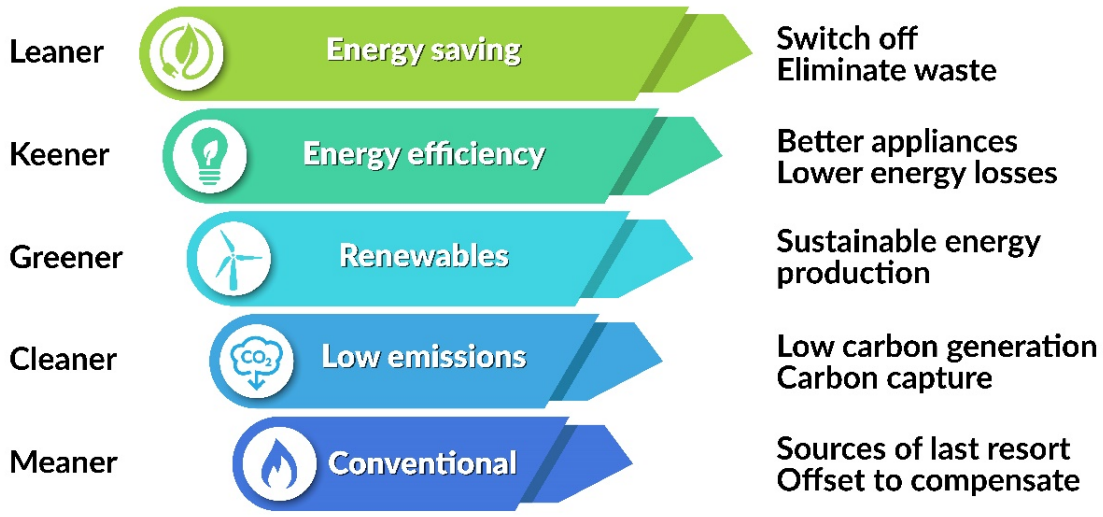
3.174 The switch to renewable energy has a key role in reaching 'net zero'. The supply of renewable energy should be maximised to decarbonise the energy supply and more stand alone renewable energy generation including combined heat and power networks support the decentralisation of the power grid. In Wirral these measures are also important due to the limitations of the power grid locally[113].

3.175 This Local Plan approach focuses on: the energy hierarchy; the role of passive design; measures to ensure overheating of buildings is avoided; and renewable energy. In addition, water efficiency is considered that both saves energy and manages the water resource. These detailed requirements are included in Policy WS 8 Strategy for Energy Use, Renewable and Low Carbon Energy and Policy WD 23 Design Details.

Energy Hierarchy

3.176 The energy hierarchy shown in Figure 3.10[114] should be implemented for any development, as identified in criterion A. of Policy WS 8.

Figure 3.10 The Energy Hierarchy



Renewable and Low Carbon Energy

3.177 A significant level of evidence has been prepared in respect of the suitability of locations for renewable and low carbon energies[115]. The focus for the Plan period is the use of on-site renewable technologies (for example an air source heat pump can be used to provide the small amount of operational energy needed in a highly efficient home) and decentralised energy projects such as district heat and power networks fuelled by renewable energy sources.

3.178 However, this policy does not preclude stand alone renewable energy schemes it is simply that the Green Belt designation of a lot of land that might otherwise be suitable for renewable energy schemes makes this a less likely solution in Wirral. The waters surrounding Wirral are a potential source of renewable energy as identified in the Wirral Study[116] and this includes a source for the Birkenhead Heat Network Project to which new development should be made capable of connection.

113 Wirral Local Plan Climate Change and Renewable Energy Study (Arup, 2020), Appendix 6, pages 181-182, section 3.8 and Figure 46

114 By Philip R Wolfe - Own work, CC BY-SA 3.0, https://commons.wikimedia.org/w/index.php?curid=24801433

115 Renewable Energy Capacity Study Liverpool City Region (Arup, 2009), Stage 2 Report (Arup, 2011). Liverpool City Region Sustainable Energy Action Plan (Arup, 2012). Wirral Local Plan Climate Change and Renewable Energy Study (Arup, 2020)

116 As above

3.179 Wirral is located in the vicinity of HyNet North West, a significant project focussed on the production of hydrogen from natural gas, and the creation of the UK's first carbon capture utilisation and storage infrastructure. There is an anticipated ready local hydrogen supply from 2027.

Birkenhead Heat Network Project

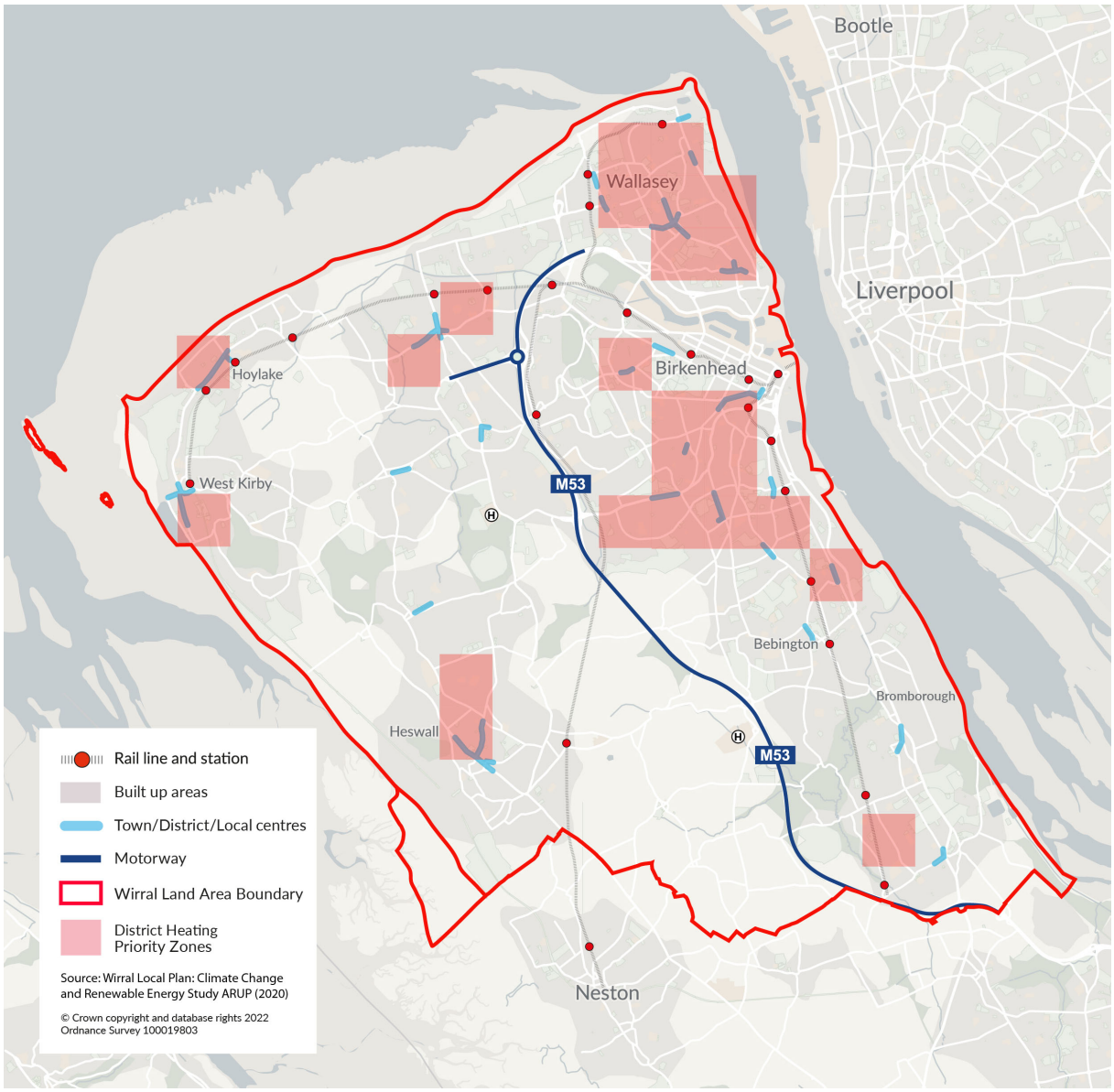
3.180 Working with the Department for Business, Energy and Industrial Strategy (BEIS) the Council is undertaking a Detailed Project Development for the delivery of a comprehensive Heat Network system for central Birkenhead. The Council is promoting the implementation of the scheme as part of its Environment and Climate Emergency Action Plan. District Heating on the scale envisaged would make a significant contribution to reducing the carbon impact of new development in the Borough through the Local Plan period and provide an opportunity for lower cost domestic and commercial heating. Development within the area shown on the Policies Map and Figure 3.11 should make provision to connect to the system where appropriate and feasible. This will mean that future development will most often require underfloor heating systems that can be switched from fossil fuel to the heat network when implemented together with space for low level plant. Thereafter development should be designed to connect directly to the heat network. The energy generation sites for the heat network are identified on the Policies Map as part of Policy WS 10 Infrastructure Delivery. The Council will produce separate guidance for developers.

Figure 3.11 Birkenhead Heat Network Project



3.181 The opportunity areas for other District Heat Networks are identified in Figure 3.12 below[117].

Figure 3.12 District Heat Priority Zones



Policy WS 8

Strategy for Energy Use, Renewable and Low Carbon Energy

Energy Hierarchy

A. New development proposals should implement the energy hierarchy within the design of new buildings by prioritising fabric first, passive design and landscaping measures to minimise energy demand for heating, lighting and cooling. The design of buildings, in order of importance, should:

1. minimise energy demand (using less energy and managing energy demand during construction and operation); and
2. maximise energy efficiency (include measures in the development to use energy efficiently); and

117 Wirral Local Plan Climate Change and Renewable Energy Study (Arup, 2020 Arup), page 169, Figure 40

3. utilise renewable energy (maximise the use of building-mounted and local sources of renewable energy);
4. utilise low carbon energy (where renewable energy is not an option);
5. utilise other energy sources (where low carbon and renewable energy is not an option);
6. compensate or offset residual carbon emissions on-site;
7. compensate or offset residual carbon emissions off-site.

On-Site Renewable, and Low Carbon Energy

B. Development proposals should consider how residual carbon emissions can be addressed through the use of on-site renewable and low carbon energy supplies, and seek to provide for this form of energy generation where feasible.

Heat and Power Networks

C. All new development proposals in proximity of an existing or proposed district heat or power network, combined heat and power (CHP), combined cooling, heat and power (CCHP) station will be expected to:

1. connect to the network unless it can be demonstrated that the scheme is not suitable or feasible for this form of energy provision; or
2. where a development is not to be connected to a heat network, but its location is suitable for a future network, the proposal should demonstrate how the design makes the development 'district heating ready' to enable connection at a later date.

D. Any developments of combined heat and power (CHP), combined cooling heat and power (CCHP) station or district energy networks for heat or power must demonstrate:

1. a minimum of 85% of the energy supplied is from renewable or low-carbon sources; and
2. how any heat produced will be productively used on-site or linked to a district energy network; and
3. how the design and capacity for future expansion to facilitate incorporation of new development enables additional low carbon technology, such as waste heat recovery, heat pumps and electric heating.

E. The Birkenhead Heat Network Demand Assessment Area identified for a future heat network is shown on the Policies Map (DHNA-1). Proposals within this Area will be required to comply with criterion C., above, and Policy WS 10.

Stand-Alone Renewable and Low Carbon Energy Schemes

F. Development proposals for renewable and low carbon energy schemes will be supported in appropriate locations, with particular emphasis on the use of decentralised energy networks and in identified areas of opportunity subject to national Green Belt policy.

Implementation

Energy Hierarchy and On-Site Renewables

3.182 Applicants of major schemes are encouraged to include an explanation of how they have addressed the energy hierarchy and provided for on-site renewable energy in the Planning Statement accompanying the application.

Stand-Alone Renewable Energy Schemes

3.183 The opportunity areas for renewable energy technologies are identified in the Wirral Renewable Energy and Climate Change Study produced for the Council[118].

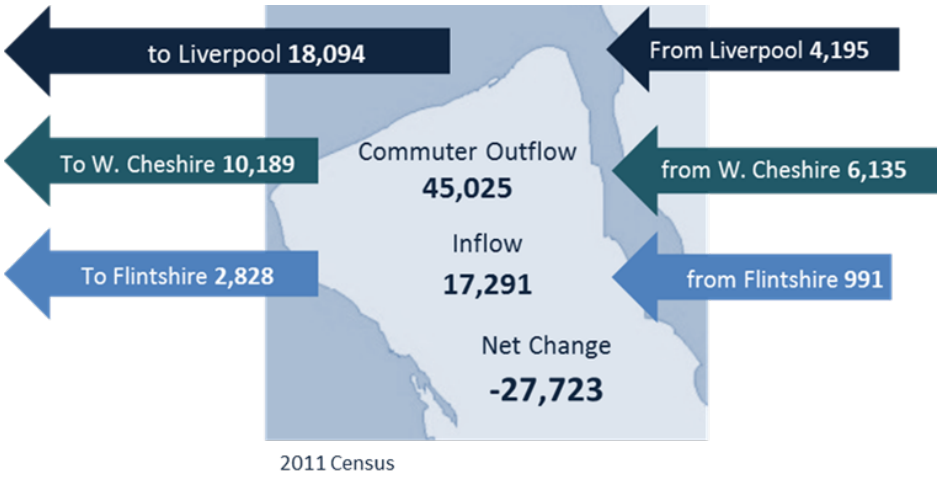
118 Wirral Local Plan Climate Change and Renewable Energy Study (Arup, 2020)

Transport Strategy

3.184 There are three broad types of transport infrastructure in Wirral – active transport such as walking and cycling, public transport and highways. The Council has a role in the provision of these transport types particularly local road networks and active transport routes, but is also reliant on a number of other organisations. National Highways is responsible for the operation and management of the M53 motorway, and Liverpool City Region Combined Authority is responsible for public transport services including the Mersey Ferries service and the operation of the Queensway and Kingsway road tunnels linking Wirral to Liverpool as well as the Key Route Network[119]. In conjunction with Liverpool City Region Combined Authority the Council also works with public transport operators such as Stagecoach, Arriva and Merseyrail.

3.185 Travel patterns in the Borough are distinguished by high levels of commuting to Liverpool, of 50%, as well as significant levels to Chester, Ellesmere Port and Wales. Commuting is dominated by use of the car, as illustrated in Figure 2.5 Key Statistics - Travel, and Figure 3.13 below.

Figure 3.13 Commuter Patterns at 2011



3.186 The provision of an integrated transport network is an essential part of the efficient day to day functioning of Wirral – they allow residents to get where they need to be and ensure that businesses can bring in the people and goods they need to succeed. On the whole the Borough is well connected and provided with effective transport networks shown in Figure 2.2 .There are disparities, with the west, south west and central areas of the Borough on the whole being less well connected than the urban eastern core. Although Wirral benefits from the National Cycle Network Route 56 and Wirral Circular Trail and improvements have taken place in recent years in the wider Birkenhead area, there is still a need to further develop high quality active travel networks.

3.187 Transport is a big greenhouse gas emitting sector in the UK accounting for 27% of emissions in 2019[120]. Transport is the third biggest source of CO2 emissions in Wirral accounting for 26.3%[121]. Transport is therefore an important focus for reducing emissions, on the path to zero carbon and meeting the commitments in the 2008 Climate Change Act. The Council has committed, in 'Cool 2 - A Strategy for Wirral in the Face of the Global Climate Emergency' to a shift to fossil fuel free local travel by around 2030. In short, the approach needs to target short trips that could be taken on foot, by cycle or by public transport to reduce any congestion, improve health and reduce emissions, and the infrastructure and location of development needs

119 The Key Route Network is made up of roads that are vital in keeping people and businesses on the move, and are key to boosting economic growth in the City Region. Responsibility for the network was devolved to the Metro Mayor as part of the Liverpool City Region's Devolution Agreement

120 2019 UK Greenhouse Gas Emissions, Final Figures (Department for Business, Energy and Industrial Strategy, 2 February 2021)

121 CO2 Emissions in Wirral, 2015-16, Cool 2 - A Strategy for Wirral in the Face of the Global Climate Emergency (December 2019)

to address these issues. This will happen in tandem with improvements to technology that reduce emissions from transport via green technologies to reduce the need to travel - as witnessed by the impact of the Covid-19 pandemic on increased levels of business undertaken from the home.

3.188 The transport strategy for this Local Plan nests within layers of transport plans at different geographical scales. The Strategic Transport Plan of Transport for the North[122] is underpinned by a long term Investment Programme for initial priorities for the North, and both build on the Northern Transport Strategy[123]. At Liverpool City Region level the Combined Authority has developed a non-statutory Transport Plan[124] and suite of mode-based strategies, for bus[125], rail[126], ferries[127] and local journeys, to achieve its objectives of identifying key transport schemes and principles for transport to support sustainable development[128]. This is a bridging document for an update to the statutory Third Merseyside Local Transport Plan 2011 which sets out the vision and strategy for improving transport in Merseyside. It identifies six goals: helping to create the right conditions for sustainable economic growth; improving health, well being and road safety; providing and promoting a clean, low emission transport system; ensuring equality of travel opportunity for all; and maintaining our assets to a high standard. The development of a new Fourth Local Transport Plan will be taking place during 2022 with adoption scheduled for early 2023. The Liverpool City Region Local Cycling and Walking Infrastructure Plan supports significant investment in active travel and a high level approach for the improvement of this infrastructure within the Borough.

3.189 Wirral Strategic Transport Model has been used to assess the current transport links and the investment required in the Borough. Transport modelling and assessments have been used to predict the potential impact of the proposed development in this Local Plan on the transport network. To accompany the Draft Birkenhead 2040 Framework a network of supporting transport infrastructure improvements have been identified including an active travel network. Transport constraints and infrastructure needs are included in the area and site policies in Parts 4 and 5 of this Local Plan and the Infrastructure Delivery Plan. This also identifies the options that have been developed further within a number of Transport Feasibility Studies supporting business cases for delivery. Borough wide transport issues identified include:

i. Congestion and high traffic flows on the A41 – particularly north of Bromborough where population densities rise;
ii. Car dominated infrastructure in the wider Birkenhead area resulting in severance issues for communities;
iii. Limited active travel and public transport accessibility to Wirral Waters;
iv. Poor active travel and public transport connectivity to sectors of the Borough including Seacombe and the rural communities to the west and south west of Wirral;
v. Limited capacity of the Mersey Tunnels – particularly Queensway;
vi. Conflict between industrial and active travel users on the east of the Borough – e.g. traffic to the Ro-Ro terminal competing with leisure users on the Wirral Circular Trail;
vii. Lack of sustainable accessibility to central and south western areas of the Borough with limited bus services and a limited Wrexham-Bidston rail service.

3.190 The distribution of development in the strategy of this Plan has been chosen with the consideration of the impact of travel on carbon emissions from the outset and the intent to enable genuine modal choice that will reduce reliance on the private car. This Local Plan seeks to promote a low carbon pattern of travel for the Borough and ensure that the transport impacts

122 Strategic Transport Plan (Transport for the North, 2019)
123 The Northern Powerhouse: One Agenda, One Economy, One North A Report on the Northern Transport Strategy (HM Government, Transport for the North, 2015)
124 Combined Authority Transport Plan Facilitating Inclusive Economy (Liverpool City Region Combined Authority and Merseyside Travel, 2019)
125 Liverpool City Region Bus Service Improvement Plan 2021
126 Liverpool City Region Combined Authority Long Term Rail Strategy 2018
127 Liverpool City Region Local Journeys Strategy 2018
128 This is a non statutory bridging document update to the Merseyside Local Transport Plan, prior to new statutory Transport Plan for the City Region

of development are effectively managed, in addition to improving connectivity. In this regard, other policies in the Local Plan support these aims including those relating to the specific development of the regeneration areas and the inclusion of active transport networks within them.

3.191 The threads of the Local Plan and Transport Plan strategy with respect to sustainable transport and enabling connectivity are set out in Policy WS 9 criterion A.

3.192 Having regard to the transport modelling and assessments in the Local Plan evidence base including those for the Draft Birkenhead 2040 Framework and to ensure that land is safeguarded, the Local Plan transport strategy will facilitate the delivery of schemes to support the spatial strategy as identified in Policy WS 1 The Development and Regeneration Strategy for Wirral 2022-2040 and Policy WS 9. Additional detail of the specific schemes is found in Part 4 or 5 of the Plan under the relevant regeneration area or site policy[129] and in Appendix 9.

Policy WS 9

Strategy for Transport

Approach to Transport

A. The transport needs of the Borough will be met through:

1. redesigning overengineered roads to support development opportunities and create new sustainable transport connections to, between, and within regeneration areas;
2. introducing new high quality active travel networks and improve the quality of existing routes;
3. providing a safe, effective and efficient highway network to improve road safety and improve air quality;
4. supporting efficient movement of goods and people through prioritisation of the Liverpool City Region Key Route Network, through improved access to Port facilities, and provision of high quality public transport;
5. ensuring and improving highway safety for all modes of transport and all users; and
6. ensure modal choice for access to employment, training and education and wider opportunities such as healthcare, leisure and recreation.

Transport Schemes

B. Routes required for developing future transport infrastructure are shown on the Policies Map and listed in Appendix 9.

C. Land will be safeguarded, as shown on the Policies Map, for:

1. Schemes to facilitate the greater use of public transport including new rail station proposals;
2. Schemes to support greater use of walking and cycling (active travel) including a new active travel corridor through Dock Branch Park.

D. A Mass Transit system will be developed (route to be determined).

Accessibility and Sustainable Transport

E. Development proposals should where practicable incorporate measures to:

1. improve accessibility, connectivity and ease of movement in order to facilitate and promote the prevalence and availability of sustainable travel options;
2. be easily accessible to existing or future planned sustainable travel options and infrastructure projects which provide a coherent, direct, safe, comfortable and attractive modal alternative to future occupants and reduce private car usage;

129 The Wirral Local Plan 2021-2037 Submission Draft Infrastructure Delivery Plan (Wirral Council, May 2022), and Transport Background Paper for the Local Plan (Mott MacDonald, April 2022), also refer

3. be designed and laid out to give priority to walking, cycling and public transport and be appropriate for the type and volume of traffic likely to use and service the development; and
4. deliver inclusive mobility to residents of all ages and abilities and socio economic circumstances in order to reduce the potential for social exclusion.

F. The following Regeneration Areas should connect to inland and waterfront walking and cycling routes to ensure access to promenades and Liverpool City skyline views by all members of the community: Seacombe River Corridor (RA 1), Birkenhead Waterfront (RA 3), Central Birkenhead (RA 4), Hind Street and St Werburgh's (RA 5), Wirral Waters (RA 6), Hamilton Park (RA 7) and New Brighton (RA 10).

Impact on Networks

G. Development proposals must demonstrate that the resulting cumulative impacts on the efficient operation of the highway and wider transport network, within and outside the Borough, will not be severe.

H. Proposals for major development will be required to provide a Transport Assessment and/or Travel Plans in accordance with the Transport Assessment and Travel Plan thresholds in Appendix 8.

I. Development proposals will not create hazardous highway conditions.

J. Where appropriate, development proposals will be required to demonstrate how they will not result in a material increase or significant change in the character of traffic using a rail crossing, unless it can be demonstrated that safety will not be compromised in consultation with Network Rail.

Implementation

3.193 A mass transit system in Birkenhead will link Wirral Waters developments to the town centre and other new neighbourhoods identified for regeneration. In respect of safeguarding land, a new active travel corridor, The Dock Branch Park, bisecting the Regeneration Areas in central Birkenhead will provide a further walking and cycling corridor from Wirral Waters to Hind Street as set out in Part 4 of the Plan, and new rail stations are proposed at Woodchurch, Beechwood and Town Meadow. Further information on planned improvements is set out in Appendix 9.

3.194 Proposals that generate a significant amount of movement must be supported by a Transport Statement or Transport Assessment and will normally be required to provide a Travel Plan. Transport Assessments, where appropriate, will also be submitted for approval to neighbouring authorities where development may impact on wider transport networks. Development that will generate a significant number of heavy goods vehicle movements will be required to demonstrate by way of a Routing Management Plan that no severe impacts are caused to the safe and efficient operation of the transport network and no material harm caused to the living conditions of residents. A Construction Traffic Management Plan may also be requested as appropriate.

3.195 The thresholds for proposals to be accompanied by a Transport Statement or Transport Assessment or Travel Plan are set out in Appendix 8. Transport Assessments and Travel Plans may also be required in the following situations: in areas where the road capacity is already under stress or may come under stress as a result of the planned development; for applications for extensions to car parks; and where an extension to an existing development causes the travel impact of the site to exceed the threshold for a transport assessment. Travel Plans should be a long term strategy to maximise sustainable travel and to reduce the proposition of single occupancy car trips to and from a site. Within the document, mode based targets should be set using the Transport Assessment and a Travel Plan Co-ordinator should be identified along with a monitoring and implementation strategy.

3.196 The expected contributions from developments for transport infrastructure will relate to accessibility of sites by all modes or mitigating impact of traffic generated by the development. Larger transport schemes are expected to be grant funded during the Local Plan period. Site specific requirements will be assessed through discussion with the Local Planning and Highways Authority and through the provision of Transport Statements, Transport Assessments and

Travel Plans. Policy WS 9, Appendix 8 and the Council's Development Management Validation Checklist provide the requirements for Transport Statements and Assessments and Travel Plans.

3.197 A section 278 agreement may be used where planning permission has been granted for a development that requires improvements to, or changes to, public highways.

3.198 Where a Travel Plan is required for development a Travel Plan monitoring payment will normally be required. Major proposals will be liable for an annual review per year for 5 years after completion.

Infrastructure Planning

3.199 The Council supports the principle of investment in infrastructure to respond to the needs of the Borough . Infrastructure is key to the delivery of sustainable development and economic and social growth and meeting development needs. The Council will be supportive of desirable infrastructure investment which facilitates the delivery of wider sustainable development and meets environmental objectives.

3.200 Most new development places some additional demand on the infrastructure that supports it ranging from the use of open spaces, utilities and transport to health care and sports provision. Therefore, managing this demand is important and how the critical and essential infrastructure necessary for development to go ahead will be delivered is an important aspect of new development. This demand can present as a need to increase the capacity of existing infrastructure such as improvements to highway junctions or to provide new infrastructure such as a new school to educate the children living in a large new housing development. The range of infrastructure encompasses transport provision including cycling and walking routes, utilities including digital infrastructure for Wi-Fi connection, flood and surface water management measures, open space, emergency services, health care, leisure, community and cultural facilities. Policy WS 10 sets out the requirements in respect of managing the matter of infrastructure in development proposals and of protecting valued infrastructure.

3.201 The responsibility for delivering the infrastructure varies according to the type. The Council is responsible for delivering some infrastructure directly, and other types in partnership. Where the Council is not directly responsible then the responsible body has significant control over how this will happen, for example, models of health care delivery continue to change and the roles of the Health Care Trust and individual General Practitioners are key.

3.202 The funding for the range of infrastructure also comes from different sources ranging from loans or grants from central government or devolved funding via the Liverpool City Region Combined Authority, to part funding by the Council and contributions from the developers of the schemes. Developer provision for critical and essential infrastructure tends to vary depending upon the size of the scheme, with larger schemes often providing for most of the required infrastructure on-site, whilst others will involve a payment through a planning obligation as a contribution toward the cost of delivery calculated by the additional demands placed on the infrastructure by the particular development.

3.203 Some critical or essential infrastructure will be strategic, such as proposals for a Birkenhead Heat Network and improvements to the highways network, and support the delivery of a number of sites. In such instances it is likely that contributions will need to be pooled and combined with other funding sources. The developer contributions for critical or essential infrastructure will be secured by the Council through planning obligations, planning conditions, and s278 Highways agreements where appropriate. Should the Council pursue a Community Infrastructure Levy or successor levy then this will also be a mechanism for gaining funding for infrastructure.

3.204 The Council has produced a detailed Infrastructure Delivery Plan which sits alongside this Local Plan and it will be regularly updated. It contains information in respect of: the infrastructure required to support the development contained in this Local Plan; the costs; the period over which it needs to be delivered in relation to the development it supports; which organisation is responsible for it and how it will be funded.

3.205 The delivery of infrastructure must keep pace with growth and phasing of large scale development must be clearly related to the phasing of its supporting infrastructure. Development is expected to make best use of existing infrastructure in the first instance, and where necessary

provide or contribute toward provision of infrastructure at a rate and scale that meets the needs and requirements expected to arise from the development. The calculation of developer contributions to infrastructure has been informed by the viability assessments underlying this Local Plan[130].

3.206 The infrastructure to support significant regeneration of areas of eastern Wirral includes investment by central government which, among other functions, supports the commercial viability of redevelopment of derelict and underused land that would be difficult to bring forward without public sector support. This is explained in detail in Part 4 of the Plan, the Infrastructure Delivery Plan and the Wirral Local Plan Housing Delivery Strategy accompanying this Local Plan.

3.207 A range of infrastructure to support development is required to meet needs and ensure well being. As well as providing for new infrastructure[131], Policy WS 10 seeks to protect current infrastructure in Wirral against development that may negatively impact on capacity and service provision.

Policy WS 10

Infrastructure Delivery

Provision of Infrastructure

A. Proposals for development should, where appropriate, have regard to the Infrastructure Delivery Plan.

B. Proposals will be supported where they demonstrate that there is sufficient appropriate critical or essential infrastructure capacity to support the development, that such capacity will be delivered by the proposed development, or that such capacity will exist at the point the development is to be brought into use.

C. Developers will be expected to make on-site provision where required for the delivery of the development, or where appropriate a financial contribution towards either off-site provision or the enhancement of existing off-site facilities to mitigate the impact of development. This will be determined on a site-by-site basis.

D. Major development proposals must be accompanied by a comprehensive, site-wide infrastructure strategy, including that for surface and foul water drainage.

E. Where necessary, proposals should demonstrate how development and supporting infrastructure will be phased in accordance with a timetable which can be secured through an appropriate planning condition and/or legal agreement. Mitigation measures may require the implementation of development proposals to be phased in order to prevent significant harm to the environment or other interests of acknowledged importance. In most cases, this will mean phasing the completion of development after the completion of mitigation programmes or measures.

Utilities Infrastructure

F. Proposals for critical utilities infrastructure development and expansion to meet the needs of the Borough and realise opportunities for large scale development will generally be supported.

G. Development proposals which would be detrimental to, or result in the loss of, critical utilities infrastructure and facilities should clearly demonstrate that:

   1. the service or facility is no longer needed; and
   2. it is no longer practical, desirable or viable to retain.

H. Major developments located within 500m of a planned future district heat or power network, or combined (cooling) heat and power network, which is considered by the Council likely to be operational within 3 years of a grant of a planning permission, will be required to

130 Wirral Local Plan CIL and Viability Assessment (Aspinall Verdi, 2022)

131 specific requirements related to green and blue infrastructure, open space, biodiversity, and water management, are also set out in Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection, and in Policy WD 4 Coastal Protection, Flood Risk, Sustainable Drainage and Natural Water Management

provide a means to connect to that network and developers shall provide a reasonable financial contribution for the future costs of connection and a commitment to connect via a legal agreement or contract, unless a feasibility assessment demonstrates that connection is not reasonably possible.

I. All development proposals within the Birkenhead Heat Network area, as shown on the Policies Map or in proximity to an existing or proposed district heat or power network, combined heat and power (CHP), combined cooling, heat and power (CCHP) station will be expected to comply with Policy WS 8 criteria C.-E. Heat and Power Networks.

J. Land shown on the Policies Map at Marcus Street (ENG-SA2.1), Canning Street (ENG-SA2.2) and at Woodside Waterfront (ENG-SA2.3) is safeguarded for the provision of future energy centres for Birkenhead Heat Network.

Enabling Broadband Connection

K. All applications for new dwellings and business premises should demonstrate how the development will be provided with the infrastructure necessary to allow the development to be served by high quality communications infrastructure. Where possible this should be open source. It should include ducting for cabling for full fibre broadband connections as these will, in almost all cases, provide the optimum solution. This should be provided at the same time as other underground services are laid.

Facilities for Education, Health and Emergency Services

L. Developer contributions and/or on-site provision will be sought for education and health services where needed and in line with the requirements in Appendix 10.

M. Development proposals which would be detrimental to, or result in the loss of, essential facilities and services that meet community needs should clearly demonstrate that:

1. the service or facility is no longer needed or can be provided elsewhere; and
2. it is no longer practical, desirable or viable to retain.

Indoor Community, Sport, Leisure and Cultural Facilities

N. Developer contributions will be sought from major development proposals for indoor community, sport, leisure and cultural facilities where needed and in line with the requirements in Appendix 10.

O. Proposals that would result in the loss of indoor facilities currently or last used for the provision of community, sport, leisure or cultural activities should demonstrate through an up-to-date needs assessment that:

1. the facility is no longer needed for any of the functions it can perform; and
2. it is no longer practical, desirable or viable to retain them.

P. Where the needs assessment under criterion O. demonstrates that there is still a need for all or part of the facility, then any necessary replacement facilities of the appropriate quality to meet the identified need and provision for ongoing maintenance shall be secured before the alternative development is commenced. Particular regard should be had to those indoor sites and facilities listed in Appendix 11.

Protection of Open Space

Q. Development that would be incompatible with the continued use and benefits of the sites and facilities shown on the Policies Map and listed as open space in Appendix 12 or for sport and recreation in Appendix 11 will not be permitted unless:

1. the proposal is for ancillary development or for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use for visitors, sport or play that would support the continued use of the site for public amenity, sport or recreation; and/or

2. appropriate provision would still be made in line with the standards for open space set out within this Local Plan or in line with the requirements identified in an approved strategic assessment for the provision of the type of facility to be lost; and
3. an up-to-date needs assessment demonstrates that the site is surplus to requirements for any alternative identified open space or recreational purpose.

R. The loss of playing field land including grass sports pitches and facilities for outdoor sport or children's play will not be permitted unless they are replaced by equal or better provision of quality and quantity on an alternative and suitable location.

S. Development that would prejudice the openness or character of the Local Green Spaces shown on the Policies Map and listed in Appendix 13 will not be permitted unless:

1. the proposal is for the re-use or replacement of an existing building or would provide an appropriate facility to improve or support the existing use of the land; and/or
2. the proposal would have no significantly greater visual or operational impact than the existing use or structures on the site.

T. The areas designated for countryside recreation shown on the Policies Map and listed in Appendix 14 will be protected from incompatible development subject to national Green Belt controls.

Implementation

3.208 Applicants of all major schemes are strongly advised to discuss proposals through the Council's Pre-Application Advice Service and with relevant infrastructure and utility providers to ensure that the developments they propose, and future occupiers, can be properly serviced in the interests of supporting a sustainable community. They will take into account the relevant business plans and programmes produced by infrastructure and service providers to demonstrate how provision will be bought forward. In assessing infrastructure and service requirements, the Council will have regard to the cumulative impacts of development in the locality and across the Borough. Developers will be expected to demonstrate that together, the existing capacity and capacity provided by new infrastructure associated with the proposal will be sufficient and sustainable. The Council will liaise with United Utilities and Dwr Cymru Welsh Water to confirm there is sufficient headroom in the existing discharge consent to accommodate the growth planned for Wirral over the entire Plan period. If constraints are identified, housing delivery will need to be phased to keep in line with the available waste water treatment infrastructure.

3.209 A comprehensive, site wide Infrastructure Strategy shall be submitted as part of any planning application for major development. The Strategy shall demonstrate communication with infrastructure providers and outline how each phase interacts with other phases. When necessary, the Strategy must be updated to reflect any changing circumstances between each phase. The entire allocation shall only be carried out in accordance with the most recent site wide Infrastructure Strategy. Any associated strategies, such as for foul and surface water drainage, must be consistent with the updated site wide Infrastructure Strategy.

3.210 For any development proposal which is part of a wider development site, it will be necessary to ensure foul and surface water drainage proposals are part of a wider, holistic strategy which co-ordinates the approach to drainage between phases, between developers, and over a number of years of construction. Applicants will be expected to include details of how the approach to drainage on any phase of development has regard to interconnecting phases within a larger site. Infrastructure should be sized having regard to interconnecting phases and demonstrate how the site delivers sustainable drainage as part of interconnecting phases.

3.211 Drainage strategies should ensure a proliferation of pumping stations is avoided on a phased development. When necessary, the infrastructure strategy must be updated to reflect any changing circumstances between each phase. The strategy shall demonstrate communication with infrastructure providers and outline how each phase interacts with other phases. Additional policy in respect of drainage and pollution to water is included in Policy WD 4 Coastal Protection, Flood Risk, Sustainable Drainage and Natural Water Management and Policy WD 14 Pollution and Risk.

3.212 Open space, and facilities for sport and recreation, have special protection under national policy. The Wirral Open Space Strategy[132], Wirral Playing Pitch and Outdoor Sport Strategy[133] and Wirral Indoor and Built Facilities Strategy[134], set out the latest assessment of needs and agreed approaches to future provision and are reflected in the requirements set out in Policy WD 24 Open Space and Outdoor Sports Provision, and the lists of sites identified for protection in Policy WS 10.

3.213 The Wirral Playing Pitch and Outdoor Sport Strategy identifies a significant ongoing need for additional playing fields, and a shortage of both grass and artificial-surface playing pitches, which can only be addressed by new or replacement provision. A series of prioritised investments have been set out within a Local Football Facilities Plan. The Wirral Indoor and Built Facilities Strategy identifies a limited need for additional new provision but a significantly ageing stock of facilities that may need to be renovated or replaced during the Plan period. It particularly recommends the need for a long-term masterplan for swimming facilities in the Borough. The Council's wider corporate response will be set out in an emerging Leisure Strategy, which will be subject to annual updates[135]. The future Strategy will need to involve appropriate contributions from relevant developments, including the strategic expenditure of contributions secured under Policy WD 24 Open Space and Outdoor Sports Provision, to reflect the needs generated by each particular development.

3.214 The identification and protection of Local Green Space, which also includes sites providing other outdoor facilities, is in line with the recommendations of the Wirral Local Green Space Designations Review[136]. Nothing in Policy WS 10 is intended to prevent their beneficial use as open land or to prevent their continued use for appropriate sport and recreation, where this is needed to meet identified local needs.

3.215 Needs assessments must be comprehensive and demonstrate that any relevant land and buildings are genuinely no longer needed by the community. They should take account of the full range of community, leisure, sport or cultural uses that they could accommodate and not only those related to the requirements of the current owner or user.

Developer Contributions

3.216 The contributions that developers are expected to make as part of their development or as financial contributions are required for a range of infrastructure and these requirements are noted in the relevant policies throughout the Local Plan. Additional information on the expected level of contribution for certain types of infrastructure is set out in Appendix 10 which brings all the various requirements together for ease of reference.

3.217 In order for the Council to require a S106 obligation it must meet the legal tests that they are necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.

3.218 In respect of the infrastructure requirements in the Plan, where the Council is satisfied that the applicant has demonstrated that the submission of a viability assessment is justified, the Council will give due weight to the assessment having regard to all the circumstances in the case, including whether the Plan and viability evidence underpinning the Plan is up-to-date, any change in site circumstances since the Plan was brought into force, and the transparency of assumptions behind evidence submitted as part of the viability assessment.

3.219 When an application is received in 'outline', and the number and type of dwellings are unknown permission will only be granted subject to a condition and/or obligation ensuring that the appropriate infrastructure provision is made for the eventual scale of the development.

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132 Wirral Open Space Assessment Report and Wirral Open Space Standards Paper (KKP, 2021)

133 Wirral Playing Pitch and Outdoor Sports Assessment Report and Wirral Playing Pitch and Outdoor Sports Strategy and Action Plan (KKP, 2021)

134 Wirral Indoor Sports Facilities Needs Assessment and Wirral Indoor and Built Facilities Strategy (KKP, 2021)

135 Creating an Active Wirral: A Sport and Physical Activity Strategy for Wirral 2021-26 (Wirral Council, 2022). The Wirral Leisure Facilities Masterplan and Investment Strategy is currently being prepared and expected to be adopted during summer 2022

136 Wirral Local Green Space Designations: Review of Sites (LUC, 2021)

3.220 Developer contributions for education will only be sought for new housing development which creates additional demand for education infrastructure, in excess of what is available and accessible. Only 'major' residential development proposals will be assessed for their impact on education provision. Non-residential developments would not be expected to have an impact on education provision and are therefore are exempt from conditions and developer contributions for education. Furthermore, the following residential developments would not be expected to yield any children and are therefore similarly exempt:

- Student accommodation
- Housing for Older People

3.221 Where it is determined by the Local Education Authority that there is insufficient capacity and schools and other education facilities cannot accommodate the anticipated number of new pupils, the Council will, in collaboration with the respective schools/ facilities, consider whether the schools can be physically extended or, in rare instances, if a new school is required. Provision to accommodate additional necessary capacity to support needs arising from new housing development will be secured through planning conditions or planning obligations, either by direct provision of buildings or facilities or through appropriate developer contributions. In exceptional circumstances, planning conditions or other planning obligation agreements may be appropriate to secure other requirements, such as the provision of sufficient land, to allow for the delivery of additional school or education capacity necessary to serve the development.

3.222 Major residential development proposals will be assessed for their impact on healthcare provision, i.e., those with 10 or more dwellings or a site of 0.5 hectares or more. Non-residential developments would not be expected to have an impact on healthcare provision, therefore are exempt from conditions and developer contributions for healthcare.

3.223 In order to determine whether there is sufficient projected capacity in healthcare services, the NHS Cheshire and Merseyside Integrated Care Board will assess and liaise with the GP practices which serve the area of a development. Where it is determined there is insufficient capacity and services cannot accommodate the anticipated number of new residents, which may be in relation to the impact of the development alone or taken in conjunction with other planned developments, the NHS Cheshire and Merseyside Integrated Care Board will, in collaboration with the respective practices, consider whether the facilities can be physically extended, or if there are other measures which could increase the capacity of the practices. Where this is deemed possible a developer contribution(s) will be sought.

3.224 There may be instances where healthcare infrastructure is required on-site, as identified in the Infrastructure Delivery Plan or by NHS Cheshire and Merseyside to support the delivery of development. In this instance free land/ property transfers may be required to facilitate provision.

Town, District and Local Centres

3.225 The town, district and local centres in the Borough are important to the quality of life for residents and visitors because they provide places to meet others and opportunities to take part in activities of interest as well as the shops and services needed to go about daily life - to access food, medical care, entertainment and worship. Whilst a great deal of the function of town and local centres has been overtaken by online access to shopping and services, not everyone has online access. There is also still a human need and desire to meet, and be in a social environment and these places are important to the sense of belonging for individuals – they are community hubs.

3.226 Wirral has a good network of centres that provide a wide range of shops and services and the Council seeks to protect these as far as possible. The nature of the retail landscape has changed a great deal with increased amounts of online shopping, and this trend has been accelerated by the Covid-19 pandemic. Indeed, the most recent evidence[137] suggests that the need for new retail floorspace continues to decline. Recent changes in the national Use Classes Order and permitted development rights mean that a lot of changes of use can now occur within centres with little control over them by the Local Planning Authority. The new 'Class E Commercial,

137 Wirral Retail and Centres Study 2021 Retail Capacity Update (Tetra Tech Planning, April 2021)

business and service' use is wide ranging across many types of business and leisure use. This means a more relaxed approach to planning policy for centres must be taken whilst still trying to ensure that these centres remain as vital community hubs.

3.227 The largest town centre offering the greatest range of activity in Wirral is Birkenhead which itself is a sub-regional centre that sits below Liverpool City Centre as the regional centre. There are significant plans for the restructuring and regeneration of Birkenhead Town Centre that can be seen in Part 4 of this Local Plan. Policy WS 11 supports the uses that can occur there and in other centres. The next layer down in the hierarchy are the four Town Centres, below which sit three District Centres, sixteen Local Centres and many small neighbourhood shopping parades. The boundaries of the centres are all defined on the Policies Map and specific mention of improvement projects for some of the centres are included in the relevant section of Part 4 or 5 of this Plan. Given the continued impacts of ongoing changes to the retailing environment and the uncertainty over further impacts of the Covid-19 pandemic the Council will prepare a series of Action Plans or Masterplans for town and local centres not specifically addressed through Regeneration Area Policies in Part 4. These will seek to promote appropriate environmental improvements , retail strengthening and land use diversification to ensure the vitality of these important community focal points.

3.228 The most recent retail capacity evidence[138] explored the period up to 2034. This evidence indicates that there could be sufficient convenience floorspace capacity in Moreton to support an additional small convenience store, (600sq.m net) and at Woodchurch Road to support one medium or two smaller format convenience stores (1,200 sq.m net). A smaller amount of additional floorspace could be supported in Heswall (200sq.m net) but there is no assessed convenience floorspace capacity for Birkenhead Town Centre or Liscard. With regard to West Kirby (900 sq.m net) and Hoylake (400sq.m net) specialists recommend that consideration be given to meeting the convenience floorspace capacity for both settlements in Hoylake rather than West Kirby given the lack of medium or large-scale convenience facilities in Hoylake[139]. The assessments for comparison shopping floorspace indicate that there is no capacity for additional floorspace in any of the centres across Wirral. Therefore, net growth in the quantity of retail floorspace is expected to be very low up to 2034.

3.229 The capacity for a limited number of leisure uses in the centres has also been assessed[140]. The results were that Birkenhead Town Centre may have capacity for one or two additional health and fitness facilities to 2034. These assessments of retail and leisure capacity will be updated during the life of the Local Plan as they are linked to social trends that change over time.

3.230 In any case, the main objective for the centres is to support ongoing improvements to the environment, and continue to achieve a mix of uses that provide for the needs of communities. This includes specialisation of centres and a more diverse offer of activities. It also recognises that some centres have an important function to serve visitors as well as the permanently resident population. Policy WS 11 sets out the measures that are possible to seek to maintain and improve the vitality of centres.

3.231 The Local Plan seeks to maintain a hierarchy of centres recognising that some goods and services can be provided in many locations close to home – hence the term 'convenience' store. For other goods and services there is a need to travel further and they have to draw their trade from a wider catchment, such as cinemas. The Local Plan seeks to direct uses to the most appropriate level in the hierarchy which is set out in Policy WS 11 criteria B.-F. This has been identified based on evidence of surveys, floorspace and spending patterns in retail and centres studies[141]. In addition, residential uses within centres help to bolster trade and vitality and are encouraged as long as they provide good quality living accommodation, and are not interspersed with retail uses breaking up retail frontages. In the past some shopping parades have suffered from this 'pepper potting' of residential uses which has reduced the vitality and footfall of the parade and Policy WS 11 seeks to avoid this situation in the future. It is busy,

138 Wirral Retail and Centres Study 2021 Retail Capacity Update (Tetra Tech Planning, April 2021)

139 The floorspace is as assessed after commitments in the development pipeline

140 Wirral Retail and Centres Study (Tetra Tech Planning, December 2019)

141 Wirral Retail and Centres Study (Tetra Tech Planning, December 2019). Wirral Retail and Centres Study 2021 Retail Capacity Update (Tetra Tech Planning, April 2021)

attractive frontages that will draw people on to the next business in the street when they are in a town. Policy WS 11 criterion K. seeks to maintain attractive frontages to business premises at ground floor level, whatever the use, for this reason. Policy WD 11 also seeks to address design in centres.

3.232 In seeking to maintain and improve the vitality of the centres in the Borough, by focussing activity in accessible locations, Policy WS 11 aims to direct uses to within the identified town centre boundaries and apply impact assessments to proposals for uses that are edge of centre and outside centres. Main town centre uses are defined in national policy[142] and include retail, leisure, offices and cultural uses. The thresholds for the size of proposal requiring an impact assessment for the different centres are drawn from the evidence provided by the April 2021 Wirral Retail and Centres Study Capacity update[143].

Policy WS 11

Strategy for Town and Local Centres

Meeting the Strategy

A. The Town, District and Local Centres shown on the Policies Map will be supported to maintain their vitality and viability as community hubs for a range of retail, recreational, cultural and community uses by:

1. maintaining an appropriate hierarchy of centres;
2. managing the potential impact of edge of centre and out of centre retail and leisure proposals;
3. maintaining a Primary Shopping Area shown on the Policies Map in the Town Centres at Birkenhead (PSA-SA2.1), Liscard (PSA-SA1.1), Moreton (PSA-SA5.1), West Kirby (PSA-SA6.1) and Heswall (PSA-SA7.1) where retail development should be concentrated;
4. allowing appropriate meanwhile and pop up uses;
5. enabling appropriate residential uses to support centres; and
6. providing for further commercial, cultural and community uses to be developed.

Hierarchy of Retail Centres

Sub-Regional Centre

B. Birkenhead Town Centre (TC-SA2.1) shown on the Policies Map is the Borough's main comparison shopping destination and the primary focus for retail, office, leisure, service, arts, culture and tourist development, community facilities and other main town centre uses of Borough-wide significance, consistent with the role and function of the centre.

Town Centres

C. The Town Centres of Heswall (TC-SA7.1), Liscard (TC-SA1.1), Moreton (TC-SA5.1) and West Kirby (TC-SA6.1), shown on the Policies Map, will be the main focus for development and investment in shops, services, leisure and community facilities outside Birkenhead, consistent with the role and function of the centre.

District Centres

D. The District Centres of Bromborough Village (TC-SA4.1), Hoylake (TC-SA6.2) and Woodchurch Road, Prenton (TC-SA3.1), shown on the Policies Map, will be the focus for district level shops, services and community facilities, consistent with the role and function of the centre.

Local Centres

E. The focus for local level shops, services and community facilities consistent with the role and function of the centre will be the Local Centres shown on the Policies Map at:

Prenton Park, Borough Road (TC-SA3.4)	Claughton Village (TC-SA3.3)

142 reproduced in the Local Plan Glossary at Appendix 1

143 Wirral Retail and Centres Study 2021 Retail Capacity Update (Tetra Tech Planning, April 2021)

Dacre Hill (TC-SA3.6)	Eastham Rake (TC-SA4.4)
Greasby Village (TC-SA5.3)	Irby Village (TC-SA7.2)
Laird Street (TC-SA3.7)	Lower Bebington (TC-SA4.3)
New Ferry (TC-SA4.2)	Oxton Village (TC-SA3.2)
Poulton Road, Seacombe (TC-SA1.2)	Seabank Road, New Brighton (TC-SA1.4)
Tranmere Urban Village (TC-SA3.5)	Upton Village (TC-SA5.2)
Victoria Road, New Brighton (TC-SA1.5)	Wallasey Village (TC-SA1.3)
Argyle Street, Birkenhead (TC-SA2.2)	Grange Road West/Oxton Road (TC-SA2.3)

Smaller Parades and Individual Premises in Primarily Residential Areas.

F. Proposals within shopping parades and individual premises in Primarily Residential Areas will be subject to Policy WD 10.

Town and Local Centre Impact Assessments

G. Development proposals for main town centre uses that are edge of centre or outside a Town, District or Local Centre shown on the Policies Map will only be permitted where it can be demonstrated that:

1. no alternative, suitable sites are available, first within, and then at the edge of a Town, District or Local Centre shown on the Policies Map in line with the sequential test (excepting applications for small scale rural offices or other small scale rural development); and
2. the site is easily accessible by a choice of means of transport and is, or will be, well-connected to a Town, District or Local Centre shown on the Policies Map.
3. they do not undermine the vitality and viability of existing centres.

H. Development proposals for new retail and leisure floorspace, in edge or out-of-centre locations not designated for such use will be required to submit an impact assessment, that includes consideration of impact on relevant centres in adjoining districts. The applicable thresholds for an impact assessment of proposed new edge-of-centre and out-of-centre floorspace are:

Sub-Regional Centre	
Birkenhead Town Centre (TC-SA2.1)	1,500 square metres (gross)
Town Centres	
Liscard Town Centre (TC-SA1.1)	1,250 square metres (gross)
Heswall Town Centre (TC-SA7.1)	1,000 square metres (gross)
Moreton Town Centre (TC-SA5.1)	1,000 square metres (gross)
West Kirby Town Centre (TC-SA6.1)	1,000 square metres (gross)
District Centres	
Bromborough Village (TC-SA4.1)	750 square metres (gross)
Woodchurch Road, Prenton (TC-SA3.1)	750 square metres (gross)
Hoylake District Centre (TC-SA6.2)	400 square metres (gross)

Local Centres	
All Local Centres	350 square metres (gross)

Should any assessment demonstrate that there would be a significant adverse impact on the existing, committed or planned investment in the centre or its vitality or viability then the application will normally be refused.

Meanwhile Use

I. Meanwhile uses and pop-up shops within buildings, and on land where they are complementary to the surrounding uses, should not compromise the longer-term development of a site and should contribute to a diverse offer of activities that reflects the individuality of the centre.

Ground Floor Uses

J. Proposals for non-main town centre uses at ground floor within retail or commercial frontages will not normally be permitted, unless:

1. active frontages are maintained and enhanced; and
2. the function of the centre and neighbouring uses would not be adversely affected.

Residential Development in Centres

K. In all centres and parades, residential development should be located:

1. on upper floors within retail and commercial frontages including within primary shopping areas, where identified;
2. on back-land sites with no street level retail and commercial frontages including within primary shopping areas, where identified;
3. within any area that has been formally identified for planned contraction through a future review or masterplan;
4. so as to not adversely affect the operations of existing and future businesses and community facilities.

Implementation

Impact Assessments

3.233 In respect of Policy WS 11 criteria G. and H. edge or out of centre proposals include new buildings, alterations, extensions, and changes of use, or to vary or remove conditions in respect of the range of goods sold or service provided. Edge-of-centre proposals must demonstrate how the proposal will be connected to the centre, encourage linked trips, and enhance the vitality and viability of the centre. Where commercial proposals meet the policy criteria, appropriate planning conditions will be used if necessary to control the type, mix and quantum of gross and net retail floorspace; the range of goods sold; size of units; and number of operators per building; to protect existing centres.

3.234 The impact test will be undertaken in a proportionate and locally appropriate manner, commensurate with the scale of development proposed as stipulated by national Planning Policy Guidance. The level of detail will be agreed during the pre-application process to avoid onerous requests.

3.235 The floorspace thresholds identified in the adopted Local Plan of an adjoining authority will be applied to proposals likely to fall within the catchment of a centre within an adjoining authority.

Meanwhile Uses

3.236 With respect to criterion J. meanwhile uses may be of a type that would not normally be allowed in the centre location but will add vibrancy to the area and be of a temporary nature.

Residential Uses in Centres and Parades

3.237 Residential uses may be subject to permitted development rights and therefore limited control by the Council under a prior approval process. However, the amenity of the residential uses and access to them will be considered as an absolute minimum. The policies in this Local Plan that relate to design and residential amenity will be applied where appropriate to ensure that the development is not substandard.

Plan Monitoring and Review

3.238 In order to maintain up-to-date policies, and ensure that the Local Plan policies are effective, the Council must regularly monitor the impacts of the Local Plan, where possible, and be prepared to update policy if this proves necessary. There is a legal requirement to review the Plan at least every five years and update the Plan where a review demonstrates that update is needed. As noted in relevant national planning policy, reviews should be completed no later than five years from the adoption date of a Plan and should take into account changing circumstances affecting the area, or any relevant changes in national policy. Relevant strategic policies will need updating at least once every five years if their applicable local housing need figure has changed significantly; and they are likely to require earlier review if local housing need is expected to change significantly in the near future. Planning Practice Guidance sets out a range of circumstances that might lead to update of policy following review.

3.239 The Liverpool City Region Combined Authority is producing a Spatial Development Strategy that is part of the Devolution Deal. It requires approval of all constituent authorities and is expected to be adopted as part of the Development Plan for Wirral within five years of the adoption of the Wirral Local Plan. The Spatial Development Strategy may trigger a review of the Wirral Local Plan if key strategic matters are not aligned.

3.240 Policy WS 12 reinforces the commitment to the monitoring and review process and identifies the circumstances that may lead to a review of the Wirral Local Plan prior to any statutory five year period.

Policy WS 12

Monitoring and Review

A. The Council will monitor the implementation of the Local Plan policies and infrastructure provision using the Monitoring Framework. The results will be reported annually.

B. The Council will commence a review of the Local Plan earlier than the 5 year period after adoption set out in national policy. The following factors will be taken into account in deciding the scope and nature of that review and whether the Plan should be updated:

1. Annual housing delivery falls below 75% of the annualised requirement in the stepped housing trajectory for three consecutive years post adoption;
2. The expected delivery timescales for key sites has altered to such a degree that they impact on the ability of the Plan to deliver against the trajectory;
3. Funding which is crucial for the delivery of key sites in the Regeneration Areas has not been secured or is significantly reduced or delayed;
4. Implications of the Liverpool City Region Spatial Development Strategy review indicate that an early review of the Wirral Local Plan will be necessary;
5. Other factors have constrained or hindered the delivery, or prospects of the delivery, of the adopted regeneration strategy.

Implementation

3.241 The monitoring framework for the Local Plan identifies a number of indicators for which data will be collected and these measures will be reported. They include data required or used by Government for performance measurement. Appendix 15 contains the monitoring framework.

Part 4 Regeneration Policies

Introduction to Regeneration Area Policies

4.1 The regeneration of the eastern part of the Borough and Birkenhead in particular is at the heart of the Local Plan strategy and Vision and is a specific objective of the Local Plan (Strategic Objective 2). This regeneration is a long term strategy that will continue to be the focus of planning policy for the foreseeable future. There will therefore be further developments beyond this Plan period.

4.2 This section sets out proposals for ten areas (shown in Figure 3.3) which have been identified as the focus for regeneration to tackle decline and to address social, economic and environmental deprivation in a comprehensive manner.

4.3 The regeneration of these areas will provide for substantial new housing, infrastructure and employment opportunities over the lifetime of this Plan and beyond. The regeneration plans will take time to materialise and deliver in their totality. The Council will ensure that these plans will be developed through appropriate engagement with local communities and stakeholders and will be delivered in a way that is sympathetic to existing neighbourhoods.

4.4 For each Regeneration Area the following is included as appropriate:

i. an overview of the Regeneration Area[144];
ii. the minimum amount of housing to be delivered through land allocations and in broad locations;
iii. employment allocations;
iv. a set of locally specific policies setting out what is required from any development within the Area;
v. detailed requirements within masterplan areas;
vi. the designation of mixed use neighbourhoods;
vii. a diagram to provide contextual information and illustrate the approach in each case; and
viii. an implementation section.

4.5 Regeneration Area policies must be read alongside Policy WS 1 The Development and Regeneration Strategy for Wirral 2022-2040, Policy WS 3 Strategy for Housing, Policy WS 6 Placemaking for Wirral, Policy WS 7 Principles of Design, Policy WD 23 Design Details, and all other relevant policies within the Local Plan.

4.6 The key requirements in the Plan reflect the understanding of infrastructure required for the implementation of the Local Plan at the point of Local Plan development, latest evidence at the planning application stage will be given due weight by the Council.

4.7 Housing and employment allocations for areas outside of the Regeneration Areas are set out in Part 5 of the Local Plan.

4.8 The proposals for regeneration set out in this Local Plan will require significant land use change and redevelopment of brownfield sites. The Council will work with land owners, local communities, developers and other stakeholders to agree site assembly strategies for key brownfield sites where necessary. The Council will be prepared to use its powers of Compulsory Purchase where necessary and appropriate, to assemble development sites. Such circumstances might be where existing land use or multiple ownerships compromise the assembly of a larger site and agreement has not been reached with the land owner(s).

144 The Northside Regeneration Area (RA 8) is employment related.

Seacombe River Corridor Regeneration Area

4.9 The attractive riverside setting and impressive views over the River Mersey and Liverpool waterfront, enjoyed from the Seacombe River Corridor Regeneration Area shown on Figure 4.1 contrast sharply with the significant housing, social, and environmental issues faced by residents and visitors. This once thriving gateway area lies within one of the most deprived parts of the Borough and comprises a mix of uses including:

i. private and social housing of varying age and physical condition;
ii. the imposing Wallasey Town Hall – a Grade II listed building overlooking the River Mersey;
iii. recently redundant, 1960's era municipal offices, at the north and south annexes;
iv. the Guinea Gap Leisure complex – a Council owned and operated indoor gym swimming pool and outdoor 5-a-side pitch;
v. Riverside Primary School;
vi. North Seacombe Recreation Ground;
vii. places of Worship;
viii. Brighton Street corridor; a strategic transport corridor linking Seacombe Ferry to New Brighton but characterised by a declining retail offer and public realm - the remnants of a once vibrant linear retail centre and community focus;
ix. a broad and well used riverside promenade, running from Seacombe Ferry to New Brighton and beyond with off-road provision for cycling and pedestrians; and
x. the operational Grade II listed Seacombe Ferry terminal which is to become the home for the Eureka! Science + Discovery Project.

4.10 The Eureka! Science + Discovery project at the Seacombe Ferry Terminal is expected to open in 2022 and will be a major catalyst for the wider regeneration of the area[145]. It is being delivered in partnership with Merseytravel, Wirral Council and the Liverpool City Region Combined Authority and will bring an attraction of national significance to the Borough. It will also deliver a new public space, with high quality landscaping, public realm and highway improvements at a key gateway in the Borough.

4.11 The Seacombe and Egremont Promenade is an important strategic recreational and active travel resource which forms part of the National Cycle Route 56 along a broad multi-use promenade providing access to the riverside and its impressive views.

4.12 The Draft Birkenhead 2040 Framework (2021) has identified the potential to deliver a new, re-configured low carbon waterside community, with enhanced connectivity to the waterfront for existing residents and visitors, including:

i. a reimagined Wallasey Town Hall Quarter;
ii. renewed vibrancy along the Brighton Street corridor;
iii. an improved and vibrant promenade – linking a new visitor and culture offer along the waterfront;
iv. an improved gateway to Seacombe Ferry and the Eureka! Science and Discovery project; and
v. renewal of existing housing areas including opportunities for low carbon retrofit neighbourhoods with improved connections to the waterfront.

Housing Delivery

4.13 It is anticipated that at least 340 new dwellings will be delivered within the Plan period within the Regeneration Area through the preparation and delivery of the Wallasey Town Hall Quarter Masterplan (MPA-RA1.1). The masterplan will set out proposals to address deprivation and economic decline and revitalise the area's underutilised riverside location to create a new sustainable riverside neighbourhood.

4.14 Higher density development will be expected within this Regeneration Area, at a minimum of 70 dwellings per hectare, in order to make the best use of available land and the waterside location, whilst ensuring waterfront views and accessibility are protected and enhanced.

145 The project received planning permission in 2019 and works commenced during 2021.

Policy RA 1

Seacombe River Corridor Regeneration Area

A. The Seacombe River Corridor Regeneration Area, shown on the Policies Map, is identified as a focus for neighbourhood renewal and the creation of new sustainable waterside residential communities and a new mixed use quarter adjoining Wallasey Town Hall. It will provide for a minimum of 340 new dwellings, during the Local Plan period, to support the delivery of the development and regeneration strategy as set out in Policy WS 1:

Site Ref	Location	Size and Minimum Dwelling Capacity
	Other developable areas	340 units

B. Applications within Seacombe River Corridor Regeneration Area should meet the following requirements and other relevant policies of the Local Plan. Development proposals should:

1. ensure that the design of buildings and public realm reflects and enhances the appearance of the Seacombe River Corridor area and its riverside setting;
2. incorporate distinctive and climate resilient landscaping and public realm to reflect the area's distinctive coastal environment;
3. preserve or enhance the significance of the area's heritage assets, and their settings, including Wallasey Town Hall, The Brighton Public House and the Seacombe Ferry Terminal and the strategic views of the river frontage;
4. incorporate safe walking and cycling routes, and enhance connectivity to local amenities, including waterfront promenades, and the Wirral Circular Trail.

Wallasey Town Hall Quarter Masterplan Area (MPA-RA1.1)

C. Development proposals within the Masterplan Area shown on the Policies Map must be in conformity with a Masterplan and Design Code which has been endorsed by the Council and provide, as appropriate, for:

1. the creation of a residential led mixed use waterside neighbourhood or 'Town Hall Quarter' based on the redevelopment of redundant Council offices and car parks, and rationalisation and/or improvement of other uses adjoining Wallasey Town Hall and along the river corridor;
2. viable uses for the Wallasey Town Hall Building consistent with its heritage status;
3. the preservation or enhancement of the significance of the area's historic environment, heritage assets and their settings including Wallasey Town Hall, The Brighton Public House and the Seacombe Ferry Terminal.

Brighton Street Improvement Corridor (IMP-RA1.1)

D. Development proposals along the Improvement Corridor shown on the Policies Map will be supported which have regard to an Environmental Improvement Strategy and Design Code which has been agreed with the Council and which will provide for the redevelopment of vacant and underused retail units and sites along the Corridor for high quality residential, commercial and retail uses.

Implementation

The Wallasey Town Hall Quarter

4.15 The Council is preparing a detailed masterplan (MPA-RA1.1) for the Town Hall Quarter. This will address opportunities for the comprehensive improvement and renewal of the Wallasey Town Hall area.

King Street/Brighton Street Corridor and the Existing Residential Neighbourhood West of Brighton Street

4.16 The significant potential of the Seacombe Riverside Corridor for new high quality neighbourhoods can only be realised if environmental conditions along the main route to New Brighton and in the adjoining Victorian-era terraced streets to the west are addressed.

4.17 As part of the Neighbourhood Framework, the Council will prepare an Improvement Strategy and Design Code for the Brighton Street Corridor between the Seacombe Ferry and Blenheim Street (IMP-RA1.1) and will develop proposals for environmental and streetscape improvements. As part of this Environmental Improvement Strategy, the Council will also consider the potential for a programme of shop and residential conversion frontage improvements.

4.18 The Council will work with housing providers and land owners to develop proposals for appropriate public realm and traffic management improvements together with possible energy efficiency measures in the existing residential area west of Brighton Street, bounded by Brighton Street, Clarendon Road, Liscard Road, and Borough Road, shown in Figure 4.1.

Seacombe Ferry Gateway and the Eureka! Science + Discovery Project

4.19 The Ferry Terminal and the junction of Birkenhead Road, Church Road, Borough Road East and Victoria Place is a key gateway to Birkenhead and Wallasey. The Ferry Terminal building and the nearby St Paul's Church are Grade II listed buildings. It is important that any development and public realm works in the vicinity of the gateway address the role of the gateway in urban design and movement terms, and sustain and enhance the significance of these heritage assets and their settings and the Eureka! Science + Discovery Mersey Project, in line with Policy WS 6 criteria B. and C. Gateway Areas and Policy WD 2 Heritage Assets.

4.20 Given its exposed riverside location, all development proposals within this regeneration area should consider the use of appropriate materials to withstand the local climate.

Figure 4.1 Seacombe River Corridor Regeneration Area



Birkenhead Waterfront Regeneration Area

4.21 The Birkenhead Waterfront Regeneration Area shown on Figure 4.2 covers a significant and underutilised area that represents a regeneration opportunity of national significance. By maximising its waterside location and the value of its view of Liverpool's impressive waterfront and skyline, there is potential to create a unique and iconic location for waterside living, culture, visitor attractions, leisure, and commercial uses.

4.22 The regeneration of this Area also offers the potential to improve connections between the waterfront and Birkenhead town centre and the new residential neighbourhoods within the Hind Street and St Werburgh's Regeneration Area identified in Policy RA 5 and deliver economic and cultural benefits. It provides the opportunity to introduce an improved 'balance' to the shared resource of the river Mersey, through development which complements the 'right bank' City of Liverpool.

4.23 The Birkenhead Waterfront Regeneration Area shown on Figure 4.2 comprises a range of existing land uses of varying quality, density and vibrancy including:

i. a waterfront dominated by commercial uses, reflecting its dockside environment and the legacy of ship building in the area.

ii. mixed commercial areas between Argyle Street and Park Street and at Woodside Business Park.

iii. two large office developments to the south of the Woodside Ferry Terminal - currently occupied by the Land Registry and the Child Support Agency.

iv. small, largely isolated residential areas including the traditional, densely developed terraced streets at Church Street and the more modern waterfront development at Priory Wharf.

v. essential public infrastructure including the Birkenhead Waste Water Treatment Works and Electricity Sub Station at Shore Road and the Queensway Tunnel ventilation tower.

vi. the northern end of the proposed Dock Branch Park Phase 1 on the disused Dock Branch railway line.

vii. Woodside Ferry Terminal and the nearby Hamilton Square Merseyrail station and bus station providing convenient links to Liverpool and the rest of the Borough.

viii. the Chester Street/Woodside/A41 highway gyratory that is recognised as a key barrier to improving connectivity to the water's edge at the heart of the Regeneration Area.

ix. an abundance of underutilised land including bus layovers and surface level car parking.

x. a number of important heritage assets, linked to the origins of Birkenhead's growth and development.

4.24 To the south of the Birkenhead Waterfront Regeneration Area, to the north of the Cammell Laird Shipyard, is Birkenhead Priory – the oldest standing structure in the Liverpool City Region and a Scheduled Monument of national importance. At the heart of the Area the iconic Grade II Listed Woodside Ferry Terminal forms the key waterside focal point and gateway to Birkenhead from Liverpool. A number of other structures are also Grade II listed, including the Egerton and Morpeth Docks and the transit sheds at Pacific Road.

4.25 Immediately adjacent to the west, is Hamilton Square – the largest concentration of Grade I listed Georgian buildings outside Trafalgar Square and its associated Conservation Area covers part of the Birkenhead Waterfront Regeneration Area at Bridge Street and at the Chester Street gyratory.

4.26 To date, no development or investment across the waterfront has fully captured the potential that exists. It has lacked a scale appropriate to the river setting and has been low in ambition in terms of architectural and public space design. Whilst this represents a huge missed opportunity, it also creates great potential for change over the Plan period as part of a more comprehensive strategy for change across Birkenhead and the LeftBank.

4.27 The Draft Waterfront Neighbourhood Framework May 2021 sets out the following vision for the area:

"Delivering the waterfront Birkenhead deserves. A unique place to live, spend time and do business with a nationally recognised cultural offer within a world class setting."

4.28 The Draft Waterfront Neighbourhood Framework also sets out a number of key spatial principles for the Birkenhead Waterfront Regeneration Area:

1. **Creating Connections to the Waterfront:** Creating more connected and legible links to the waterfront, allowing existing neighbourhoods to connect with the waterfront;
2. **Arrivals and Transitions:** Establishing a new arrival experience to the waterfront, creating an impressive cultural gateway from Tower Road, integrating Wirral Waters, the Dock Branch Park (Phase 1) and Hamilton Park;
3. **Bringing City Life to the Waterside:** Animation of the waterfront through a combination of connected public realm, permeable links and high quality, impactful architecture that responds to the scale of the waterfront opportunity;
4. **Establishing a Landmark Cultural Destination at the Waterfront:** Opportunities for new iconic landmark cultural waterfront buildings.

Woodside Ferry Gateway

4.29 Woodside Ferry Gateway is a key gateway to the waterfront, Hamilton Square and Birkenhead. The ferry terminal is a Grade II listed building and the gateway borders Hamilton Street leading to the Grade I listed buildings at Hamilton Square. It is important that any development and public realm works in the vicinity of the gateway address the role of the gateway in urban design, support the role as transport interchange with Hamilton Square rail station and bus facilities, conserve or enhance the significance of heritage assets in line with Policy WS 6 Gateway Areas and Policy WD 2 Heritage Assets and enhance vistas to and from Liverpool.

Housing Delivery

4.30 This Local Plan allocates one main housing site, which will deliver at least 138 new dwellings. It is anticipated that at least 456 additional new dwellings will also be delivered within the Plan period within the Birkenhead Waterfront Regeneration Area.

4.31 Higher density proposals will be expected within this Regeneration Area, at a minimum of 70 dwellings per hectare, in order to make the best use of available land and the waterfront development opportunities.

Policy RA 3

Waterfront Regeneration Area

A. The Birkenhead Waterfront Regeneration Area shown on the Policies Map will be developed as a residential led mixed use area with associated cultural and commercial uses set in a high quality waterside public realm with strong connections to Birkenhead Town Centre, and will provide for a minimum of 594 new dwellings over the Plan period. The following sites are allocated for residential use within the Regeneration Area to support the delivery of the development and regeneration strategy set out in Policy WS 1:

Site Reference	Location	Size and Minimum Dwelling Capacity
RES-RA3.4	Rose Brae, Church Street, Woodside	1.96 hectares, 138 units
	Other developable areas	456 units

B. The following site is allocated for main employment use within the Regeneration Area to support the delivery of the development and regeneration strategy as set out in Policy WS 1:

Site Reference	Location	Uses	Area (ha)
EMP-RA3.1	Twelve Quays, South of Morpeth Wharf, Birkenhead	B2, B8/Port related	1.58 hectares

C. Applications within the Birkenhead Waterfront Regeneration Area should meet the following requirements and other relevant policies of the Local Plan. Development proposals should:

1. complement the ongoing regeneration of the waterfront and the wider area with priority given to uses which support the adjoining Twelve Quays RoRo terminal in the case of EMP-RA3.1, subject to the provision of adequate boundary treatment and screening of port uses within the site;
2. be designed to reflect the area's riverside setting, and preserve or enhance key views of Liverpool's waterfront;
3. incorporate distinctive and climate resilient landscaping and public realm to reflect the area's distinctive coastal environment;
4. preserve or enhance the character or appearance and significance of the area's historic environment, including views from and to Birkenhead Park, Hamilton Square Conservation Area, and Birkenhead Priory;
5. where appropriate, provide for ancillary retail and community uses to support the day to day needs of the new residential community;
6. provide or contribute proportionately and appropriately to the provision of the following comprehensive network of high quality public realm incorporating active travel improvements and enhancing connectivity within the waterfront area and to the town centre, Hamilton Square, Shore Road, the Birkenhead Priory, Dock Branch Park, Morpeth Dock and the Wirral Circular Trail (shown on Figure 4.3 and Figure 4.4 below);
    i. Dockside Boardwalks;
    ii. Time Gun Park and bridge;
    iii. Dock Branch Park;
    iv. Woodside Yard;
    v. Bridge Street Link;
    vi. Hamilton Place;
    vii. Birkenhead Waterfront;
    viii. Water Street and Clover's Park;
    ix. Ivy Way and Monk's Ferry Park; and
    x. Priory Gardens.
7. support and integrate with the delivery of Phase 1 of Dock Branch Park as strategic open space for the Regeneration Area and wider areas;
8. contribute proportionately and appropriately to primary school place provision;
9. incorporate active ground floor use frontages in appropriate locations to ensure street level vitality and surveillance; and
10. avoid any residential development in areas at risk of flooding within the Regeneration Area unless appropriate mitigation can be demonstrated.

Woodside Masterplan Area (MPA-RA3.1)

D. Development proposals within the Masterplan Area shown on the Policies Map must be in conformity with a Masterplan and Design Code which has been endorsed by the Council and provide, as appropriate, for:

1. the delivery of a high quality, attractive and vibrant residential mixed use neighbourhood of appropriate scale, height and massing which reflects the opportunity of the strategic waterside location;
2. a mix of residential, cultural, hotel, leisure, and commercial uses which are complementary to the regeneration of Birkenhead town centre;
3. the provision of high quality public spaces with riverside access;

4. a shared use road network which ensures safe access for all users and provides a safe pedestrian and cyclist route between Hamilton Square and the waterfront; and
5. a range of building heights including taller landmark buildings which acknowledge and respect the Queensway Tunnel ventilation tower and key views from the Hamilton Square Conservation Area.

Rose Brae Village (RES-RA3.4)

E. Proposals for residential development at Rose Brae, as shown on the Policies Map, will be supported where they provide, as appropriate, for:

1. a built form which responds to the opportunities offered by its sloping waterside topography; and
2. a linear neighbourhood greenspace providing a connection from Church Street to the waterfront promenade; and
3. an enhanced waterfront public realm with a generous setback from the river edge to allow for dwell time and variety of uses; and
4. active travel routes north, through the land between Rose Brae and Woodside and the Gyratory.

Dock Branch Park (Northern Section) Masterplan Area (MPA-RA4.3)

See Policy RA 4: Central Birkenhead Regeneration Area

Mixed Use Neighbourhoods

F. The areas at Morpeth Dock (MUA-RA3.1), and Priory Village (MUA-RA3.2), shown on the Policies Map, are designated for mixed commercial and residential uses, where appropriate development will be supported where a high standard of residential amenity for all future occupiers will be achieved and there would be no unreasonable restrictions on the operation or future development of adjacent businesses, uses or sites.

Implementation

4.32 The Council will work with land owners and key partners, to prepare a detailed masterplan for the Woodside area for completion in 2022. The masterplan will provide for the reconfiguration of A41 Gyratory and the provision of a number of the key public realm projects as set out below.

4.33 Given the riverside location, the use of appropriate materials to withstand the exposed local climate conditions should be considered within this regeneration area when proposals are being conceived and proposals should take full account of the risk of flooding along the coastline.

4.34 The Council will lead the delivery of the public realm network listed in Policy RA 3, criterion C.6 above and shown in Figure 4.3[146] and Figure 4.4[147] but will expect developments within the Area to provide or contribute to these enhancements where appropriate. The design of public realm works will be informed by the Birkenhead Design Guide SPD. The delivery of public realm works will be subject to further masterplanning and detailed design.

Mixed Use Neighbourhoods

4.35 Within the mixed use neighbourhoods at Morpeth Dock (MUA-RA3.1), and Priory Village (MUA-RA3.2), identified on the Policies Map, change is anticipated to be delivered incrementally as developers and landowners respond to the new planning context, investment in public realm and delivery of masterplan development. Design guidance for these mixed use neighbourhoods will be set out in the Birkenhead Design Guide SPD. The Council will work positively with private landowners to progress public realm improvements, investment and development plans across these neighbourhoods.

146 Draft Birkenhead Waterfront Neighbourhood Framework (Wirral Council, May 2021), page 94, Figure 4.45
147 Draft Birkenhead Waterfront Neighbourhood Framework (Wirral Council, May 2021), pages 95 and 96

Figure 4.2 Birkenhead Waterfront Regeneration Area

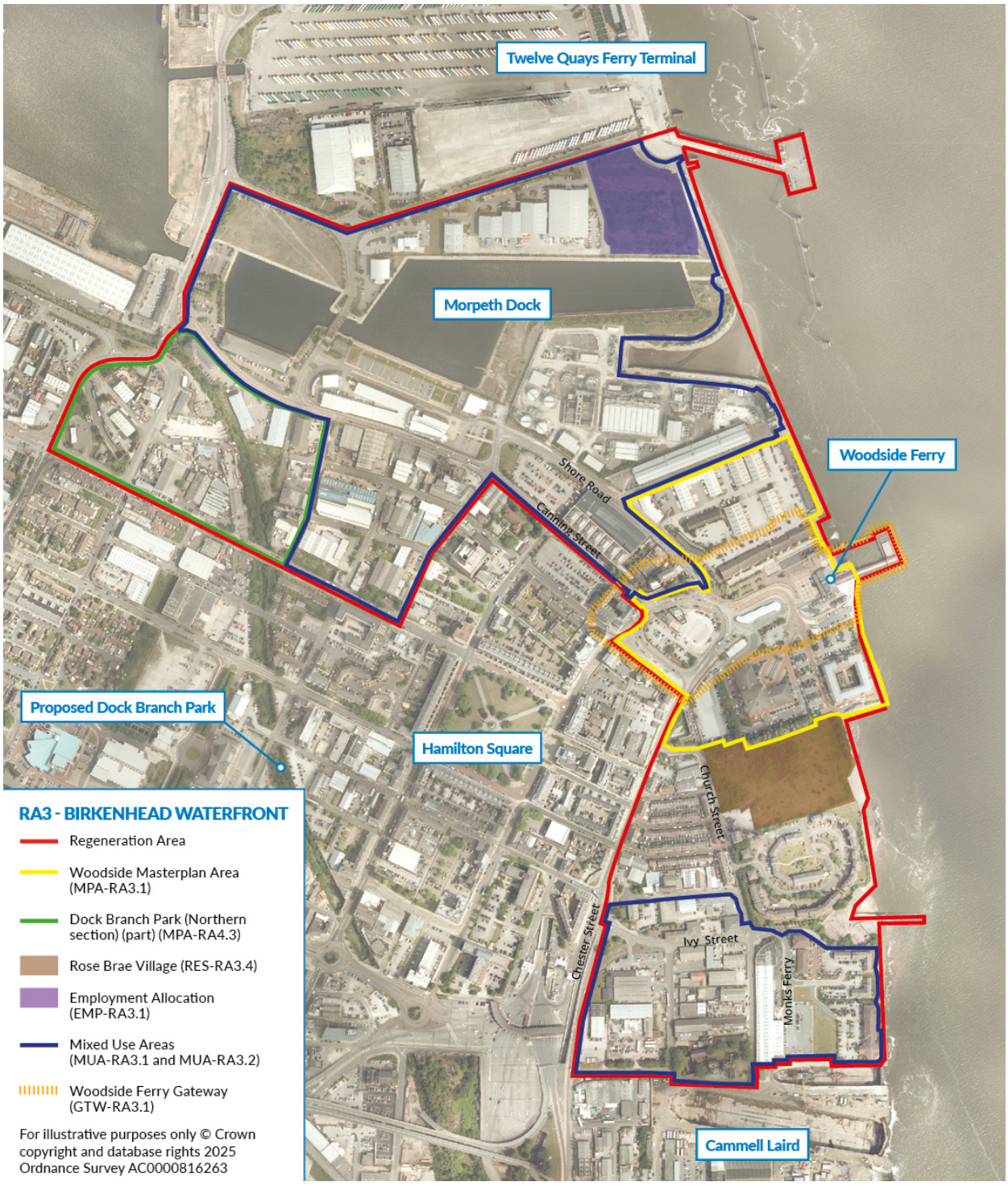


Figure 4.3 Proposed Birkenhead Waterfront Public Realm Network

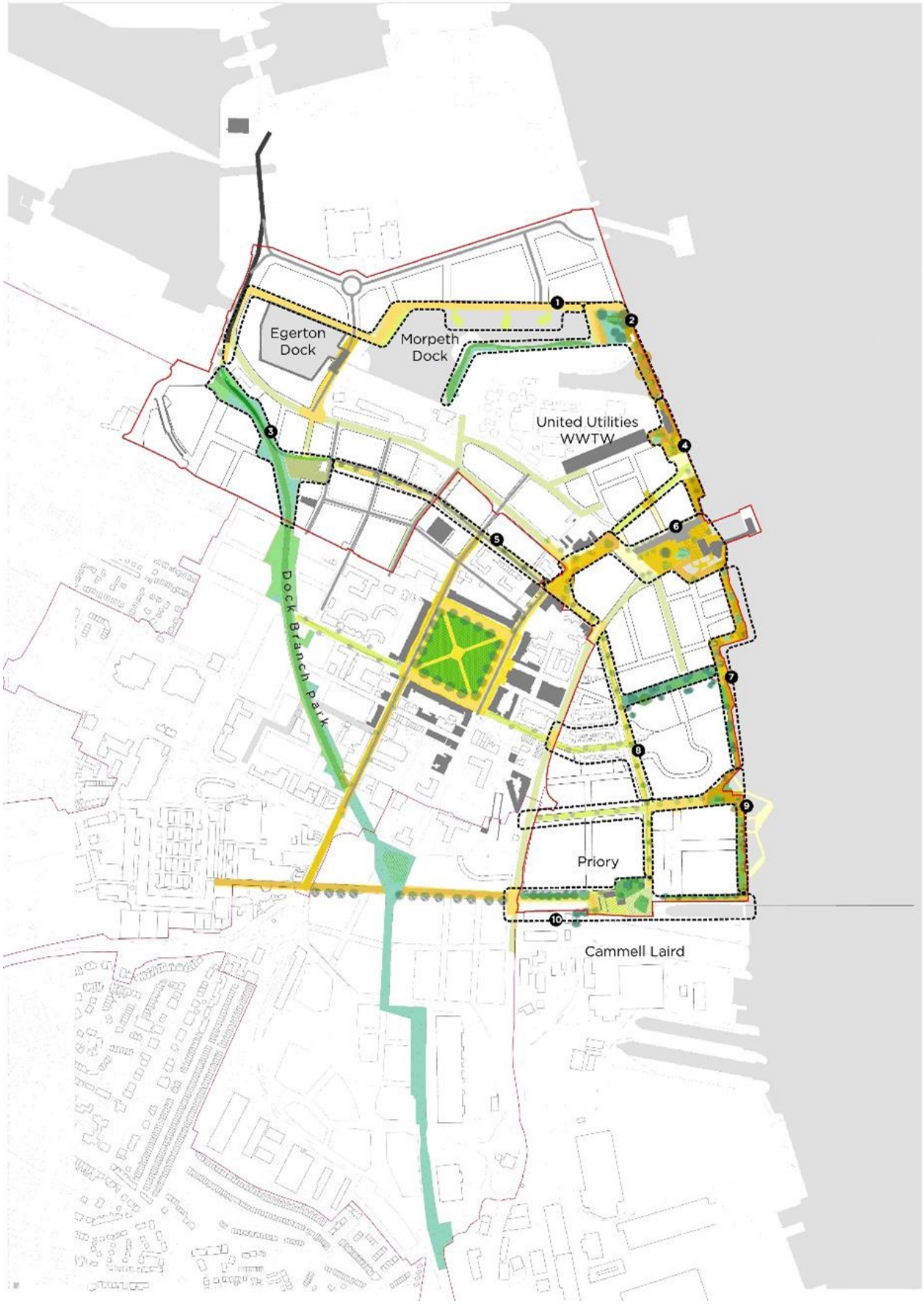


Figure 4.4 Proposed Birkenhead Waterfront Public Realm Network - Indicative Description and Exemplars

1. Dockside Boardwalks – boardwalks and new public realm which brings people closer down and onto the waters at Morpeth Dock. A combination of informal seating areas, active play spaces and a new type of public space that interacts and explores the waters edge. Could be linked to a series of recreational uses on the water (i.e. paddle boarding, urban kayaking, water-based assault courses). There will be a need to ensure measures are implemented to address water quality to support the uses.



2. Time Gun Park – a new riverfront urban park focused around the historic 1 o'clock Gun. A naturalised, ecological and sustainable landscape, providing a place of contemplation and rest along the sustainable active travel links that follow the riverfront. A new bridge provides pedestrian and cycle connections across the inlet to Morpeth Dock. The bridge itself will be designed as a series of spaces and platforms to dwell and experience uninterrupted views towards Liverpool and offering a new perspective of the Ventilation Tower.



3. The Dock Branch Park – a natural greenspace that provides a setting for a new museum offer, referencing the historic street cars, outdoor food and drink and new residential communities.



4. Woodside Yard – a new, iconic riverside plaza, wrapping around the Ventilation Tower and opening up towards the river front. This space will become a cultural and civic landmark events space, forming part of the diagonal series of transformative, catalyst projects across the 2040 Framework. A direct and attractive pedestrian boulevard will provide a legible connection back towards Hamilton Square Gardens, guided by the attractive historic pump houses, police gates and Hamilton Square Train Station.



5. Bridge Street Link – a tree lined, sustainable corridor where pedestrian and cycle movement is prioritised. It will provide local residents and commuters with safe and direct access to local employment areas, transport links and areas of existing and proposed residential development. It will also connects two of the areas key destinations – the Priory & Dock Branch Park.



Proposed Birkenhead Waterfront Public Realm Network - Indicative Description and Exemplars

6. Hamilton Place – an important linking series of spaces and streets which help to stitch and repair the area, providing a safe, direct and comfortable link between the historic Hamilton Square and the Woodside ferry landing, Woodside Business Park and the Riverside. With the reconfiguration of the gyratory infrastructure, a new arrival space is created adjacent to Hamilton Square Station. This busy urban square, enclosed by a blend of attractive historic and modern architecture, provides a crossing point to the re-aligned Chester Street. A linear pedestrian boulevard provides a direct and clear link towards the river front.



7. Birkenhead's Waterfront – an animated, colourful, multi-functional, flexible and vibrant riverfront, defined by activity on the ground floor, spilling into the public realm. A generous riverfront space setback from the river's edge offering opportunities for active travel, exploration by day and night, play spaces for children and families, dwell spaces and comfortable seating designed to respond to the climatic conditions along the river front.



8. Water Street and Clover's Park – improved public realm and streetscape interventions the historic terraced Water Street and around the Swinging Arm P.H. A linear greenspace – Clover's Park, aligns to the covered position of the historic graving docks, and provides direct access to the riverfront, reconnecting existing communities with the River Mersey. A public open space to serve existing and new local residents, it will provide play spaces, SUDs and amenity space.



9. Ivy Way and Monks Ferry Park – Streetscape upgrades to Ivy Way and the junction with Chester Street, providing enhanced east – west connectivity and opportunities to access the riverfront from the town centre. A new playful park – Monks Ferry Park which sits on the location of the Monks Ferry terminus and slip. The pontoons extend into the river, a playful reference to the former coal stages which existed in the area. A series of boardwalks provide a unique view along the river Mersey and back onto the new Birkenhead Waterfront.



10. Priory Gardens – a transformative public realm project which reveals and celebrates the Grade II listed former St.Mary's Church and Priory. A series of public spaces designed to enhance the setting of the Priory whilst also providing clear links to the riverfront. Enhancements to the streetscape along St. Marys Gate to Chester Street will improve links between Hind Street and the Town Centre. The proposed network of open, high quality hard and soft landscaped spaces and tree lined streets, will re-connecting this historic asset with both it's riverside setting and back to the town centre.



Central Birkenhead Regeneration Area

4.36 The Central Birkenhead Regeneration Area is shown on Figure 4.5. One of the key spatial priorities of the Draft Birkenhead 2040 Framework is 'Building a Strong Core based on Central Birkenhead', which emphasises the vital role that Central Birkenhead has in defining the sense of place, identity and health of the wider town and communities. The Draft Central Birkenhead Neighbourhood Framework April 2021[148] sets out the following vision for Central Birkenhead:

4.37 "*If Birkenhead is the heart of Wirral, then its core needs to be the best – made up of a series of thriving, resilient, strong, exciting, creative neighbourhoods connected to its waterfront and serving and supporting residents and attracting visitors. Its town centre will be rebalanced and vibrant. The regeneration of Birkenhead will start in its core – Central Birkenhead.*"

4.38 The Central Birkenhead area comprises a number of key neighbourhoods described below:

Grange Road (Birkenhead Town Centre Primary Shopping Area)

4.39 Birkenhead Town Centre is designated as a Sub-Regional Centre in Policy WS 11 Strategy for Town and Local Centres and is Wirral's main town centre comparison retail shopping destination. After several years of decline the centre is now blighted by vacant shop frontages and the proportion of vacant retail units in the town centre is more than double the UK average. In common with most other major retail areas in the UK there is an urgent need to restructure the town centre to address the wider economic changes taking place.

4.40 Informed by the Draft Central Birkenhead Neighbourhood Framework, the Policies Map identifies a much reduced Primary Shopping Area - bounded by Claughton Road, Charing Cross and Borough Road. This includes the pedestrianised Grange Road and the indoor Pyramids Shopping Centre, along with those parts of the outdoor Pyramids Shopping Centre where main town centre uses are expected to predominate at street level – including the remainder of Milton Pavement, St John's Square and Pavement, and Borough Pavement.

4.41 The overall objective for Birkenhead Town Centre is that it will remain the Borough's main comparison town centre shopping destination and the primary focus for retail, office, leisure, service, arts, culture and tourist development, community facilities and other main town centre uses of Borough wide significance.

Birkenhead Commercial District and Mixed Use Quarter

4.42 The Wirral Growth Company's proposals for a new mixed use quarter overlaps with the eastern part of the redefined primary retail area, to provide a new prestigious commercial core within the town centre, set within high quality public realm and supported by a mix of modern, contemporary uses, including offices, residential and retail.

Charing Cross Quarter (Grange Road West/Oxton Road Local Centre)

4.43 The secondary shopping area immediately to the west of the Town Centre Primary shopping area based around Grange Road West, has a distinct character and serves as a Local Centre for surrounding residential areas. The retail offer in this area has been in decline for some time and there are increasing vacancies as the centre faces increasing pressures from the rapidly changing retail environment and economic changes arising from the Covid-19 pandemic.

Dock Branch Park (Northern Section)

4.44 The disused former Dock Branch Railway line cuts through the Regeneration Area, in an area which is predominantly industrial in use and feel but is currently disjointed and underutilised.

4.45 A new exemplar Dock Branch Park (Northern Section) (OS-SA2.7) will be created through the refurbishment and partial infilling of the disused railway cutting. This new linear park will provide new community green resource to complement Birkenhead Park and will form a new movement corridor linking the Regeneration Areas at Hind Street and St Werburgh's identified in Policy RA 5 and Wirral Waters identified in Policy RA 6 to the core of the town. The Park will also be home to the new National Museum of Liverpool's 'Transport Shed' which will house their large

148 Draft Central Birkenhead Neighbourhood Framework (Avison Young, April 2021), page 41, paragraph 3.4

transport exhibits. Both the Park and the new museum will be major visitor attractions providing the backdrop for a new unique vibrant mixed use neighbourhood at the heart of the town.

Hamilton Square – 'Heritage Heart'

4.46 The Hamilton Square Conservation Area covers a large part of the eastern side of the Regeneration Area. Hamilton Square is the largest collection of Grade I listed Georgian buildings outside of London. It contains 62 Grade I listed buildings as well as the former Grade II* listed Birkenhead Town Hall.

4.47 The Draft Birkenhead 2040 Framework recognises Hamilton Square as the 'Heritage Heart' of Birkenhead. This will become a focal point for a new vibrant mixed use heritage quarter through improved connectivity to the town centre, the new neighbourhoods at Dock Branch Park, Hind Street Urban Garden Village to the south, and a new waterfront.

Housing Delivery

4.48 This Local Plan allocates three main housing sites within the Central Birkenhead Regeneration Area which will deliver at least 365 new dwellings. It is anticipated that at least 624 additional new dwellings will also be delivered during the Plan period within the Regeneration Area.

4.49 The Draft Central Birkenhead Neighbourhood Framework identifies the need for two Masterplan Areas to support the delivery of the development identified; the Birkenhead Commercial District and Mixed Use Quarter Masterplan Area (MPA-RA4.1) and the Dock Branch Park (Northern Section) Masterplan Area (MPA-RA4.3)[149]. Since the preparation of the Draft Central Birkenhead Neighbourhood Framework the Council has identified the need for a further masterplan for the Charing Cross Quarter (MPA-RA4.2) to address the challenges faced by this secondary shopping area.

4.50 High density development will be expected within this Regeneration Area, at a minimum of 60 dwellings per hectare, in order to make the best use of available land, whilst enabling the delivery of "thriving, resilient, strong, exciting, creative neighbourhoods" (Central Birkenhead Neighbourhood Framework Vision)[150].

Policy RA 4

Central Birkenhead Regeneration Area

A. Development within the Central Birkenhead Regeneration Area shown on the Policies Map will comprise a new commercial office quarter with new residential led mixed use neighbourhoods which will provide for a minimum of 989 new dwellings over the Plan period. The following sites are allocated for residential use within the Regeneration Area to support the delivery of the development and regeneration strategy set out in Policy WS 1:

Site Ref	Location	Size and Minimum Dwelling Capacity
RES-RA4.1	WGC Town Centre Plot E, Hemingford Street, Birkenhead	1.38 hectares, 125 units
RES-RA4.2	WGC Town Centre Plot G, South of Conway Park Station, Birkenhead	1.24hectares, 110 units
RES-RA4.3	WGC Town Centre Plots I and J, North of Conway Park Station, Birkenhead	1.43 hectares, 130 units
	Other developable areas	624 units

149 The St Werburgh's Quarter Masterplan Area (MPA-RA5.2) is now included in the Hind Street and St Werburgh's Regeneration Area, identified in Policy RA 5, because of its closer association with the objectives for that area

150 Draft Central Birkenhead Neighbourhood Framework (Avison Young, April 2021), page 41, paragraph 3.4

B. Applications within the Central Birkenhead Regeneration Area should meet the following requirements and other relevant policies of the Local Plan. Development proposals should:

1. preserve or enhance the character or appearance and significance of the area's historic environment, including views from and to Birkenhead Park, Hamilton Square Conservation Area, Birkenhead Priory, and Clifton Park Conservation Area;
2. incorporate distinctive and climate resilient landscaping and public realm to reflect the area's coastal environment;
3. provide or contribute proportionately and appropriately to the provision of a comprehensive network of high quality public realm, including Dock Branch Park Phase 1 as identified in the Birkenhead Design Guide;
4. incorporate active travel improvements, and enhance permeability and connectivity within the regeneration area; and
5. contribute proportionately and appropriately to primary school place provision.

Birkenhead Commercial District and Mixed Use Quarter Masterplan Area (MPA-RA4.1)

C. Development proposals within the Masterplan Area shown on the Policies Map must be in conformity with a Masterplan and Design Code which has been endorsed by the Council and provide, as appropriate, for:

1. the delivery of a mixed use commercial quarter and residential neighbourhood;
2. a high quality distinctive design framework and public realm strategy that is designed to reflect its relationship to the waterfront and adjoining neighbourhoods;
3. inclusion of one or more building/s of appropriate scale and height to create a landmark and sense of place having regard to the impact on heritage assets and strategic views to and along the Birkenhead waterfront, including planned development within the Birkenhead Waterfront (RA 3), Hind Street and St Werburgh's (RA 5) and Wirral Waters (RA 6) Regeneration Areas, and across the peninsula.

Charing Cross Quarter Masterplan Area (MPA-RA4.2)

D. Development proposals within the Masterplan Area shown on the Policies Map must be in conformity with a Masterplan and Design Code which has been endorsed by the Council and provide, as appropriate, for the delivery of a mixed use retail led neighbourhood which retains retail and active ground floor uses along Grange Road West.

Dock Branch Park (Northern Section) Masterplan Area (MPA-RA4.3)

E. Development proposals within this Masterplan Area shown on the Policies Map must be in conformity with a Masterplan and Design Code which has been endorsed by the Council and provide, as appropriate for the delivery of a world class linear park and mixed use residential led neighbourhood, to complement Birkenhead Park through an approach which:

1. interprets the important railway heritage features;
2. ensures inclusive accessibility and provides safe and legible movement networks suitable for all users, connected along its whole route;
3. is safe and inviting during the day and night time and which provides a range of activities, uses and experiences for people of all ages and abilities;
4. provides opportunities for people to improve their health and well being;
5. incorporates appropriate cultural, leisure and community facilities;
6. creates a destination that will make a significant contribution to the Borough's visitor economy;
7. uses interpretation to educate and inspire residents and visitors about what makes Birkenhead a special place;
8. incorporates innovative, best practice in design and robust solutions that are cost effective to construct, maintain and renew;

9. provides opportunities for social interaction, active and passive physical activity, with places for children and young and old people to have fun, play, learn and relax in a creative and stimulating environment. Designs should include artworks, and be able to accommodate events;
10. addresses climate change and promotes environmental awareness through sustainable design including SuDS, low energy lighting, and biodiversity; and
11. provides the context for and is closely integrated with new mixed use development along its route.

Mixed Use Neighbourhoods

F. The areas around Hamilton Square (MUA-RA4.1) shown on the Policies Map are designated for mixed commercial and residential uses, where appropriate development will be supported, where a high standard of residential amenity for all future occupiers will be achieved and there would be no unreasonable restrictions on the operation or future development of adjacent businesses, uses or sites.

Implementation

Birkenhead Commercial District and Mixed Use Quarter (MPA-RA4.1)

4.51 Development proposals within the Birkenhead Commercial District will be implemented by the Wirral Growth Company. In June 2021, the Council approved a Hybrid Planning Application for the construction of the first phase office development and outline permission for a mix of uses including up to 650 homes, a new 'super' crossing, and replacement market building. Construction of the first phase (150,000 sq ft) of the new office development which will house the Council's new centralised offices commenced in Autumn 2021 and delivery of the first phase of residential development north of Conway Park station is expected to commence in 2023.

Dock Branch Park (Northern Section) (MPA-RA4.3)

4.52 The Council will prepare a masterplan in 2022 for the Dock Branch Park northern section and Dock Branch Park Mixed Use Neighbourhood which will set out detailed proposals for the development of the new park and a new mixed use neighbourhood on sites along its route. Detailed design of the northern section of the park is currently underway with an outline planning application anticipated to be submitted in late 2022 with commencement of construction in 2023.

4.53 The delivery of the new park will be a key catalyst for the wider regeneration of Birkenhead and is seen as a strategic priority by the Council.

Grange Road (Birkenhead Town Centre Primary Shopping Area) (PSA-SA2.1)

4.54 The Birkenhead Town Centre Primary Shopping Area, shown on the Policies Map (PSA-SA2.1), is now concentrated on the Pyramids Shopping Centre and Grange Road. The Council will work in partnership with the major asset owner and individual landlords across the designated Primary Shopping Area to ensure the long-term resilience and sustainability of the high street within Birkenhead. Initial public realm improvements will be delivered through funds provided by the Future High Street Fund and Town Deal and the Council will continue working in partnership to maximise any future funding opportunities to enable ongoing support for this key area of Central Birkenhead.

4.55 Secondary retail areas are identified on the Policies Map at Grange Road West/ Oxton Road Local Centre (TC-SA2.3) Charing Cross Quarter and at the Local Centre at Argyle Street (TC-SA2.2) where main town centre uses would remain the focus at street level, but where residential uses would be permissible on upper floors or as the sole use on backland sites with no street level retail and commercial frontages. The Argyle Street Local Centre is a growing focus for an increasingly active cluster of digital and creative businesses which are bringing vitality and employment to the central part of the town. The Council will continue to work with these groups to develop and promote this area as the 'Argyle Creative Quarter'.

4.56 The Council will prepare a masterplan for the Charing Cross area (MPA-RA4.2) which encompasses the Grange Road West/Oxton Road secondary shopping area.

Mixed Use Neighbourhood

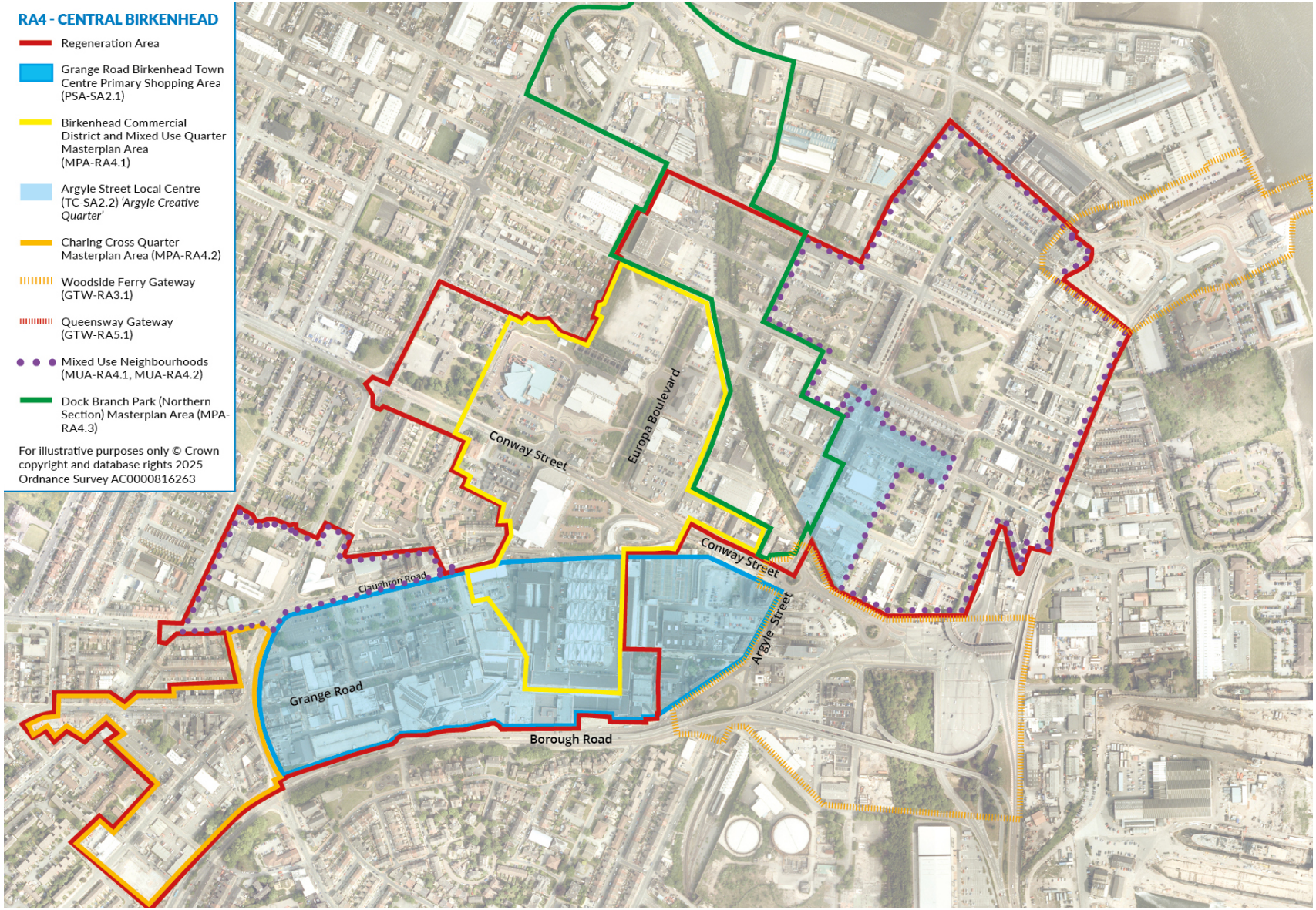
4.57 Within the mixed use area around Hamilton Square (MUA-RA4.1) shown on Figure 4.5 it is expected that distinct neighbourhoods will evolve in which change is anticipated to be delivered incrementally as developers and landowners respond to the new planning context. Design guidance for mixed use neighbourhoods will be set out in the Birkenhead Design Guide SPD. The Council will continue to work with landowners within these neighbourhoods, to progress public realm improvements, investment and development plans, to meet the priorities identified in the Central Birkenhead Neighbourhood Framework.

4.58 The Council will develop positive proposals for the re-use of Birkenhead Town Hall, as part of wider proposals for the Hamilton Square mixed use neighbourhood. Investment in the public realm is already captured within the Town Deal Fund submission, to directly improve connections from the Town Centre to the waterfront. The Council will prepare an updated Conservation Area Appraisal and Management Plan commencing 2022 to provide the future framework for change and enhancement within this area.

Public Realm

4.59 The Council will complete a comprehensive public realm strategy for Birkenhead in 2022. The Council will progress the phased implementation of these projects as a programme of works with initial funding from the Future High Street Fund and Town Deal Fund. Where appropriate, development will be required to accommodate or make financial contributions to relevant improvements within the Area.

Figure 4.5 Central Birkenhead Regeneration Area



Hind Street and St Werburgh's Regeneration Area

4.60 The Draft Birkenhead 2040 Framework identifies a significant area of land to the south east of Birkenhead Town Centre with potential for reconfiguration and development following the demolition of the imposing 1960's era flyovers between Borough Road and the A41. The aresa currently includes a derelict former low-level railway station, a former now cleared and partially remediated gas works, the Queensway Tunnel marshalling area, former railway sidings and a mix of existing businesses and vacant and underutilised land and buildings.

4.61 Two Merseyrail stations - Birkenhead Central and Green Lane - provide key public transport infrastructure to the north and south and link the area to Liverpool and to Chester and Ellesmere Port.

4.62 Policy RA 5 designates two Masterplan Areas within this regeneration area, as shown on Figure 4.6.

Hind Street Urban Garden Village Masterplan Area (MPA-RA5.1)

4.63 The Hind Street Urban Garden Village Masterplan Area includes Borough Road as it extends west, to the south of the town centre, part of the Borough Road gyratory, an area from Argyle Street to the south of Hinson Street including Market Place and Kings Square, and the larger, less developed area to the south of the Borough Road flyovers, between the A41, Green Lane, Hinderton Road and Argyle Street South. It includes both of the railway stations.

4.64 The Draft Birkenhead 2040 Framework recognises this area as a rare opportunity to deliver a highly accessible exemplar low carbon urban garden village-type residential neighbourhood, at scale, within a genuinely sustainable location, on a brownfield site, at the core of the Birkenhead urban area.

4.65 Sustainable connectivity will be further enhanced by the progression of the southern section of the Dock Branch Park – planned to reach to Green Lane and encourage active travel throughout the wider Birkenhead urban area.

St Werburgh's Quarter Masterplan Area (MPA-RA5.2)

4.66 The St Werburgh's Quarter Masterplan Area comprises the area to the north and west of the Borough Road flyovers, between Borough Road and Borough Road East and the Town Centre, bounded by Conway Street and Birkenhead Bus Station to the north, by the Market Hall and St Werburgh's Square to the west, and by Grange Road East and Rotary Way to the east. It includes Clifton Crescent, Queensgate, the former House of Fraser Building and Princes Pavement.

4.67 The emerging Central Birkenhead Neighbourhood Framework initially identified St Werburgh's as a new mixed use residential led quarter to the east of the Birkenhead Commercial District and Grange Road Primary Shopping Area, which would also be 'unlocked' by the removal of the Borough Road flyovers. Due to its close links in terms of urban design, movement and highway layout and its role in redefining the eastern approach to Birkenhead Town Centre from the new communities beyond, including Hind Street Urban Garden Village, the proposals are now included in Policy RA 5 Hind Street and St Werburgh's Regeneration Area.

Queensway Gateway

4.68 The Queensway Gateway is the key arrival point by road tunnel from Liverpool currently dominated by a concrete collar created by flyover infrastructure. It is important that any development and public realm works in the vicinity of the Gateway support the opportunity to enhance connectivity and create new public space to enhance the attractiveness for and viability of a new Hind Street residential neighbourhood connecting it to the adjoining St Werburgh's area Birkenhead Town Centre Primary Shopping Area subject to Policy WS 6 Gateway Areas.

Housing Delivery

4.69 Within the Regeneration area this Local Plan allocates one main housing site (RES-RA5.1) contained within the Hind Street Urban Garden Village Masterplan Area (MPA-RA5.1), which could deliver at least 960 new dwellings within the Plan period. It is anticipated that at least 170 additional new dwellings will also be delivered during the Plan period within the St Werburgh's Masterplan Area (MPA-RA5.2).

4.70 The two masterplans described above will support the delivery of housing through a new exemplar low carbon urban garden village at Hind Street; and a new mixed use residential gateway quarter at St Werburgh's.

4.71 High density proposals will be expected within this Regeneration Area, at a minimum of 60 dwellings per hectare, in order to make the best use of available land and to support the creation of highly sustainable neighbourhoods with development focused around public transport provision and active travel within easy reach of Birkenhead Town Centre.

Policy RA 5

Hind Street and St Werburgh's Regeneration Area

A. Within the Hind Street and St Werburgh's Regeneration Area shown on the Policies Map a new exemplar low carbon urban garden village will be developed at Hind Street, to the north of Green Lane and Appin Road; and a new gateway residential mixed use quarter will be developed at St Werburgh's, to the north of Borough Road and Borough Road East. The Regeneration Area will provide for a minimum of 1,130 new dwellings over the Plan period. The following sites are allocated for residential use within the Regeneration Area to support the delivery of the development and regeneration strategy set out in Policy WS 1:

Site Ref	Location	Size and Minimum Dwelling Capacity
RES-RA5.1	Land at Hind Street, Tranmere	15.79 hectares, 960 units
	Other developable areas	170 units

B. Applications within the Hind Street and St Werburgh's Regeneration Area should meet the following requirements and other relevant policies of the Local Plan. Development proposals should contribute proportionately and appropriately to:

1. the provision of a comprehensive network of high quality public realm, including Dock Branch Park (Southern Section) shown on the Policies Map (OS-SA2.7);
2. incorporate distinctive and climate resilient landscaping, sustainable drainage and public realm to reflect the area's coastal environment; and
3. primary school place provision.

Hind Street Urban Garden Village Masterplan Area (MPA-RA5.1)

C. Development proposals within the Masterplan Area shown on the Policies Map must be in conformity with a Masterplan and Design Code which has been endorsed by the Council and provide, as appropriate, for the delivery of a high quality, low carbon urban village which:

1. incorporates a new highway network to accommodate changes arising from the removal of the Borough Road (A5227) and Queensway Tunnel flyovers and provides appropriate vehicular access to the site;
2. provides high quality, safe and convenient pedestrian and cycling links;
3. is well designed, as a principal gateway to Birkenhead to reflect its relationship to the waterfront, and to include one or more landmark buildings of appropriate scale and height that create a sense of place and focal points of interest, having regard to: strategic views in context with the waterfront skyline including planned development within the Birkenhead Waterfront (RA 3), and Wirral Waters (RA 6) Regeneration Areas and the St Werburgh's Quarter Masterplan Area (MPA-RA5.2) and; preserves or enhances the character or appearance of the historic environment and the significance of the area's heritage assets and their settings including the designated Conservation Areas at Clifton Park (CON-SA3.6), Hamilton Square (CON-SA2.1) and Birkenhead Park (CON-SA3.2);

4. incorporates strong green design principles and promotes healthy living through a network of open space, green infrastructure and public realm including a new community park that links to the southern section of Dock Branch Park to provide an appropriate network of high quality strategic open space for the Masterplan Area and wider communities, and provides the opportunity for appropriate high quality links to be created:
    i. to Birkenhead Central and Green Lane Merseyrail stations, Birkenhead Town Centre, the new residential quarter at St Werburgh's (MPA-RA5.2); Birkenhead Priory; the Mersey waterfront; and Rock Retail Park; and
    ii. between the two phases of Dock Branch Park via a surface link in addition to any direct link between the northern and southern sections of the Dock Branch Park provided by the existing tunnels;
5. capitalises on its proximity to Birkenhead Town Centre at its northern extent by providing a new high quality gateway to Central Birkenhead Regeneration Area (RA 4);
6. promotes intensification of development around the public transport provision at the railway stations;
7. provides for the design of public realm treatment of Central Station to reflect its prominence as a gateway to the Hind Street Urban Garden Village and the Central Birkenhead Regeneration Area (RA 4);
8. provides a site for a primary school, and proportionate and appropriate contributions towards primary school provision;
9. allows for the provision for ancillary uses including Commercial, Business and Service uses (Use Class E), Local Community and Learning uses (Use Class F) and Hotels (Use Class C1) that will also be considered within the Regeneration Area boundary to the north of Hind Street and Waterloo Place where it can be demonstrated that these uses are complementary to Birkenhead Town Centre Sub-Regional Centre and Birkenhead Commercial District or the uses cannot be practically or successfully accommodated within the designated Sub-Regional Centre/ Commercial District.

St Werburgh's Quarter Masterplan Area (MPA-RA5.2)

D. Development proposals within the Masterplan Area shown on the Policies Map must be in conformity with a Masterplan and Design Code which has been endorsed by the Council and provide, as appropriate, for:

1. an appropriate gateway design for Birkenhead to reflect its relationship to the waterfront, and to include one or more landmark buildings of appropriate scale and height that create a sense of place and focal points of interest, having regard to: strategic views in context with the waterfront skyline including planned development within the Birkenhead Waterfront (RA 3) and Wirral Waters (RA 6) Regeneration Areas and the Hind Street Urban Garden Village Masterplan Area (MPA-RA5.1); and the need to preserve or enhance the setting of heritage assets including the designated Conservation Areas at Clifton Park (CON-SA3.6), Hamilton Square (CON-SA2.1) and Birkenhead Park (CON-SA3.2);
2. appropriate arrangements for a new highway network, to accommodate changes arising from the removal of the Borough Road (A5227) and Queensway Tunnel flyovers and to provide appropriate vehicular access to the site;
3. high quality, safe and convenient, pedestrian and cycling links to the Birkenhead Commercial District and Mixed Use Quarter (MPA-RA4.1); the Hind Street Urban Garden Village (MPA-RA5.1); Birkenhead Priory, the Mersey waterfront; and Rock Retail Park
4. provides proportionate and appropriate contributions towards primary school provision.

Implementation

Hind Street Urban Garden Village (MPA-RA5.1)

4.72 The Council is working with other key landowners including National Grid, Ion Developments and Merseytravel to prepare a masterplan for the site which will be submitted as part of an outline/ hybrid planning application for the Masterplan Area (MPA-RA5.1).

4.73 The primary landowners of the Hind Street masterplan area are also working in partnership with Liverpool City Region Combined Authority, and Homes England to explore potential opportunities for which public sector intervention may be appropriate to remediate the site and provide essential infrastructure improvements to unlock development across the area.

4.74 The Liverpool City Regional Combined Authority have committed to funding the removal of the two flyovers which separate Hind Street from central Birkenhead. The removal of the flyovers will be a catalyst for the comprehensive regeneration of the whole Regeneration Area, enabling the area to be re-linked to the adjoining town centre and waterfront and to the new residential quarter at St Werburgh's, while releasing significant areas of well-located urban brownfield land for re-development.

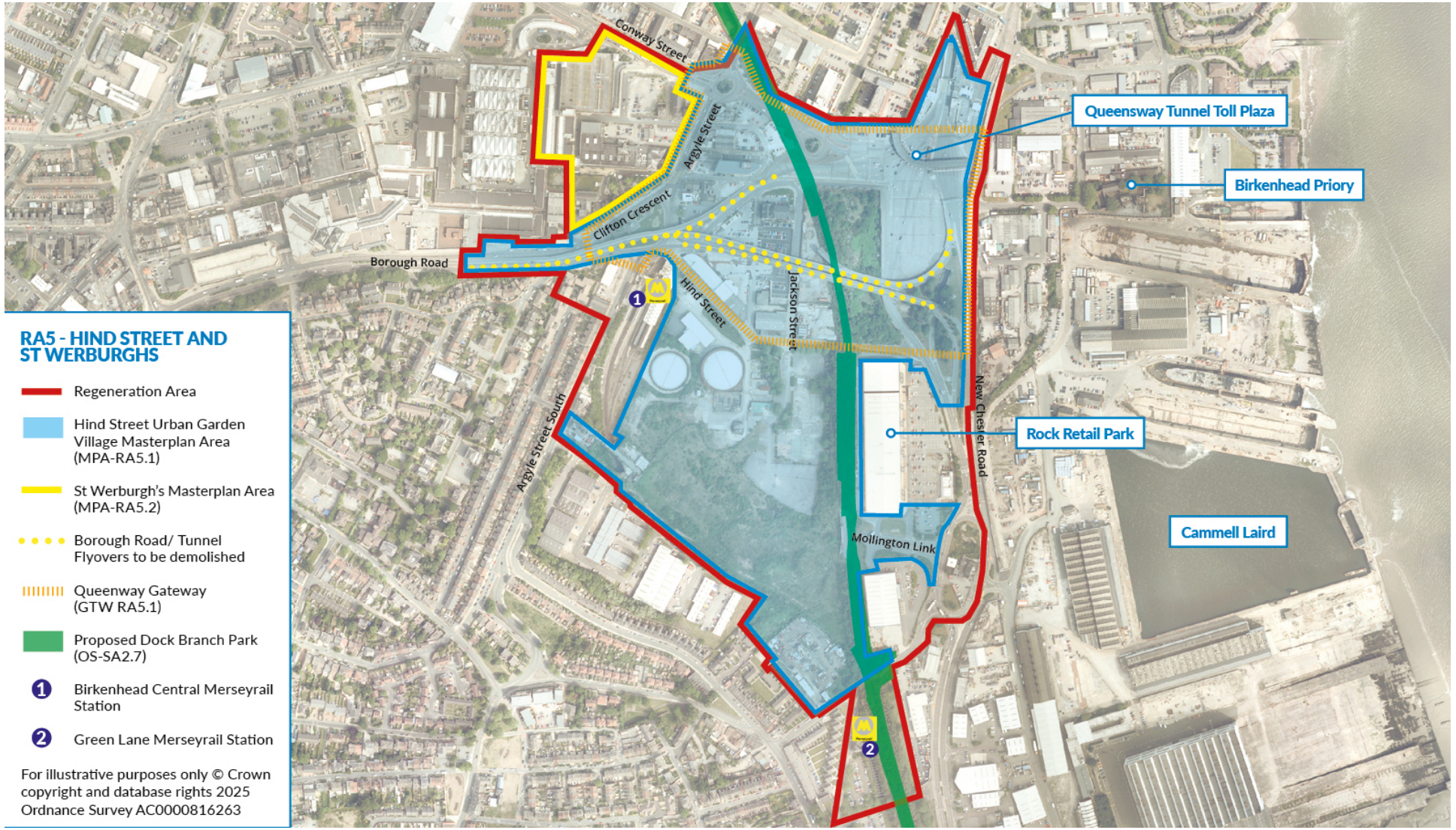
4.75 In respect of primary school provision, the value of the site provided for the primary school will be taken into account when determining appropriate contributions for school provision.

4.76 The new community park that links to the southern section of Dock Branch Park will be provided and agreed within the endorsed Masterplan and Design Code based on the principles contained in Policy WS 5.

St Werburgh's Quarter (MPA-RA5.2)

4.77 The Council acquired the former House of Fraser building and car park in 2021, and has commissioned a detailed masterplan for the St Werburgh's mixed use quarter. This will set out the spatial context and a strategy for the delivery of housing on the House of Fraser site at 88-92 Grange Road commencing 2024.

Figure 4.6 Hind Street and St Werburgh's Regeneration Area



Wirral Waters Regeneration Area

4.78 Wirral Waters is a nationally significant regeneration project and has been identified as a key catalyst for the regeneration of Birkenhead in the Draft Birkenhead 2040 Framework.

4.79 The Wirral Waters Regeneration Area shown on Figure 4.7 comprises three distinctive areas at East Float, West Float and Bidston Dock which are at varying stages of advancement in terms of masterplanning and development.

4.80 From the outset, Wirral Waters was intended to be delivered over a long-term timeframe, over 30 or more years, through public/private sector collaboration and via a variety of delivery mechanisms.

East Float

4.81 The majority of this area already benefits from outline planning permission, the East Float Outline Permission (EFOP), for the development of almost 1.4m square metres of floorspace, including residential, with up to a maximum of c.13,000 homes; commercial, retail and leisure uses; together with public realm. A masterplan prepared in support of the planning application has already been agreed by the Council.

4.82 The EFOP was granted in May 2012 to create a series of linked ‘Quarters’ or Neighbourhoods: Northbank - the quayside sites along Dock Road, to the north; Four Bridges - the quayside sites along Tower Road, to the east; and Sky City, Vittoria Studios and Marina View - along Duke Street and Corporation Road to the south. All matters were reserved for subsequent approval. The EFOP sits at the heart of the Wirral Waters project and provides a planning ‘framework’ for the area.

4.83 The EFOP enables the phased creation of a high density, mixed tenure, residential and commercial led waterside urban village. Full delivery will extend beyond the timeframe of this Local Plan and the planning permission was structured accordingly.

4.84 The East Float Parameter Plans, approved in connection with the EFOP will continue to provide the basis for assessing future planning applications and all planning applications submitted within East Float must be accompanied by an updated working masterplan.

4.85 Development of Marina View and parts of Sky City are anticipated beyond the Plan period. However these areas are identified as potential broad locations for future growth and the Local Plan does not preclude earlier delivery of these quarters in line with the EFOP.

Northbank

4.86 The first phases of residential development are currently taking place on land to the south of Dock Road in Seacombe, between Duke Street and Tower Road, known as 'Northbank'. Densities of approximately 165 homes/hectare are being delivered in a mixed typology, mixed tenure approach that includes apartments for rent and for sale, 2/3-storey town houses and specialist care and extra care accommodation.

Four Bridges

4.87 Located along the eastern edge of the East Float, fronting Tower Road, Four Bridges is being transformed to provide a mixed use, low carbon neighbourhood combining education, commercial, cultural, amenity, training and skills development uses to create a vibrant mix of ‘Place Making’ uses, to serve the new waterside communities at East Float.

4.88 Proposals for the reuse and development of the prominent Grade II Listed Hydraulic Tower, to provide the Government endorsed Maritime Knowledge Hub project will be supported by an appropriate Heritage Impact Assessment. This is a significantly important historic building within Wirral Waters and bringing this building back into use will be a symbol of renaissance for the wider 'LeftBank' area.

Vittoria Studios and Sky City

4.89 The Vittoria Dock area north of Corporation Road, to the east of Duke Street, comprising Vittoria Studios and Sky City will over the longer term be developed as a high density, residential led waterside urban village and will include a mix of apartments including family accommodation and new commercial floorspace.

4.90 The interface between Vittoria Studios and the Hamilton Park Regeneration Area (RA 7) is recognised to be of key importance.

West Float

4.91 West Float includes the area known as MEA Park, and the rest of the operational port at West Float.

4.92 Development within West Float will focus on the delivery of high quality waterside employment uses and port related uses, also accommodating businesses to be decanted from East Float. MEA Park will be developed to provide a waterside employment location centred on the Marine, Energy, Automotive (MEA) sectors in addition to having a role to play as a centre for Modern Methods of Construction and will form the industrial heart of Wirral Waters.

4.93 This area will continue to provide for sustainable development of the Port, in particular development requiring a port location, including related supply chain activities, and improvements to the accessibility of the Port by low carbon modes of transport. Non-port related development may also be located within the area subject to meeting the requirements of Policy WS 4 Strategy for Economy and Employment. A Masterplan will be required to promote appropriate comprehensive re-development in this area.

Bidston Dock

4.94 Bidston Dock, a large, vacant brownfield site to the western end of the Regeneration Area together with other under-utilised land at Bidston Moss offers the potential to be a new regional/national destination to broaden Wirral's tourism and visitor economy subject to other policies in this Local Plan. A Masterplan and Design Code will also be necessary to facilitate the most appropriate use and development of this site.

Dock Road/Birkenhead Road Gateway

4.95 Development in the vicinity of Dock Road/Birkenhead Road Gateway (GTW-RA6.1) needs to support its role as the arrival point to the Wirral Waters and Northside Regeneration Areas as well as to the RoRo ferry terminal. The Gateway provides an opportunity to create a focal point to the Regeneration Areas, and the RoRo Ferry port through buildings of architectural distinction and public realm and art. Development in this location also needs to support the transition from residential to industrial uses subject to Policy WS 6 Gateway Areas.

Housing Delivery

4.96 This Regeneration Area includes five main housing allocations, which will deliver at least 2,738 new dwellings.

4.97 As described above outline planning permission has been granted to deliver this level of growth.

4.98 High density development will be expected within this Regeneration Area, at a minimum of 70 dwellings per hectare, in order to make the best use of available land, whilst ensuring the delivery of high quality, attractive and vibrant mixed use neighbourhoods.

Policy RA 6

Wirral Waters Regeneration Area

A. Wirral Waters is identified as a strategic regeneration site and the Council will support the development of the area for a major, residential led mixed use, urban regeneration project.

B. The Wirral Waters Regeneration Area shown on the Policies Map will provide for a minimum of 2,738 new dwellings over the Plan period. The following sites are allocated for residential and main employment uses within the Regeneration Area to support the delivery of the development and regeneration strategy set out in Policy WS 1:

East Float

Northbank

Site Reference	Location	Uses	Size and Minimum Dwelling Capacity
RES-RA6.6	Wirral Waters - Northbank West 1, Dock Road, Seacombe (Legacy)	Residential	2.16 hectares, 500 units
RES-RA6.4	Wirral Waters - Northbank West 2, Dock Road, Seacombe (Peel/Urban Splash)	Residential	1.50 hectares, 230 units
RES-RA6.3	Wirral Waters - Northbank East 1, Dock Road, Seacombe (Peel/Urban Splash)	Residential	0.80 hectares, 120 units
RES-RA6.7	Wirral Waters - Northbank East 2, Dock Road, Seacombe (Belong Extra Care Village)	Residential including C2	0.50 hectares, 34 self-contained apartments (part of 72 care spaces facility)
RES-RA6.5	Wirral Waters - Northbank East 3, Dock Road, Seacombe (Tower Road)	Residential	0.50 hectares, 150 units

Four Bridges

Site Reference	Location	Uses	Area (ha)
EMP-RA6.5	Former Hydraulic Tower, Tower Road, Seacombe (Maritime Knowledge Hub)	Research & Development, Education and Training, Offices and Café	0.95 hectares

Vittoria Studios and Sky City

Site Reference	Location	Uses	Size and Minimum Dwelling Capacity
RES-RA6.2	Wirral Waters - Vittoria Studios and Sky City, Duke Street, Birkenhead	Residential	12.30 hectares, 1,704 units

West Float

Site Reference	Location	Uses	Area (ha)
EMP-RA6.1	MEA Park West, Beaufort Road, Birkenhead	B2, B8, R&D	0.30 hectares

Site Reference	Location	Uses	Area (ha)
EMP-RA6.2	MEA Park West, Wallasey Bridge Road, Birkenhead	B2, B8	5.35 hectares
EMP-RA6.3	MEA Park East, Beaufort Road, Birkenhead	B2, B8, Port related	9.02 hectares
EMP-RA6.4	MEA Park Phase 2, Beaufort Road, Birkenhead	B2, B8, Port related	1.76 hectares

East Float Masterplan Area (MPA-RA6.1)

C. Development proposals within the Masterplan Area shown on the Policies Map must be in conformity with a Masterplan and Design Code which has been endorsed by the Council and provide, as appropriate, for:

1. a new high quality, attractive and vibrant waterside neighbourhood with a mix of sustainable residential, community and employment uses which support and complement the ongoing regeneration of the neighbouring areas including Birkenhead, Liscard and Seacombe;
2. non-residential ground floor uses in areas at risk of flooding;
3. the preservation or enhancement of the character or appearance of the historic environment including the significance of the area's heritage assets and their settings, including the Conservation Areas at Birkenhead Park (CON-SA3.2) and Hamilton Square (CON-SA2.1) and of dockland and riverside views;
4. incorporation of distinctive and climate resilient landscaping and public realm to reflect the area's distinctive coastal environment;
5. measures to monitor and maintain the structural condition of the dock walls and lock gates;
6. proportionate and appropriate contributions to primary school place provision;
7. proportionate and appropriate contributions to health services provision.

MEA Park Masterplan Area (MPA-RA6.2)

D. Development proposals within the Masterplan Area shown on the Policies Map must be in conformity with a Masterplan and Design Code which has been endorsed by the Council and provide, as appropriate, for:

1. high quality flexible business premises that can be adapted in response to changing circumstances and promote sustainable economic growth over the lifetime of the development with priority given to port related and maritime uses on MEA Park East (EMP-RA6.3);
2. incorporation of distinctive and climate resilient landscaping and public realm to reflect the area's distinctive coastal environment; and
3. integration to safeguard the Graving Dock site and supporting infrastructure as a strategic maritime asset.

Bidston Dock Masterplan Area (MPA-RA6.3)

E. Development proposals within the Masterplan Area shown on the Policies Map must be in conformity with a Masterplan and Design Code which has been endorsed by the Council and provide, as appropriate, for:

1. mixed use development comprising leisure, community and health uses (Use Classes C1, E, and F) where it can be demonstrated that these uses are complementary to, and/or, cannot be accommodated within the Birkenhead Town Centre Sub-Regional Centre and Birkenhead Commercial District;
2. incorporation of distinctive and climate resilient landscaping and public realm to reflect the area's distinctive coastal environment;

3. provision of cycle and pedestrian access to the adjoining Bidston Moss recreational area; and
4. proportionate and appropriate contributions to health services provision.

Implementation

East Float

4.99 East Float benefits from outline planning consent through the EFOP granted in May 2012 and the WFOP granted in February 2015 (as amended). The EFOP comprises the development of almost 1.4m square metres of floorspace including residential (up to a maximum of c.13,000 homes), commercial, retail and leisure uses together with public realm. It includes provision for c.50,000 square metres of flexible uses encompassing office/ research and development, retail use (A1–A5), hotel and conference facilities, culture, education, leisure community and amenity floorspace.

4.100 The housing numbers and commercial floorspace set out in Policy RA 6 relate to the approved outline planning applications and additional separate planning applications. They represent the current anticipated delivery within the Local Plan period and are reflected in the housing trajectory in the Local Plan. They are minimum figures with any balance to be delivered beyond the Local Plan period, although accelerated delivery of additional housing and commercial floorspace within the Plan period would be welcomed and supported.

4.101 The EFOP was supported by a masterplan which meets the requirements of MPA-RA6.1. However, where a proposed development would depart materially from the existing approved masterplan, a reconciliation masterplan for the relevant quarter within which the plot lies will be required to accompany any detailed planning application. This will be required to illustrate how the quarter could be developed out in accordance with the EFOP and ensure there will be no detrimental impact upon the residential capacity of each quarter.

4.102 Development within the remaining areas of East Float not covered by the EFOP should be delivered in accordance with appropriate detailed planning permissions.

4.103 Delivery involves joint working between the stakeholders including Peel Land & Property, Wirral Council, the LCR Combined Authority and Homes England, an executive non-departmental public body, sponsored by the Department for Levelling Up Housing and Communities (DLUHC).

West Float

4.104 West Float includes the area known as MEA Park and the rest of the operational port at West Float.

4.105 Employment development at West Float is expected to be delivered in three main phases by Peel Land & Property as set out below. Each phase will be subject to a detailed planning application and be in accordance with a masterplan for the whole MEA Park area (MPA-RA6.2)

4.106 MEA Park West (EMP-RA6.2): It is anticipated that MEA Park Phase 1 will concentrate on the conversion of the existing 42,000 sq ft 'Mobil' building to provide a Modern Methods of Construction Prototyping, Training and Assembly Centre (MMC PTAC), a centre of excellence for UK manufacturing, testing and prototyping modern manufacturing methods that underpin various sectors including housing, maritime, energy and automotive. A smaller site on the corner of Beaufort Road and Wallasey Bridge Road (EMP-RA6.1), is currently in use but is allocated as a longer-term extension to the adjacent MEA Park West site.

4.107 MEA Park Phase 2 (EMP-RA6.4): It is anticipated that a speculative, flexible, multi-unit industrial/ distribution scheme intended to support engineering supply chains within a number of sectors including but not exclusively the energy, maritime and automotive sectors, providing premises for new businesses and existing businesses that will benefit from operating within close proximity of one another.

4.108 MEA Park East (EMP-RA6.3): This area will be prioritised for the relocation of existing businesses from East Float, specifically to enable the development of Vittoria Studios (RES-RA6.2) or other uses which require a port location and this site has been included in the Port and Maritime Zone (see Policy WS 4).

Bidston Dock

4.109 Although the Bidston Dock site is not allocated for a specific use in the Local Plan, any development proposals which come forward should complement the regeneration of Birkenhead, Wirral Waters, and promote the economic well being of the Borough. Planning applications should have regard to all relevant policies of the Local Plan and be supported by a comprehensive masterplan for the whole site (MPA-RA6.3).

Infrastructure to Support Wirral Waters

4.110 Place making is a key part of any regeneration strategy and significant work has already commenced on providing the necessary infrastructure to support the proposed levels of new development in Wirral Waters.

4.111 Physical infrastructure for Wirral Waters includes the provision of public realm and public open space, last-mile appropriate and transformational mass-transit, an active travel network for pedestrians and cyclists including integration with the Local Cycling and Walking Infrastructure Plan Corridor, highway improvements, and improved wayfinding.

Public Realm

4.112 Well designed, safe and high quality public realm within the East Float area will be created as part of the place making strategy for Wirral Waters and will include enhanced pedestrian and cycle access to the waterfront via a boardwalk throughout Northbank, Four Bridges, Vittoria Studios and Sky City. Pocket parks will be created within the Northbank area, at Festival Square (OS-SA2.3 – 0.25 hectares) and Northbank Green (OS-SA2.2 – 0.28 hectares), which are anticipated to be completed in 2022. Further waterfront boardwalk improvements will be made in the Vittoria Studios and Sky City areas, including a connection between the two areas, following the relocation of existing businesses and land remediation, anticipated in 2024 onwards.

4.113 The innovative high quality Tower Road highway and public realm scheme was completed in 2021.

Highway Improvements and Active Travel

4.114 The active travel network for Wirral Waters will include new, improved and safe cycleways and pedestrian routes connecting key transport nodes and providing improved public transport connectivity. Improvements in connectivity will be made with the creation, where possible, of off-highway cycleways, and better and safer footways. The use of e-Cargo bikes is also planned and incorporation within the network will be encouraged.

4.115 The key gateways to Wirral Waters will be improved focused on the principal junctions. Cross dock connectivity will be improved including replacement bridges such as a fixed structure to replace Poulton Bridge on Wallasey Bridge Road. Tower Road bridge has already been replaced.

4.116 Tower Road, Dock Road (east), Corporation Road and Duke Street at East Float will be upgraded and improved. Similarly, at West Float, Beaufort Road, Wallasey Bridge Road, and Dock Road (west) will be upgraded to improve connectivity to Bidston Moss in the west and the new neighbourhoods of East Float to the east.

Mass Transit

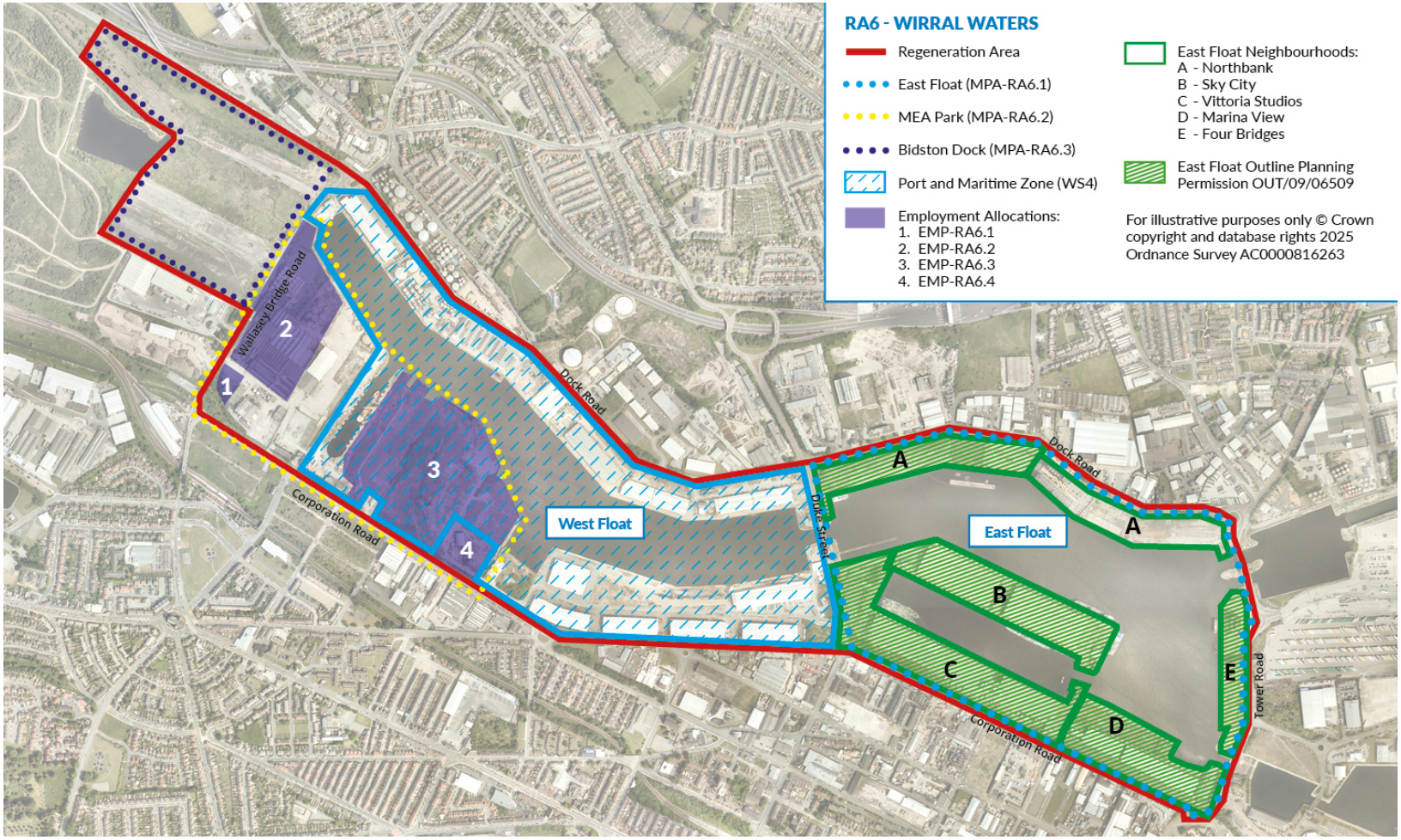
4.117 The Council is working with Peel Land & Property and the LCR Combined Authority to implement a new mass transit system to serve Wirral Waters and the wider Birkenhead area. A funding bid for Phase A which will serve Wirral Waters was submitted to the Department for Transport by the LCR Combined Authority in October 2021. The Council commissioned further design work for the Phase A Outline Business Case in January 2022.

4.118 In the interim public transport will be improved with diverted bus routes and additional services to serve Wirral Waters.

Social and Community Infrastructure

4.119 A new Wirral Waters campus of the Wirral Metropolitan Further and Higher Education College was opened in 2015. Appropriate additional social and community infrastructure requirements over the lifetime of the proposals are set out in the Local Plan Infrastructure Delivery Plan.

Figure 4.7 Wirral Waters Regeneration Area



Hamilton Park Regeneration Area

4.120 The Hamilton Park Regeneration Area shown on Figure 4.8 is located between the proposed Wirral Waters Vittoria Studios waterside residential development north of Corporation Road (RES-RA6.2) and Birkenhead Park (OS-SA3.1).

4.121 There are two broad land use zones within this Regeneration Area:

i. The area between Price Street and Corporation Road comprises predominantly employment uses. The areas between Duke Street to the west and Watson Street to the east, directly adjacent to the Wirral Waters Vittoria Studios development site (RES-RA6.2) are of a generally poor environmental quality, with a number of cleared sites; and

ii. The area between Price Street and Park Road North and Conway Park is an existing area comprising a mix of Victorian-era terraced, post-war and late 20th Century social and private housing.

4.122 There are a number of schools and health care centres and a small retail area at the southern end of Duke Street, adjacent to Birkenhead Park Railway Station.

4.123 The dominant physical characteristic is the historic street layout, based on the Laird Grid, designed as part of the original 'new town' planned by James Laird, the 19th Century Birkenhead Ship Builder. What is left, largely intact, of the Grid is found in the area between Chester Street in the west and Duke Street in the east and is the grid on which Laird intended to build his 'new' Birkenhead. It still forms a strong heritage and urban design feature within the area.

4.124 Hamilton Park is within the first decile of the most deprived areas in England for education, employment, health, crime, living environment and barriers to housing and services and ranks amongst the most deprived communities in England for income, employment and health.

4.125 The Draft Hamilton Park Neighbourhood Framework 2021[151] sets out the following vision for the Regeneration Area:

"In 2040, Hamilton Park is a place of family-oriented urban-fringe living. It is an environment known for being modern and vibrant connecting Birkenhead Park to Wirral Waters and the Birkenhead Dock area."

Housing Delivery

4.126 It is anticipated that at least 482 new dwellings will be delivered within the Regeneration Area during the Local Plan period.

4.127 This level of housing growth will be delivered through the creation of a new high density residential led mixed use neighbourhood, in the Cleveland Street Neighbourhood Masterplan Area (MPA-RA7.1), which will be connected to Birkenhead Park and the new waterside development at Vittoria Studios (RES-RA6.2) to the north through a series of high quality green streets. Additional housing is also expected to be delivered through the life of the Plan through residential development in new mixed use neighbourhoods and infill residential development.

4.128 High density development will be expected within this Regeneration Area at a minimum of 60 dwellings per hectare, in order to make the best use of available land and to support the wider regeneration of the area.

Policy RA 7

Hamilton Park Regeneration Area

A. The Hamilton Park Regeneration Area shown on the Policies Map will be the focus of significant urban regeneration and land use change which will see the development of a new family oriented neighbourhood adjoining the Vittoria Studios development at Wirral

151 Draft Hamilton Park Neighbourhood Framework (Avison Young, June 2021), page 36, paragraph 3.8

Waters and new mixed use employment/ residential neighbourhoods. Existing streets will become green active travel routes providing links to Birkenhead Park (OS-SA3.1); and Birkenhead Park Railway Station at Duke Street; and the new Dock Branch Park (OS-SA2.7).

B. The area will provide for a minimum of 482 dwellings during the Local Plan period, to support the delivery of the development and regeneration strategy as set out in Policy WS 1:

Site Reference	Location	Uses	Size and Minimum Dwelling Capacity
	Other developable areas	Residential	482 units

C. The following site is allocated for main employment uses within the Regeneration Area to support the delivery of the development and regeneration strategy as set out in Policy WS 1:

Site Reference	Location	Uses	Area (ha)
EMP-RA7.1	Kern's Warehouse, Cleveland Street Birkenhead	B2, B8	0.98 Hectares

D. Applications within Hamilton Park Regeneration Area should meet the following requirements and other relevant policies of the Local Plan. Development proposals should:

1. preserve or enhance the significance of the area's historic environment, heritage assets, and their settings, and the strategic views into Wirral Waters and landmark buildings;
2. be based on the historic grid iron street pattern and connect to local amenities and facilities by the creation of high quality green streets providing safe cycle and walking routes in particular:
    i. Birkenhead Park (TPT-RA5.1/ OS-SA3.1); and Birkenhead Park Merseyrail Station, Duke Street; and Vittoria Studios waterfront via Duke Street, Livingston Street and Vittoria Street (RES-RA6.2); and
    ii. Dock Branch Park (OS-SA2.7) and the Town Centre (TC-SA2.1) via Corporation Road Boulevard, Cleveland Street and Price Street;
3. allow provision for ancillary retail and community uses to support the day-to-day needs of the new residential community.

Cleveland Street Neighbourhood Masterplan Area (MPA-RA7.1)

E. Development proposals within the Masterplan Area shown on the Policies Map must be in conformity with a Masterplan and Design Code which has been endorsed by the Council to deliver a new high quality residential led mixed use neighbourhood which provides, as appropriate, for:

1. a new area of public open space and incidental pocket parks as part of a network of connected green streets;
2. a site for a primary school, and proportionate and appropriate contributions towards primary school place provision; and
3. proportionate and appropriate contributions to health services provision; and
4. new active ground floor uses along key street frontages in particular Vittoria Street.

Mixed Use Neighbourhoods

F. The areas bounded by Vittoria Street, Rendell Street, Corporation Road and Price Street (MUA-RA7.1), at the junction of Duke Street and Price Street (MUA-RA7.2) and between Park Street and Trinity Lane/Russell Street (MUA-RA7.3) as shown on the Policies Map are designated for mixed commercial and residential uses, where development will be supported where a high standard of amenity for all future occupiers will be achieved and there would be no unreasonable restrictions on the operation or future development of adjacent businesses, uses or sites.

Implementation

Cleveland Street Neighbourhood Masterplan Area (MPA-RA7.1)

4.129 The Council will work with key partners to prepare a masterplan and delivery strategy for a new residential led mixed use neighbourhood on land between Corporation Road and Price Street. The Council will engage and work closely with land owners and delivery partners to develop an appropriate and sympathetic site assembly strategy to minimise disruption to existing local businesses within the Masterplan Area.

4.130 An initial first phase(s) residential development is expected to be undertaken on Council owned land east of Livingston Street.

4.131 In respect of primary school provision, the value of the site provided for the primary school will be taken into account when determining appropriate contributions for school provision.

Primarily Residential Areas South of Price Street

4.132 The Council will work with registered providers and other owners in the existing Primarily Residential Areas shown on the Policies Map to the south of Price Street to develop a comprehensive strategy for the improvement of existing residential stock, including retrofit energy efficiency schemes, public realm/ streetscape improvements, and high quality infill housing development.

Retention of Existing Employment Uses

4.133 The Primarily Employment Area shown on the Policies Map, to the west of Duke Street, between Price Street and Corporation Road will be retained for employment uses in accordance with Policy WS 4 Strategy for Economy and Employment.

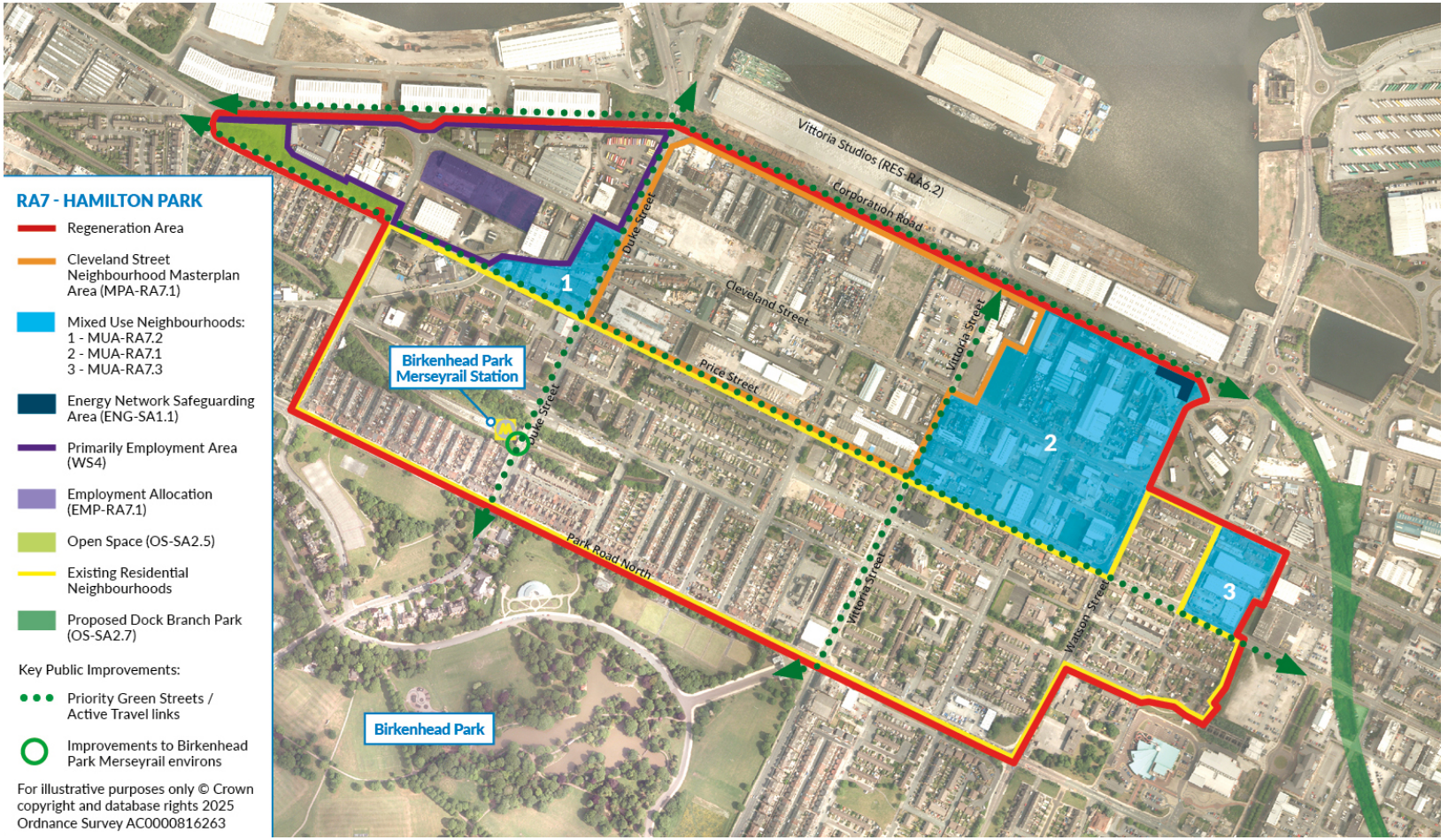
Public Realm

4.134 The Council will seek to implement a programme of key high quality streetscape and active travel improvements in advance of the development of the Cleveland Street Neighbourhood. Priority will be given to the improvement of Duke Street which will link the new residential neighbourhood at Wirral Waters northside with Birkenhead Park and Birkenhead Park Station. Financial contributions for streetscape and public realm works from new development within the Regeneration Area may be sought where appropriate.

Mixed Use Neighbourhoods

4.135 Within the mixed use areas to the east of Vittoria Street and Hilbre Street, between Corporation Road and Price Street (MUA-RA7.1); at the junction of Duke Street and Price Street (MUA-RA7.2); and between Park Street and Trinity Lane/Russell Street (MUA-RA7.3), identified on the Policies Map, change is anticipated to be delivered incrementally as developers and landowners respond to the new planning context, investment in public realm and delivery of masterplan development. Design guidance for these mixed use neighbourhoods will be set out in the Birkenhead Design Guide SPD. The Council will work positively with private landowners to progress public realm improvements, investment and development plans, across these neighbourhoods.

Figure 4.8 Hamilton Park Regeneration Area



Northside Regeneration Area

4.136 The Northside Regeneration Area, shown on Figure 4.9, lying between Dock Road and the Kingsway Tunnel Approach is strategically located, benefiting from direct access to the M53 Motorway. It is an existing area of employment uses, some of which are underutilised, and vacant contaminated sites capable of remediation.

4.137 The Draft Birkenhead 2040 Framework 2021 identifies that the area represents a key location underpinning the Wirral employment land strategy and that it has the potential to accommodate new modern and intensified employment floorspace, which could also support the relocation of industrial uses from other neighbourhoods across the urban area. It is a critical neighbourhood supporting the wider regeneration programme, ensuring that businesses are, where possible, not displaced from Birkenhead.

Policy RA 8

Northside Regeneration Area

A. The Northside Regeneration Area shown on the Policies Map will provide for new employment floorspace to support general industry and employment needs over the Local Plan period. The following sites are allocated for main employment uses within the Regeneration Area to support the delivery of the development and regeneration strategy set out in Policy WS 1:

Site Reference	Location	Uses	Area (ha)
EMP-RA8.1	Northside West, Dock Road, Poulton	B2, B8/sui generis	6.28 hectares
EMP-RA8.2	SMM Business Park, Dock Road, Seacombe	B2, B8	5.38 hectares

B. Applications within the Northside Regeneration Area should meet the following requirements and other relevant policies of the Local Plan. Development proposals should:

1. safeguard the continued attractiveness of the Area for employment use; and
2. help to deliver a thriving high quality business community with a mix of sustainable employment uses to complement the regeneration of the neighbouring areas at Wirral Waters (RA 6);
3. ensure that the design of buildings and external space will enhance the appearance of the area;
4. incorporate a layout which is orientated to maximise the use of land through appropriate storage, parking and servicing layouts, including the use of decking and mezzanine floors;
5. maximise opportunities to create and connect to walking and cycling routes throughout the Regeneration area and to local neighbourhoods.

Implementation

4.138 The Northside area is an important location for employment intensification to provide opportunities for the relocation of existing businesses which may be displaced as a result of regeneration proposals within the Birkenhead urban area.

Northside West Employment Site (EMP-RA8.1)

4.139 Land at Limekiln Lane shown on the Policies Map is allocated for main employment uses. It is intended that the site will provide land to enable the decanting of existing businesses that need to relocate as a result of the implementation of urban regeneration projects across Birkenhead.

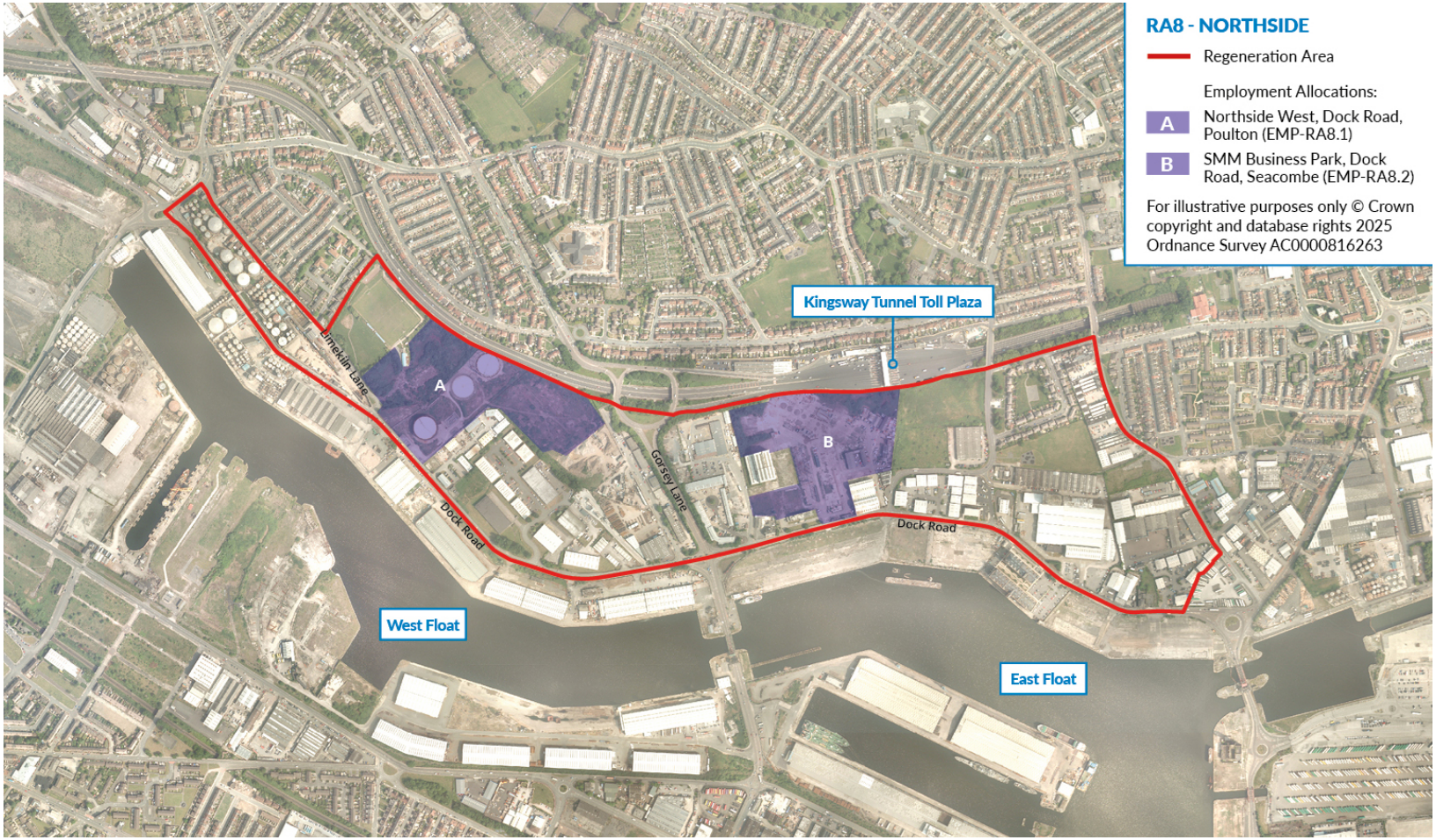
4.140 The Council will work with partners including land owners, and the Liverpool City Region Combined Authority to promote the remediation of sites and redevelopment of vacant sites for intensified employment uses. The Council will consider promoting the modernisation and

intensification of existing employment land and premises through the use of a Local Development Order which would introduce a simplified planning process for suitable development and improvements.

SMM Business Park (EMP-RA8.2)

4.141 The SMM Business Park is allocated for main employment uses. The site is currently occupied by a number of tenants on a flexible basis who mainly utilise the site for open storage uses, but it is anticipated that opportunities for more long term employment development will arise during the Plan period including potentially taking advantage of the Freeport designation if confirmed.

Figure 4.9 Northside Regeneration Area



Liscard Regeneration Area

4.142 The Liscard Regeneration Area is shown on Figure 4.10. Liscard is an important Town Centre with a mix of national retailers focussed on the pedestrianised Liscard Way with independent retail and other service, financial and business uses on the outer arterial roads leading to the central core. The area suffers from above average vacancy rates, poor environmental quality, vandalism and anti-social behaviour, together with a limited leisure and cultural offer and night-time economy. In response to the changing retail environment, the boundary of the Town Centre shown on the Policies Map (TC-SA1.1) has been contracted to the north, to support a vital and viable town centre.

Primary Shopping Area

4.143 The Primary Shopping Area shown on the Policies Map (PSA-SA1.1) is centred around the pedestrianised Liscard Way and Cherry Tree Shopping Centre. The core of the Primary Shopping Area is bounded by a one-way vehicular loop 'Liscard Gyratory' that acts as a barrier to pedestrian flows into the retail core. Liscard Way is fronted by retail uses on both sides, which offers good natural surveillance and a mix of active frontages but the public realm would benefit from enhancement to create space to dwell and enjoy.

4.144 The Cherry Tree Shopping Centre occupies a prominent central position, with a commercial frontage to Liscard Way and Wallasey Road. However the interface with St Albans Road and Mill Lane is set back and presents a mix of surface-level car parking, servicing areas and blank facades. The current layout and design appears dated and incongruous with the surrounding buildings including the Grade II listed St Alban's Church and St Alban's Hall.

4.145 The thirteen-storey residential Liscard House and vacant offices at Dominick House are both dominant landmarks on the local skyline and provide an opportunity for façade improvement or comprehensive redevelopment to enhance the street scene along Mill Lane and St Albans Road and improve the attractiveness of the Town Centre as a whole.

Seaview Road Car Park

4.146 This area is formed around the point where Liscard Way, Wallasey Road and Seaview Road meet and is defined by some interesting local historic buildings, notably the Wellington Hotel and Capitol Buildings. The large public car park to the rear of the Capitol Building is enclosed to the east by the Municipal Building and Liscard Community Centre both of which are vacant. The area provides an opportunity for comprehensive high quality residential led redevelopment.

Public Realm

4.147 Overall the public realm along the arterial routes would benefit from enhancement, to create a more attractive and accessible route into the Primary Shopping Area; and the conversion of buildings to alternative uses should be carried out to a high standard.

4.148 There are significant opportunities to improve the public realm along Liscard Way and at the main gateways into the Primary Shopping Area; enhance the streetscene at ground level with attractive and active frontages; improve connectivity from east to west by removing barriers to movement; provide a more balanced and diverse Town Centre offer that supports a night-time economy; and to repurpose parts of the Town Centre to support residential and community use, to enhance footfall and help create a sustainable community.

Housing Delivery

4.149 Only one site is currently proposed for allocation for new housing development in this Local Plan. It is, however, anticipated that at least a further 100 new dwellings will also be delivered within this Regeneration Area during the Plan period.

4.150 Higher density development will be expected within this Regeneration Area, at a minimum of 60 dwellings per hectare, in order to make the best use of available land, to support the regeneration and vitality and viability of Liscard Town Centre.

Policy RA 9

Liscard Regeneration Area

A. The Liscard Regeneration Area shown on the Policies Map will see the development of vacant and underutilised land and buildings for residential use to revitalise the Town Centre and the Cherry Tree Centre at its core. The Regeneration Area will provide for a minimum of 200 dwellings during the Local Plan period. The following sites are allocated for residential use within the Regeneration Area to support the delivery of the development and regeneration strategy set out in Policy WS 1:

Site Reference	Location	Size and Minimum Dwelling Capacity
RES-RA9.1	Former Municipal Buildings, Seaview Road, Liscard	100 units
	Other developable areas	100 units

Liscard Town Centre Masterplan Area (MPA-RA9.1)

B. Development proposals within the Masterplan Area shown on the Policies Map must be in conformity with a Masterplan and Design Code which has been endorsed by the Council and provide, as appropriate, for:

1. the redevelopment of the former municipal buildings at Seaview Road and the development of its adjoining car park for residential use;
2. the retention of active frontages with safe and improved access for pedestrians and cyclists between Seaview Road and Egerton Grove;
3. mixed use commercial and residential development on upper floors above the Cherry Tree Shopping Centre and on its associated backland sites and surplus car park areas;
4. the appropriate remodelling and realignment of the Liscard Gyratory and Liscard Way to improve traffic flows and pedestrian and cycling safety;
5. retaining an active frontage at ground floor along Liscard Way; and
6. the conversion and or redevelopment of Dominick House for residential led mixed use development.

Implementation

4.151 The Council will work with partners to:

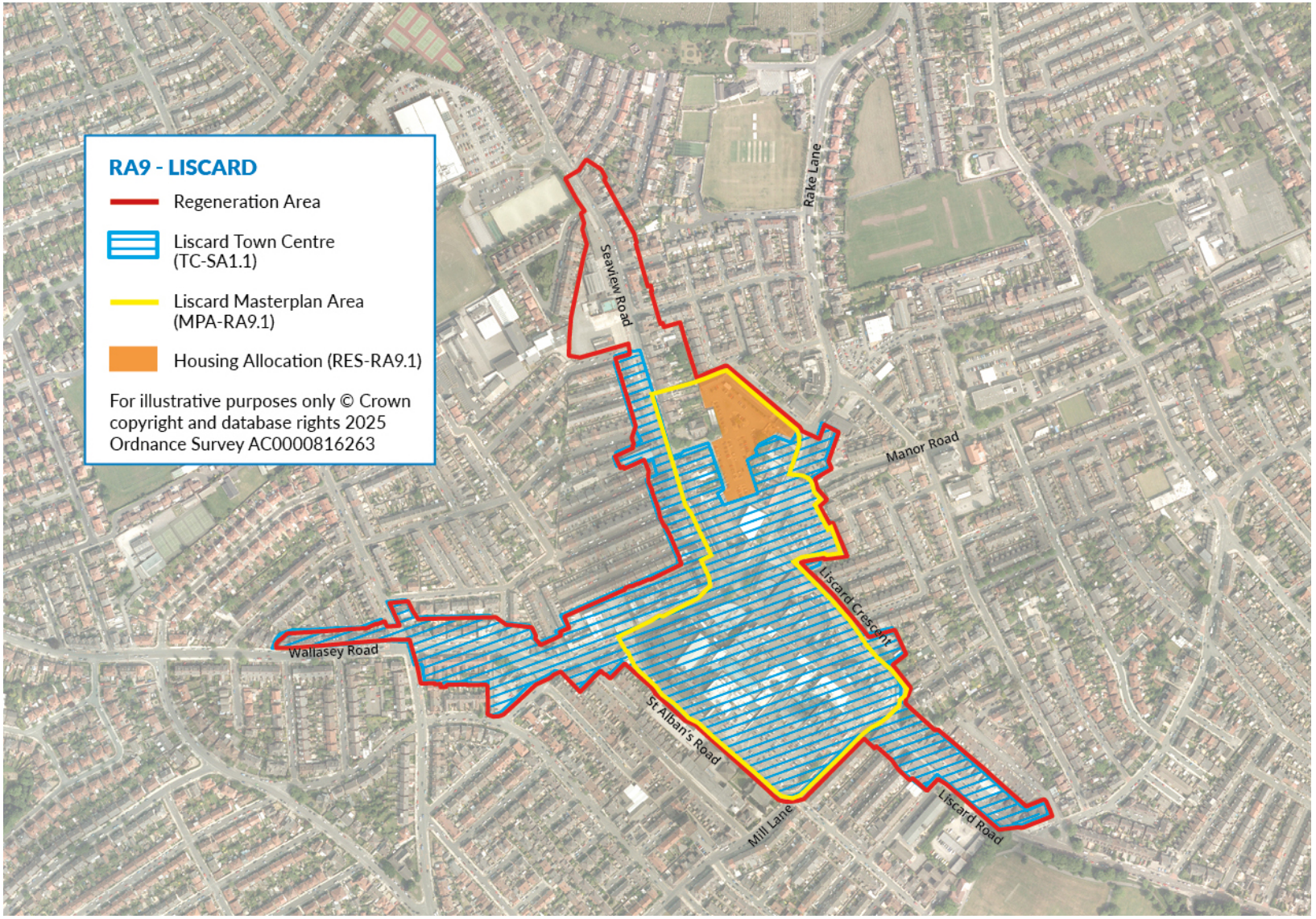
i. support the future vitality and viability of Liscard Town Centre;
ii. use land in its ownership, in particular the former Municipal Offices at Egerton Grove, to deliver early residential development;
iii. use its powers to secure redevelopment opportunities, including its covenant strength to enhance viability, the acquisition of strategic sites and the use of its compulsory purchase powers;
iv. secure developer contributions, to support infrastructure delivery and work with partners to develop funding bids to secure wider benefits to the Liscard Regeneration Area; and
v. work with the Liverpool City Region Combined Authority, in consultation with local stakeholders, to support the delivery of a high quality cycle route to connect the Liscard Regeneration Area with the wider 'Left Bank'.

4.152 The Council has prepared a Neighbourhood Framework for Liscard 2021[152] which provides the context for the preparation of a detailed masterplan for the core of the Town Centre which will deliver new residential development and other improvements within and around the Primary Shopping Area.

152 Neighbourhood Framework for Liscard: An Integrated Masterplan (BDP, April 2021).

4.153 The Council will work with the current leaseholders of the Dominick House Office development to deliver a high quality residential led mixed conversion or redevelopment of Dominick House including appropriate façade improvements or recladding.

Figure 4.10 Liscard Regeneration Area



New Brighton Regeneration Area

4.154 New Brighton is a unique seaside town located at the mouth of the River Mersey at the north east tip of the peninsula. The town developed as a popular seaside resort in the 19th Century but began to decline after the Second World War. Economic decline was stabilised by the successful Marine Point retail and leisure development which opened on the site of the former bathing pool in 2011. The town is still a popular place to visit with its 3 mile promenade - reputed to be one of the longest in the UK, the Floral Pavilion and the new Victoria Quarter.

4.155 The New Brighton Regeneration Area, shown on Figure 4.12, comprises four core areas.

Marine Promenade

4.156 This area forms one of the main focal points for visitors to New Brighton, centred around the Marine Point mixed use retail and leisure facility and extending along Marine Promenade to include the Marine Lake and Fort Perch Rock to the north and the 'leisure terrace' and Floral Pavilion to the south.

4.157 The built form along much of Marine Promenade retains its character from New Brighton's principal era of development spanning the late 19th and early 20th Centuries, incorporating Victorian and Art Deco influences. A number of the buildings are in a poor state of repair and have been subject to insensitive alterations over time.

4.158 Marine Promenade consists of a two-way road with wide areas of pavement either side and on-street car parking. The public realm at Marine Promenade requires revitalisation and improved access to the frontage of the Floral Pavilion, however the public realm at Marine Point has recently been effectively upgraded.

Victoria Quarter

4.159 This area is focused on the Victoria Road Local Centre (TC-SA1.5) and has benefitted from recent private investment to bring empty buildings back into viable use, and add colour and interest to the public realm through a programme of mural paintings to buildings. To the east, the area includes Victoria Parade; an attractive parade of vibrant independent shops, cafes and maritime businesses, which is separated from the retail offer on Victoria Road by residential development, creating barriers to pedestrian and vehicular flows. While Victoria Parade includes elements of planting and public space, the street is heavily engineered and the public space at its junction with Tower Parade is in a poor state of repair. As a key interface with the promenade Victoria Parade requires improvement to draw footfall into the Victoria Quarter.

Seabank Road

4.160 Seabank Road is a main route into New Brighton and this area is focused on the established Seabank Road Local Centre (TC-SA1.4) with its large residential catchment area and a variety of uses operating at ground floor level. The Centre provides an alternative offer to Marine Point and benefits from distinctive Victorian style cast-iron canopies to the frontages of units which create a strong sense of place. There are still vacant properties and buildings in poor condition, and the area presents opportunities for public realm enhancement.

Kings Parade

4.161 This area includes the Kings Parade promenade, which connects the Marine Point facility with Wallasey Beach and provides a focus for recreation and visual amenity. The area includes 'The Dips' - reclaimed land which provides large expanses of open space for informal recreation (LGS-SA1.8), and the Red and Yellow Noses, a rocky outcrop holding geological value (OS-SA1.6 and GEO-SA1.1). The areas of flat open land forming the coastal strip along Kings Parade provide the setting for Wellington Road Conservation Area (CON-SA1.1). These open spaces are intended to remain open as part of the regeneration of the area.

4.162 The Kings Parade area extends to the west along Kings Promenade to the former Derby Pool and Wallasey Beach, marking the endpoint of the promenade and entrance to North Wirral Coastal Park (CREC-SA8.1). It is a popular bathing beach with good quality bathing water.

Housing Delivery

4.163 This Local Plan allocates two main housing sites, which will deliver at least 52 new dwellings. It is anticipated that at least 250 additional new dwellings will also be delivered within the Plan period within the Regeneration Area.

4.164 Medium to high density development will be expected within this Regeneration Area, at a minimum of 50 dwellings per hectare, in order to make the best use of available land, whilst achieving high quality mixed use neighbourhoods to promote further regeneration which will complement the Local Centres and coastal setting.

Policy RA 10

New Brighton Regeneration Area

A. Within the New Brighton Regeneration Area shown on the Policies Map the focus of regeneration will see new mixed use development on the Marine Promenade area comprising leisure, residential and hotel uses. The Regeneration Area will provide for a minimum of 302 new dwellings over the Plan period. The following sites are allocated for residential use within the Regeneration Area to support the delivery of the development and regeneration strategy set out in Policy WS 1:

Site Reference	Location	Size and Minimum Dwelling Capacity
RES-RA10.1	Former Grand Hotel, Marine Promenade, New Brighton	0.15 hectares, 12 units
RES-RA10.3	New Palace Amusements, Marine Promenade, New Brighton	0.53 hectares, 40 units
	Other developable areas	250 units

B. Applications within New Brighton Regeneration Area should meet the following requirements and other relevant policies of the Local Plan. Development proposals should:

1. incorporate distinctive and climate resilient landscaping and public realm to reflect the area's distinctive coastal environment;
2. incorporate safe walking and cycling routes, and enhance connectivity to local amenities, including waterfront promenades;
3. preserve or enhance the significance of the area's heritage assets and their settings including Fort Perch Rock and the Lighthouse and strategic views of the waterfront;
4. contribute proportionately and appropriately to the provision of the public realm and active travel improvements;
5. protect the open spaces along Kings Parade and Coastal Drive in accordance with their designations (OS-SA1.6, OS-SA1.7, OS-SA1.9, OS-SA1.11, LGS-SA1.8, LGS-SA1.12, LGS-SA1.13, OS-SA1.3 and CREC-SA8.1).

Marine Promenade Masterplan Area (MPA-RA10.1)

C. Development proposals within the Marine Promenade Masterplan Area shown on the Policies Map must be in conformity with a Masterplan and Design Code which has been endorsed by the Council and provide, as appropriate, for:

1. the delivery of a high quality, attractive and vibrant mixed use quarter, of appropriate scale, height and massing which reflects the strategic seaside location and character of adjoining areas; and
2. a mix of cultural, hotel, leisure and residential uses which support the regeneration of neighbouring areas and facilities including the Floral Pavilion Theatre and the Local Centres at Victoria Road (TC-SA1.5), and Seabank Road (TC-SA1.4); and
3. one or more landmark buildings; and

4. east west pedestrian and cyclist links between Marine Promenade and Wellington Road/Virginia Road; and
5. active frontages onto Marine Promenade and Virginia Road.

Victoria Quarter (TC-SA1.5)

D. Mixed town centre/residential use within the Victoria Quarter shown on the Policies Map, which retains active ground retail frontages and make a positive contribution to the vitality and viability of the Victoria Road Local Centre (TC-SA1.5), will be supported.

Seabank Road (TC-SA1.4)

E. Proposals for mixed town centre/residential use development within Seabank Road Local Centre (TC-SA1.4), which retain active ground floor retail frontages including the distinctive canopies above existing buildings, will be supported.

Fort Perch Rock and Lighthouse

F. Proposals for the repair and enhancement of Fort Perch Rock and the lighthouse in a manner that protects their special historic interest and positively contributes to their character and setting will be supported.

Implementation

4.165 The Council will:

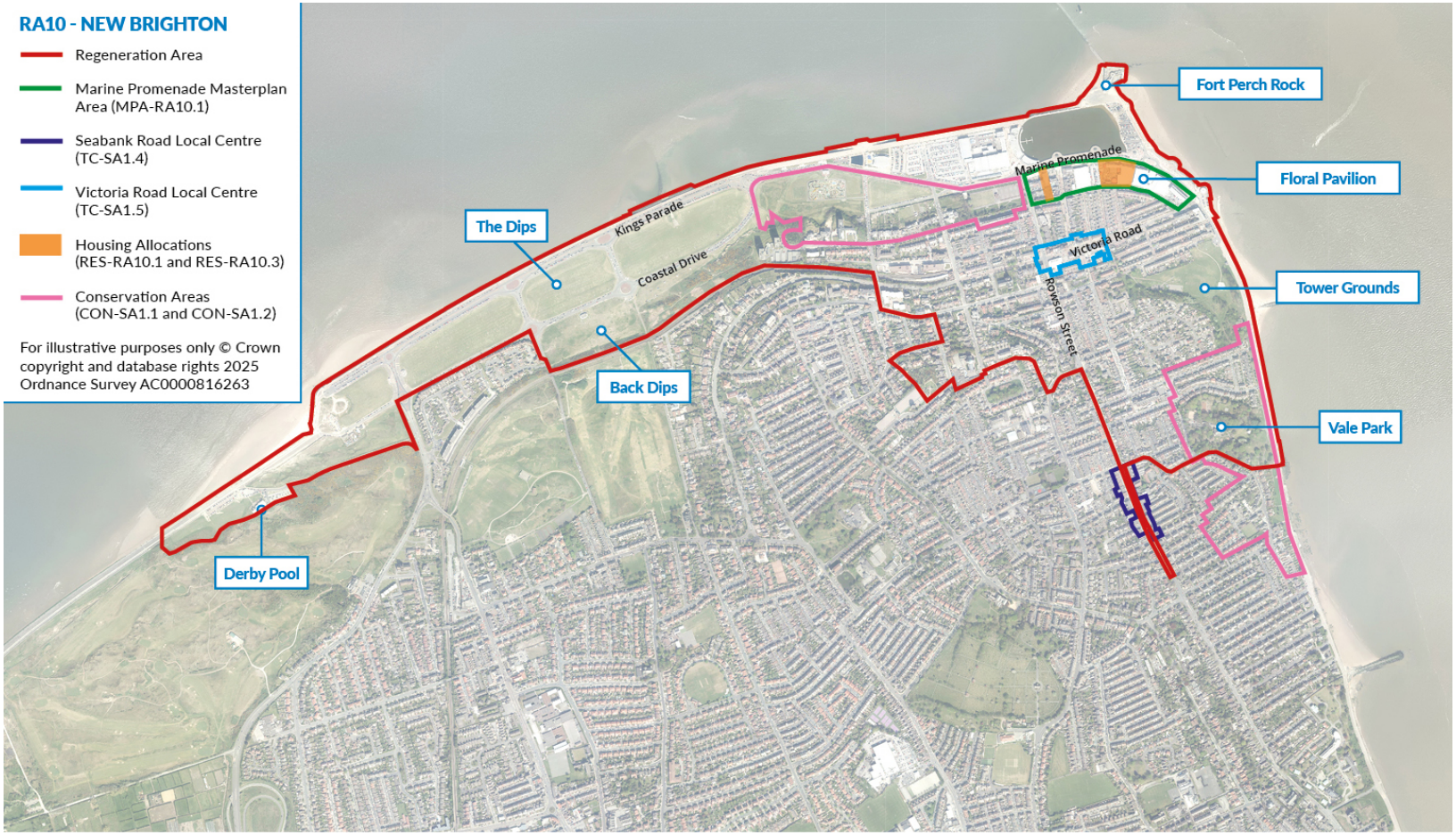
i. prepare a Neighbourhood Framework for the area and the Marine Promenade masterplan shown in Figure 4.11 and Figure 4.12;
ii. work with partners to support the regeneration of New Brighton;
iii. be prepared to use its powers of Compulsory Purchase where necessary and appropriate to assemble development sites. Such circumstances might be where existing land use or multiple ownerships compromise the assembly of a larger site and agreement has not been reached with land owners;
iv. develop and deliver local highway improvements including proposals for recreational vehicle parking where funding is available;
v. where appropriate, secure developer contributions, to support infrastructure delivery and work with partners to develop funding bids to secure wider benefits to the New Brighton Regeneration Area; and
vi. work with the Liverpool City Region Combined Authority, in consultation with local stakeholders, to support the delivery of a high quality cycle route to connect the New Brighton Regeneration Area with the wider 'Left bank'.

4.166 Given the coastal location, the use of appropriate materials to withstand the exposed local climate conditions should be considered within this regeneration area when proposals are being conceived and proposals should take full account of the risk of flooding along the coastline.

Figure 4.11 Marine Promenade Masterplan Area (MPA-RA10.1)



Figure 4.12 New Brighton Regeneration Area



New Ferry Regeneration Area

4.167 New Ferry is an urban area located on the eastern side of the Wirral peninsula on the western bank of the River Mersey adjacent to the nationally significant Port Sunlight Village. It is an area that has long been recognised as suffering from retail decline and a range of socio-economic challenges. In March 2017 there was an explosion in the retail centre which resulted in significant damage to a large number of buildings concentrated around Boundary Road, Bebington Road and their immediate environs. This included substantial damage to commercial and residential properties across the area, devastating the heart of the retail centre, destroying businesses and homes, with significant impact on the local community. The Regeneration Area is shown on Figure 4.13.

Housing Delivery

4.168 The Local Plan allocates four main housing sites which will deliver at least 73 new dwellings within the Plan period, to support the regeneration and redevelopment of this Area.

4.169 Medium to high density development proposals will be expected, at a minimum of 50 dwellings per hectare, in order to make the best use of available land and promote the delivery of mixed use development to support the vitality and viability of the Local Centre.

Policy RA 11

New Ferry Regeneration Area

A. The New Ferry Regeneration Area shown on the Policies Map will see the regeneration of vacant and underutilised land in and adjoining the Local Centre by residential led mixed use development. The Regeneration Area will provide for a minimum of 73 new dwellings over the Plan period. The following sites are allocated for residential use within the Regeneration Area to support the delivery of the development and regeneration strategy as set out in Policy WS 1:

Site Reference	Location	Uses	Size and Minimum Dwelling Capacity
RES-RA11.1	43 Bebington Road, New Ferry	Residential Led Mixed use	0.09 hectares, 20 units
RES-RA11.2	Woodhead Street Car Park, New Ferry	Residential Led Mixed use	0.77 hectares, 29 units
RES-RA11.3	Land at Grove Street and Bebington Road, New Ferry	Residential Led Mixed use	0.29 hectares, 14 units
RES-RA11.5	100 New Chester Road, New Ferry	Residential Led Mixed Use	0.26 hectares, 10 units

B. Applications within New Ferry Regeneration Area should meet the following requirements and other relevant policies of the Local Plan. Development proposals should:

1. support the reconfiguration of the shopping centre, at Woodhead Street and along Bebington Road, where alternative uses including appropriate high density residential development will be encouraged as shown on the Policies Map (TC-SA4.2);
2. preserve or enhance the character or appearance and the significance of the area's heritage assets and their settings including the designated Conservation Area at Port Sunlight Village;
3. contribute proportionately and appropriately to and/or not prejudice the provision of public realm and highway improvements, including the proposed partial reopening of Bebington Road.

New Ferry Masterplan Area (MPA-RA11.1)

C. Development proposals within the Masterplan Area shown on the Policies Map must be in conformity with a Masterplan and Design Code which has been endorsed by the Council and provide, as appropriate, for:

1. Mixed use residential led development on land in and around the New Ferry Local Centre shown on the Policies Map where:

   i. High quality flexible premises will be delivered to be adaptable in response to changing circumstances and promote sustainable economic growth over the lifetime of the development; and

   ii. A high standard of amenity for all future occupiers will be achieved; and

   iii. There would be no unreasonable restrictions on the operation, or future development of adjacent businesses, uses or sites.

2. Residential development on the Woodhead Street Car Park (RES-RA11.2) shown on the Policies Map should be subject to the delivery of:

   i. The removal of obsolete hard surfaces and associated equipment to create a new high quality residential area with active frontages that will support and complement the regeneration of New Ferry Local Centre and preserve and enhance heritage assets at Port Sunlight Village and Hesketh Hall; and

   ii. A permeable layout which will give priority to cycle and pedestrian routes into the Local Centre.

Implementation

4.170 A New Ferry Regeneration Delivery Plan was produced in September 2017[153]. This document was extensively consulted on and has led to the identification of a preferred mixed use development option on key sites within the area. The final masterplan for the area was approved by the Council in December 2019.

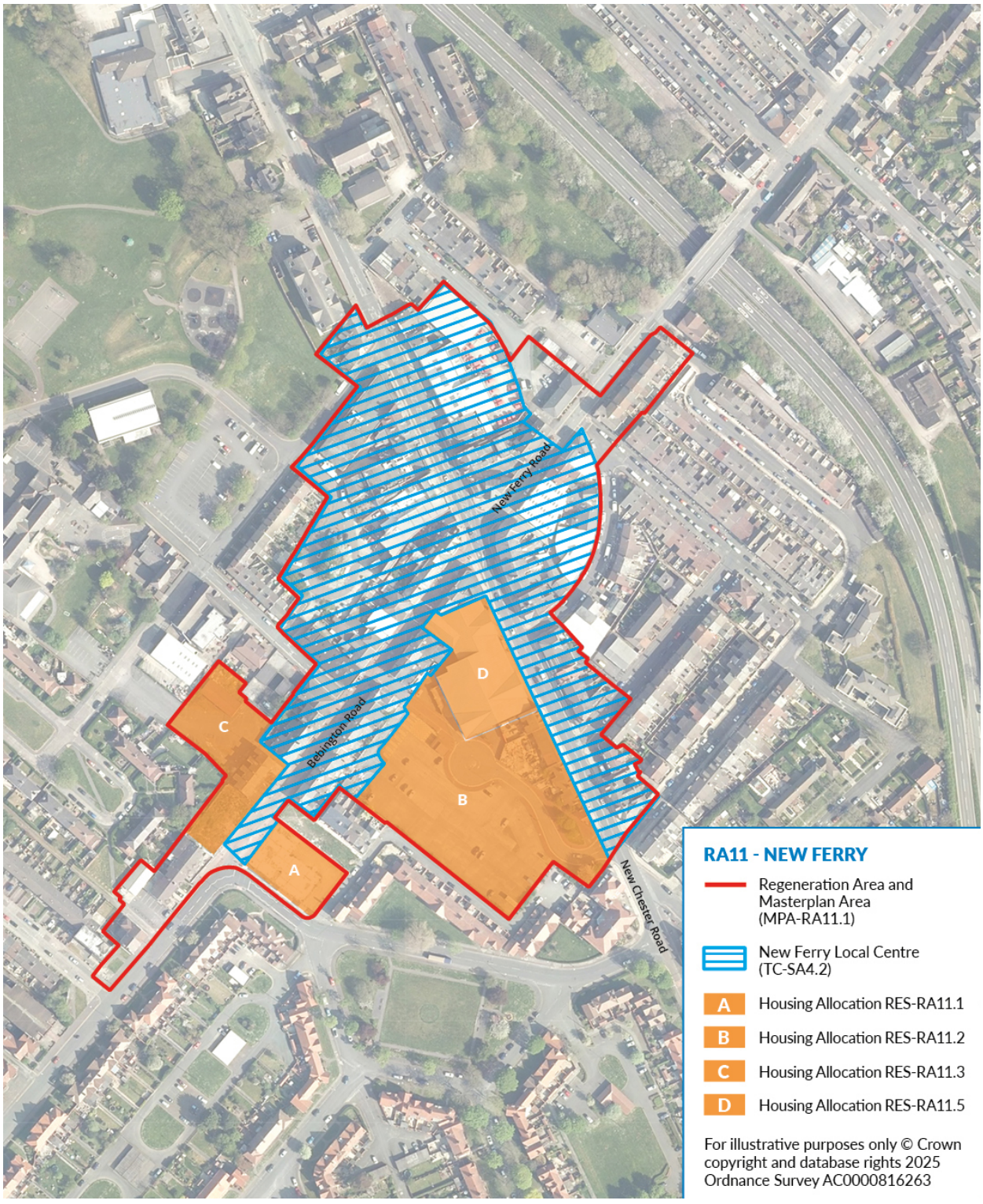
4.171 Outline planning consent for three key development sites was subsequently approved in September 2020. These development proposals seek to protect local businesses, and bring a mix of new uses, primarily residential and retail, into the centre to create a sustainable future for New Ferry.

4.172 These development opportunities will be delivered by the Council from 2022 onwards in conjunction with its preferred development partners. It is intended that the regeneration of these sites will be completed by 2026. Future High Street Funding was awarded in December 2020, to support the delivery of this programme.

4.173 Other development proposals that come forward within the Area will be delivered by private sector developers.

153 New Ferry Regeneration Delivery Plan (GVA, November 2017)

Figure 4.13 New Ferry Regeneration Area



Part 5 Settlement Area Policies

Introduction to Settlement Area Policies

5.1 As set out in Policy WS 1, criterion B., the Wirral Local Plan seeks to enable to provision of a minimum of 14,400 new dwellings over the Plan period. This will be achieved through the comprehensive regeneration of defined Regeneration Areas across the Borough, including at Birkenhead; renewal projects and mixed use development within town centres; and the re-use of brownfield sites across the Borough.

5.2 This Part of the Local Plan contains policies for each of the eight Settlement Areas in the Borough, shown together on Figure 3.3, and includes the site allocations outside of the Regeneration Areas.

5.3 For each Settlement Area there is an introduction including key characteristics and a map illustrating town, district, and local centre and Conservation Area boundaries, housing and employment proposals. This is then followed by a series of priorities for the Settlement Area which explain what the Plan seeks to do as a whole for that area.

5.4 The subsequent Place policy prefixed 'WP' includes Conservation Area specific policy. The purpose of designating Conservation Areas is to conserve all aspects of the character or appearance including landscape and public spaces that define an area's special interest. All Conservation Area criteria seek this outcome including protecting the settings of Listed Buildings which fall under additional legislation, and other buildings that contribute to the special interest. The specific policies aim to address the unique characteristics of each Conservation Area and are based on the designation documents and most recent area appraisal. Further information can be viewed on the Council's website at https://www.wirral.gov.uk/planning-and-building/built-conservation/conservation-areas

5.5 The Place policy then identifies the development sites in the area outside of Regeneration Areas, as sites within Regeneration Areas have already been identified in Part 4 of the Local Plan. There are detailed key site requirements for residential sites over 50 dwellings, and employment sites. However, all Settlement Area policies must be read alongside all relevant policies in the Plan, including Policy WS 6 Placemaking for Wirral and Policy WS 7 Principles of Design whilst site development must also address relevant detailed policies in Part 6 of the Local Plan.

5.6 The key requirements in the Plan reflect the understanding of infrastructure required for the implementation of the Local Plan at the point of Local Plan development, latest evidence at the planning application stage will be given due weight by the Council.

5.7 The land allocations for housing have been identified through the Council's Strategic Housing Land Availability Assessment and those for employment have been identified through the Wirral Employment Land and Premises Study 2021. Both have been screened for their environmental impacts and viability and sites were subject to a selection methodology accounting for a range of characteristics.

5.8 Urban sites identified to be protected as open space, as Local Green Space, or for sport and recreation are based on the findings of the published assessments of open space, built facilities and outdoor sport are listed in Appendices 11-14 and the standards for open space set out in Policy WD 24 Open space and Outdoor Sports Provision. Locations that are identified for protection for tourism are found in Appendix 7. These are protected by Policy WS 10 Infrastructure Delivery and Policy WS 4 criteria I.-L., Tourism respectively. Finally, any town centre proposals outside of Regeneration Areas are also included in the Place policy.

5.9 The policies are considered to be self explanatory and therefore there are no implementation matters with the exception of those areas subject to Masterplans. Here, the implementation matters immediately follow the relevant policy.

Wallasey – Settlement Area 1

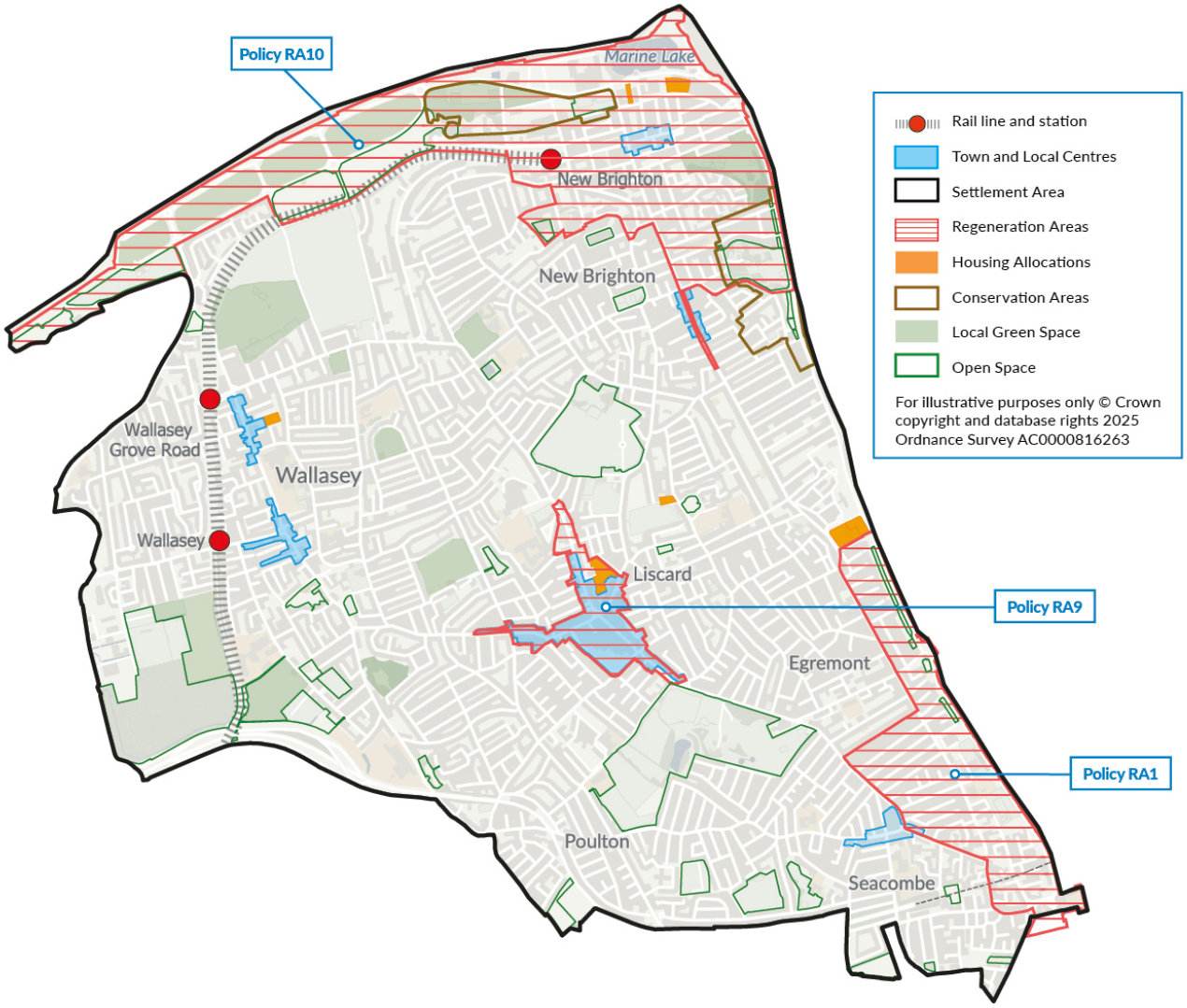
Introduction

5.10 Wallasey, including Seacombe, Poulton, Liscard, Egremont, New Brighton and Wallasey Village forms the northern part of the conurbation on the eastern coast of the Borough. It is predominantly a densely developed commuter settlement, with strong transport links to Birkenhead, Liverpool and the M53 Motorway.

5.11 The main town is Liscard and there are local centres at Seacombe and Wallasey Village as well as New Brighton – a sub-regionally important urban coastal resort. The area currently accommodates approximately 28,600 dwellings and is home to 61,100 people, of which 14% live in areas falling within the lowest 3% and just over 45% in areas falling within the lowest 20% of the Index of Multiple Deprivation for England. Registered social housing providers have a strong presence in the area.

5.12 The Seacombe River Corridor Regeneration Area identified in Policy RA 1 experiences poor social, housing, economic and environmental conditions with a quarter of the Borough's long-term empty property located here. The open space at Cross Lane and the public coastal promenades and open spaces between Seacombe Ferry and the North Wirral Coastal Park at New Brighton are of strategic importance and provide part of National Cycle Route 56.

Figure 5.1 Map of Key Designations and Allocations in Wallasey Settlement Area



Priorities for Wallasey

5.13 The priorities for Wallasey are to:

1. Deliver the regeneration of Seacombe River Corridor, including the creation of new exemplar higher density waterside neighbourhoods through the redevelopment of surplus Council Offices, new complementary uses of the Wallasey Town Hall, reconfiguring the provision of public facilities, reducing the number of vacant properties and the improvement and redevelopment as appropriate of existing poorer quality residential stock. This will be achieved through: land allocations; the preparation and delivery of a comprehensive neighbourhood framework and detailed site masterplans; and other Plan policies.
2. Promote the regeneration of New Brighton as a mixed use urban coastal resort and tourist destination, with appropriate high density residential development through: land allocations; the preparation and delivery of a comprehensive neighbourhood framework and Marine Promenade Masterplan (MPA-RA10.1); and other Plan policies in particular Policy WS 4 Strategy for Economy and Employment.
3. Maintain and enhance the open aspect of the coastline; the national and international importance of the inter-tidal foreshores, part of which are in unfavourable recovering condition; and facilities and open spaces associated with the coastal promenades between Seacombe Ferry and North Wirral Coastal Park through: mitigation measures identified in the LCR Recreational Disturbance Avoidance and Mitigation Strategy (RMS); and other Plan policies in particular Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection and Policy WD 3 Biodiversity and Geodiversity.
4. Safeguard and enhance the vitality and viability of Liscard Town Centre as the main retail and service centre for the area, with appropriate improvements and high density residential development through: the preparation of a comprehensive masterplan (MPA-RA9.1); and other Plan policies in particular Policy WS 11 Strategy for Town and Local Centres and Policy WD 11 Design in Centres.
5. Safeguard and enhance the vitality and viability of the local centres at New Brighton (Victoria Road and Seabank Road), Seacombe (Poulton Road) and Wallasey Village as the focus for neighbourhood level shops, services and community facilities to serve everyday needs, through: the New Brighton Neighbourhood Framework; and other Plan policies as noted in 4. above.
6. Maintain the industrial area at Cross Lane for small and medium scale industrial and commercial activities, to provide additional local employment through Plan policies, in particular Policy WS 4 Strategy for Economy and Employment.
7. Manage the impact of road transport along routes to New Brighton, Liscard, Wallasey Village and the Kingsway Road Tunnel through policies for transport improvements and the promotion of sustainable travel.
8. Preserve or enhance the special character and appearance of the Conservation Areas and the significance of any heritage assets, including ensuring a sustainable future for those heritage assets at risk, through: Policy WD 2 Heritage Assets and the specific policies for these areas set out below.
9. Address the local shortfall in natural and semi natural open space, allotment, and playing pitches through: land allocations; and other Plan policies in particular Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection, Policy WS 10 Infrastructure Delivery and Policy WD 24 Open Space and Outdoor Sports Provision.

Conservation Areas

5.14 There are two designated Conservation Areas within Wallasey addressed by Policy WP 1 criteria A.-B.:

1. **Wellington Road (New Brighton) Conservation Area** was the only part of James Atherton's first design for the original resort to be implemented. The character of the Area principally derives from the group value of the cliff-top villas, which form a strong visual line when viewed from the promenade, common features such as gabled roofs,

barge-boarding, stuccoed elevations and their long, north-facing, terraced gardens and the setting of coastal open spaces including Marine Park, which was formally laid out for public recreation during the latter part of the 19th Century.

2. **The Magazines Conservation Area** includes a small collection of buildings dating back to Jacobean times, that once formed a small fishing village at the edge of the Mersey Estuary. Vale Park is a central landscaped feature surrounded by a plethora of buildings that represents a sustained phase of urban development in the period 1850 to almost the present day. The strong character of the Area is based on the rich mixture of different building styles and the amenity provided by its coastal location and its various open spaces.

Policy WP 1

Policy for Wallasey

Conservation Areas

Wellington Road (CON-SA1.1)

A. Proposals within the Wellington Road Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the character or appearance of the Grade II listed Victorian Villas, and that of the immediate and wider setting of these assets, in addition to the terraced gardens extending to Pilots Way, boundary walls and ornate cast iron railings and balconies;
2. preserve or enhance the following common aspects of villa design on existing buildings:
    i. roof design;
    ii. barge-boarding;
    iii. stuccoed elevations;
    iv. decorated friezes;
    v. cast iron balconies and railings; and
    vi. stone boundary walls.
3. preserve or enhance the open aspect of views into, and out of the Conservation Area together with the unobstructed views of the listed buildings and green open and leisure space to the immediate north;
4. preserve or enhance the nature and character or appearance of Marine Park for formal open-air public recreation;
5. retain and enhance the character, style and building materials of Marine Mansions, Marine Park and Portland Court;
6. respect the villa form in terms of mass, scale, tone and texture, and preserve or enhance the character or appearance of the area.

The Magazines (CON-SA1.2)

B. Proposals within the Magazines Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the consistency of scale, massing and separation between neighbouring buildings;
2. preserve or enhance the setting and character or appearance of the historic riverside village;
3. preserve or enhance the formal character or appearance and layout of Vale Park;
4. preserve or enhance the area's urban green spaces;
5. preserve or enhance the variety of buildings, materials and designs including highly decorative details, balconies and roofscapes;

6. retain and improve unifying features such as landscaping, and boundary treatment, including stone and brick boundary walls;
7. ensure the material palette, landscaping, boundary treatments and building design respect the character of the Conservation Area.

Residential Sites

C. The following sites of 10 units or more, shown on the Policies Map, are allocated for residential development.

Site Reference	Name	Minimum Dwelling Capacity
RES-SA1.1	Rear of The Lighthouse Public House, Wallasey Village	10
RES-SA1.2	Land at Gibson House, Seabank Road, Egremont	11
RES-SA1.3	Rear of Gibson House, Maddock Road, Egremont	87
RES-SA1.5	Old Manor Club, Withens Lane, Liscard	10

Birkenhead Commercial Core - Settlement Area 2

Introduction

5.15 The Commercial Core of Birkenhead is the traditional industrial and commercial heart of Wirral and forms the central part of the conurbation along the eastern coast of the Borough. Birkenhead Town Centre is the main sub-regional centre for the Borough and is the focus of the Borough's well-established radial transport systems.

5.16 Cammell Lairds Shipyard and the Tranmere Oil Terminal are of international significance and are crucial to the success of the wider Port of Liverpool. The area at Wirral Waters, between Tower Road and Wallasey Bridge Road now forms part of the nationally designated Mersey Waters Enterprise Zone.

5.17 The Area currently accommodates approximately 1,500 dwellings and is home to 2,300 people, of which 82% fall within the lowest 3% of the national Index of Multiple Deprivation for England.

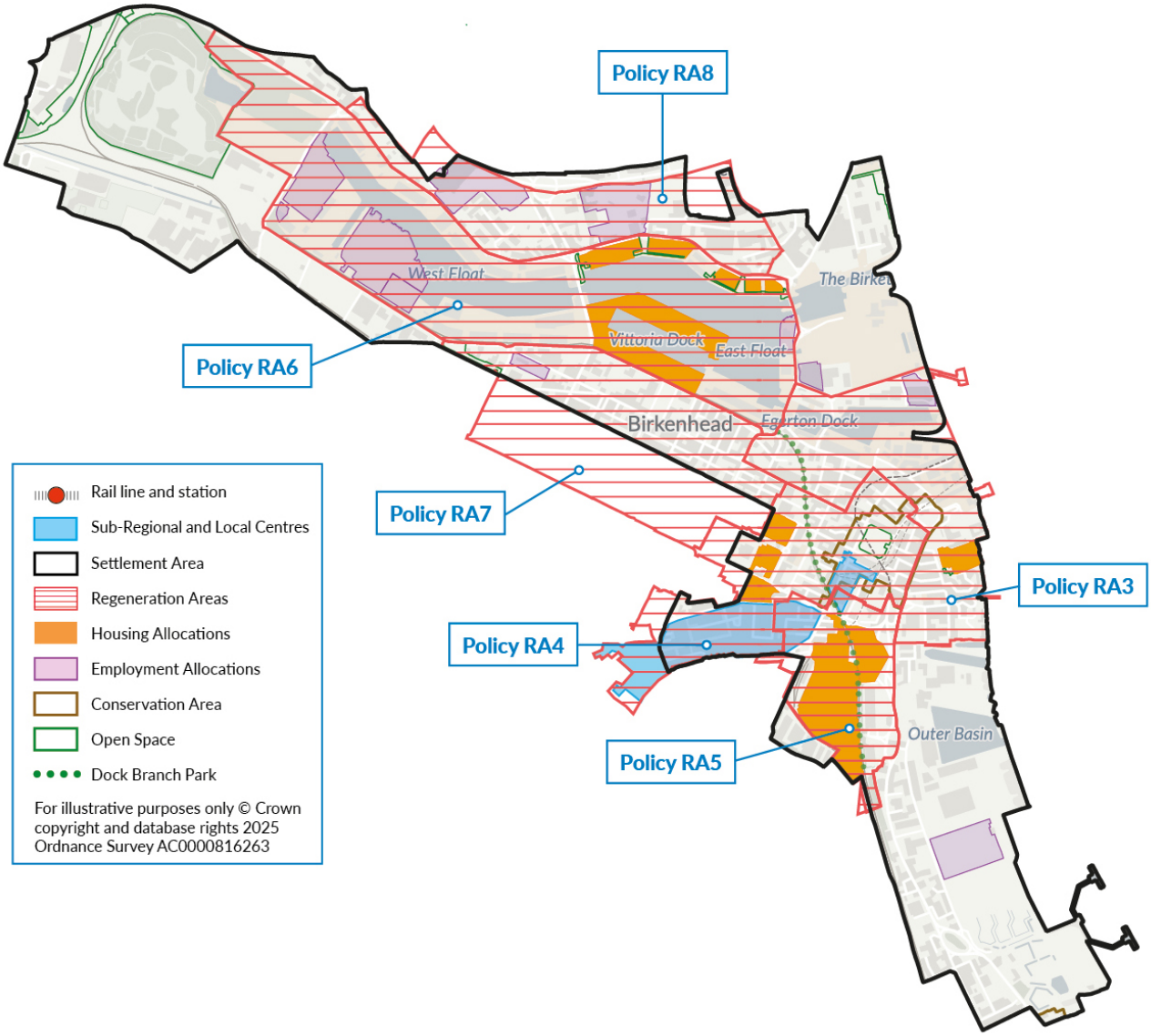
5.18 The Area has the largest concentration of vacant previously developed land in the Borough. Most of the sites are, however, large and complex or scattered throughout the traditional mixed use, commercial areas surrounding the Town Centre or within the hinterland of the dock estates.

5.19 The Area also has a substantial Victorian heritage including the remaining historic features of the inland dock estates; and original grid-iron street layout and has the oldest standing building in Merseyside at Birkenhead Priory, which is also a Scheduled Monument.

5.20 The coastal promenades and frontages between Seacombe Ferry and Monks Ferry, Bidston Moss Community Woodland and Bidston Moss Linear Nature Reserve, with their links to the facilities, settlements and open spaces within Wallasey and the M53 Corridor are of strategic importance.

5.21 As noted from paragraph 3.6, page 41 a comprehensive regeneration framework has been established to support the delivery of the proposals set out within the Local Plan and the wider regeneration of this Area, to reflect the pressing needs and strategic priority of promoting new development and investment within this Area to secure the social, economic and physical regeneration of Birkenhead.

Figure 5.2 Map of Key Designations and Allocations in Birkenhead Commercial Core Settlement Area



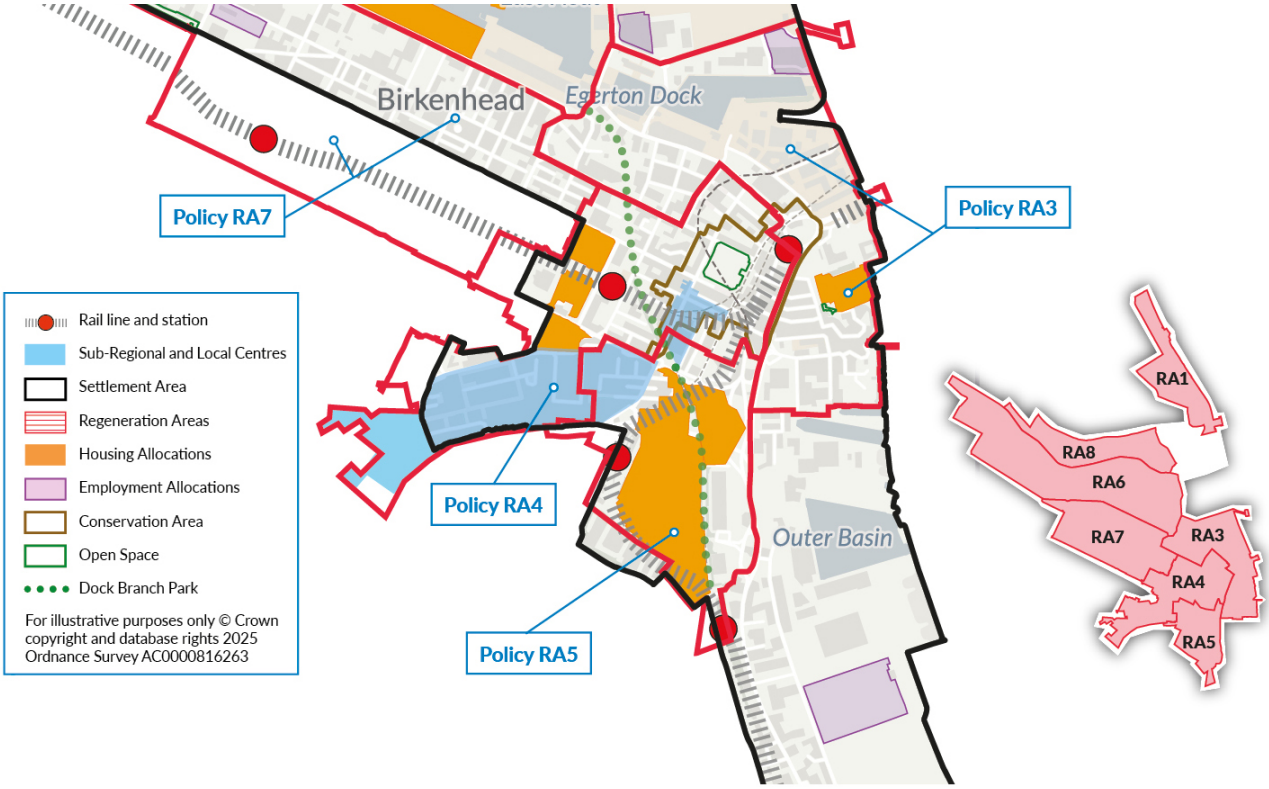
Priorities for the Birkenhead Commercial Core

5.22 The priorities for the Commercial Core of Birkenhead are to:

1. Establish a series of integrated but locally distinctive new city neighbourhoods at Wirral Waters, Hamilton Park, Hind Street, St Werburgh's, Dock Branch Park and Central Birkenhead and along the Wirral Waterfront.
2. Re-configure and re-establish Central Birkenhead as the main retail, office and service centre for the Borough, including services for leisure, entertainment, culture, health and education and other uses of Borough-wide significance that attract large numbers of people, through land allocations and a masterplan approach for the Commercial District and Mixed Use Quarter and Dock Branch Park.
3. Deliver major large scale employment at West Float; maintain the key industrial and employment areas at Cammell Lairds for ship building and repair and related maritime industries; and rationalise and consolidate the Birkenhead and Wallasey docks and their hinterlands, through land allocations and other policies in the Plan in particular Policy WS 4 Strategy for Economy and Employment.

4. Maintain and enhance the national and international importance of the inter-tidal foreshores (part of which are in unfavourable recovering condition); and the facilities and open spaces associated with the coastal promenades between Seacombe and Monks Ferry through: mitigation measures identified in the LCR Recreational Disturbance Avoidance and Mitigation Strategy (RMS) and other policies in the Plan, in particular Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection and Policy WD 3 Biodiversity and Geodiversity.
5. Manage the impact of road transport on routes to, across and along the docks, to Seacombe, Poulton and Liscard, the A41, the M53 Motorway and the Kingsway Road Tunnel, to maintain strong transport links and freight connections to the M53 Motorway and the national rail network and maximise highway efficiency, through policies for transport improvements and the promotion of sustainable transport.
6. Preserve or enhance the special character and appearance of the Conservation Area at Hamilton Square, and where appropriate to secure a long-term mixed use commercial future and the significance including the setting of other heritage assets, including Birkenhead Priory, through Policy WD 2 Heritage Assets and the specific policy for the Conservation Area set out below.
7. Establish a linked framework of green and blue infrastructure throughout the Area; including a new public realm within the dockland waterways at East Float; with enhanced access to Hamilton Square Conservation Area, Bidston Moss and open space in adjoining Areas; and along the coast between Seacombe Promenade and Monks Ferry, with open views of the Liverpool waterfront.
8. Support the implementation of the Liverpool City Region Sustainable Energy Action Plan[154] which identifies the Area as a priority zone for the delivery of district heating energy infrastructure.

Figure 5.3 Map of Key Designations and Allocations Around Birkenhead Town Centre



154 Liverpool City Region Sustainable Energy Action Plan, First Edition 2012

Conservation Areas

5.23 **Hamilton Square Conservation Area** is of national significance and contains the largest Grade I Listed Victorian square outside London. It represents one of the first residential areas for businessmen and the professional classes to be built in the newly formed town of Birkenhead but is currently on the national Heritage at Risk Register. Its principal character derives from the grand scale of its period architecture, the sense of enclosure and the general uniformity of design and elevational treatment. The Conservation Area also includes period property along adjoining streets which provide an important and complementary "visual envelope" to the main square but its boundary does not include all the buildings or land which have potential to detract from its wider visual setting. This is addressed by Policy WP 2 criteria A. and B.

Kelvin Road Mixed Use Neighbourhood

5.24 Kelvin Road mixed use neighbourhood (MUA-SA2.1) has been identified as suitable for a mix of uses subject to ensuring that the agent of change principle in Policy WD 21 is followed.

Policy WP 2

Policy for the Birkenhead Commercial Core

Conservation Areas

Hamilton Square (CON-SA2.1)

A. Proposals within the Hamilton Square Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the historic character, formal setting and sense of enclosure within the central square;
2. retain the unity of design and elevational treatment of buildings and the cohesive frontages overlooking the central gardens;
3. preserve or enhance the character or appearance of buildings and spaces that contribute positively to the significance and character of the Conservation Area;
4. secure where appropriate, economic, residential and leisure activity within the Area, that will secure a sustainable future for heritage at risk;
5. retain the historic and formal character of the central garden area;
6. in the case of any new development of buildings or sites neutral or negative to the conservation area, such proposals should acknowledge the street context, and reflect the scale, proportions and materiality of the surrounding area.

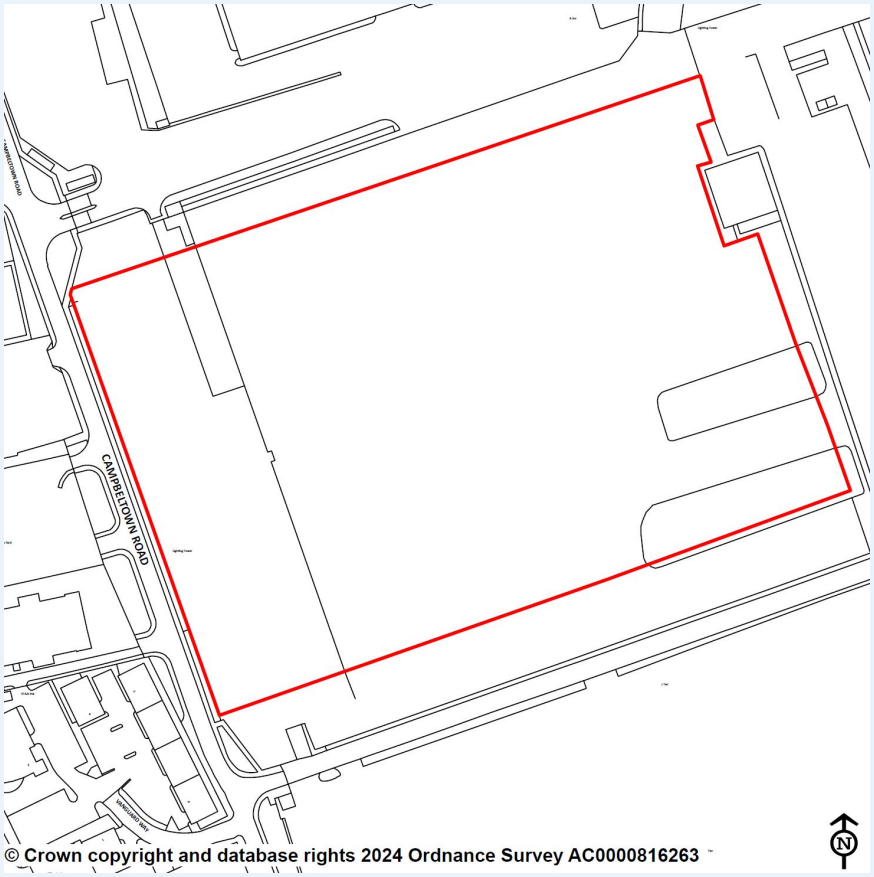
B. Buildings of scale located beyond the Square should not be overly dominant, and should not detract from the cohesive character of the formal garden and the townhouses. New buildings which are not of the highest design quality will not be permitted.

Employment Sites

C. The following sites, shown on the Policies Map, are allocated for development for main employment uses. The specific site requirements are set out below.

Site reference	Name	Area (ha)	Uses
EMP-SA2.1	Cammell Laird South, Campbeltown Road, Birkenhead	5.52	B2, B8/Port related
EMP-SA2.2	Twelve Quays, north of Tower Wharf, Birkenhead	1.06	B2,B8/Port related

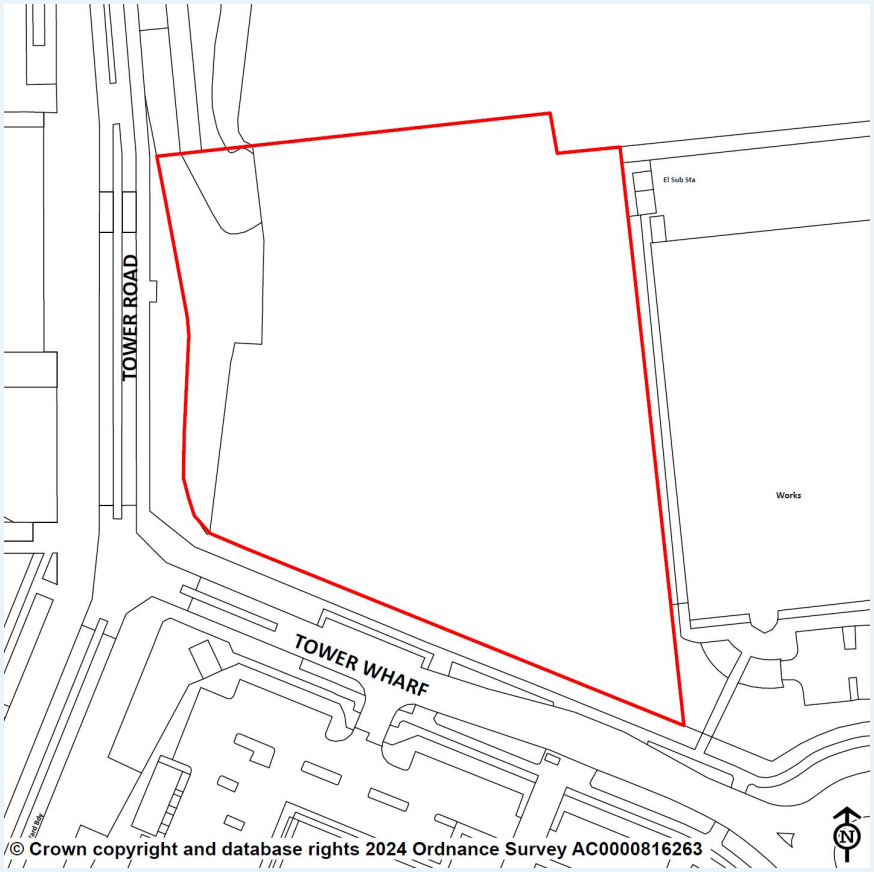
Site EMP–SA2.1 Cammell Laird South, Campbeltown Road, Birkenhead (5.52ha)



D. This site is allocated for main employment uses, with priority given to uses which would support the port sector. Development of this site should:

1. take a comprehensive design approach providing flexible business premises that can be adapted in response to changing circumstances that:
   i. connects to the highways network, at either the existing access to the car park at the east of the site or by a new junction on Campbeltown Road, adjacent but offset from the existing access to the Lairdside Laser Engineering Centre;
   ii. provides a permeable layout that connects buildings with pedestrian and cycle routes within the site to the Wirral Circular Trail;
   iii. uses landscaping to soften the visual impact of new buildings, and enhances the Campbeltown Road frontage; and
2. demonstrate that the potential for unscheduled archaeological remains has been evaluated.

Site EMP-SA2.2 Twelve Quays, Tower Wharf, Birkenhead (1.06ha)



E. This site is allocated for main employment uses, with priority given to uses which support the adjoining Twelve Quays Ro-Ro Terminal. Development of this site should:

1. take a comprehensive approach providing flexible business premises that can be adapted in response to changing circumstances that:
   i. create attractive frontages facing Tower Road and Tower Wharf;
   ii. in the case of port-related uses supporting the adjacent Ro-Ro terminal provide adequate boundary treatment and screening of port uses within the site;
   iii. locate any mechanical plant, service, storage and parking areas to avoid prominence in the street scene: and
   iv. provide vehicular access that coordinates safely with the public realm and traffic calming improvements, which have taken place on Tower Road and Tower Wharf.

Mixed Use Neighbourhood

F. The area at Kelvin Road (MUA-SA2.1) shown on the Policies Map is designated for mixed commercial and residential uses, where appropriate development will be supported where a high standard of residential amenity for all future occupiers will be achieved and there would be no unreasonable restrictions on the operation or future development of adjacent businesses, uses or sites.

Suburban Birkenhead - Settlement Area 3

Introduction

5.25 Suburban Birkenhead, including Bidston, Beechwood, Claughton, Noctorum, Oxton, Prenton, Mountwood, Tranmere and Rock Ferry, part of the conurbation along the eastern coast of the Borough, is a largely densely developed commuter area with strong transport links to central Birkenhead, Liverpool and the M53 Motorway. There are local shopping centres at Prenton (Woodchurch Road), Claughton Village, Laird Street, Oxton Village, Borough Road (Prenton Park) and Tranmere Urban Village.

5.26 The Area currently accommodates approximately 43,100 dwellings and is home to 89,300 people, of which 35% live in areas falling within the lowest 3% and almost 60% in areas falling within the lowest 20% of the Index of Multiple Deprivation for England.

5.27 The Area has the largest concentration of older property and social housing in the Borough but also includes the high quality, lower density Edwardian and Victorian neighbourhoods along the wooded Noctorum Ridge, at Bidston, Claughton, Oxton and Prenton. Part of the Area is subject to the Devonshire Park Neighbourhood Plan.

5.28 Significant clearance and redevelopment has recently taken place in some of the older parts of north Birkenhead, Tranmere and Rock Ferry, as part of a previously nationally funded Housing Market Renewal Initiative, with new privately owned family housing bringing new life into the area. Over 40% of the Borough's long-term empty property is still, however, located within this Area.

5.29 Birkenhead Park and the facilities and open spaces associated with Bidston Hill and the Noctorum Ridge are of strategic importance.

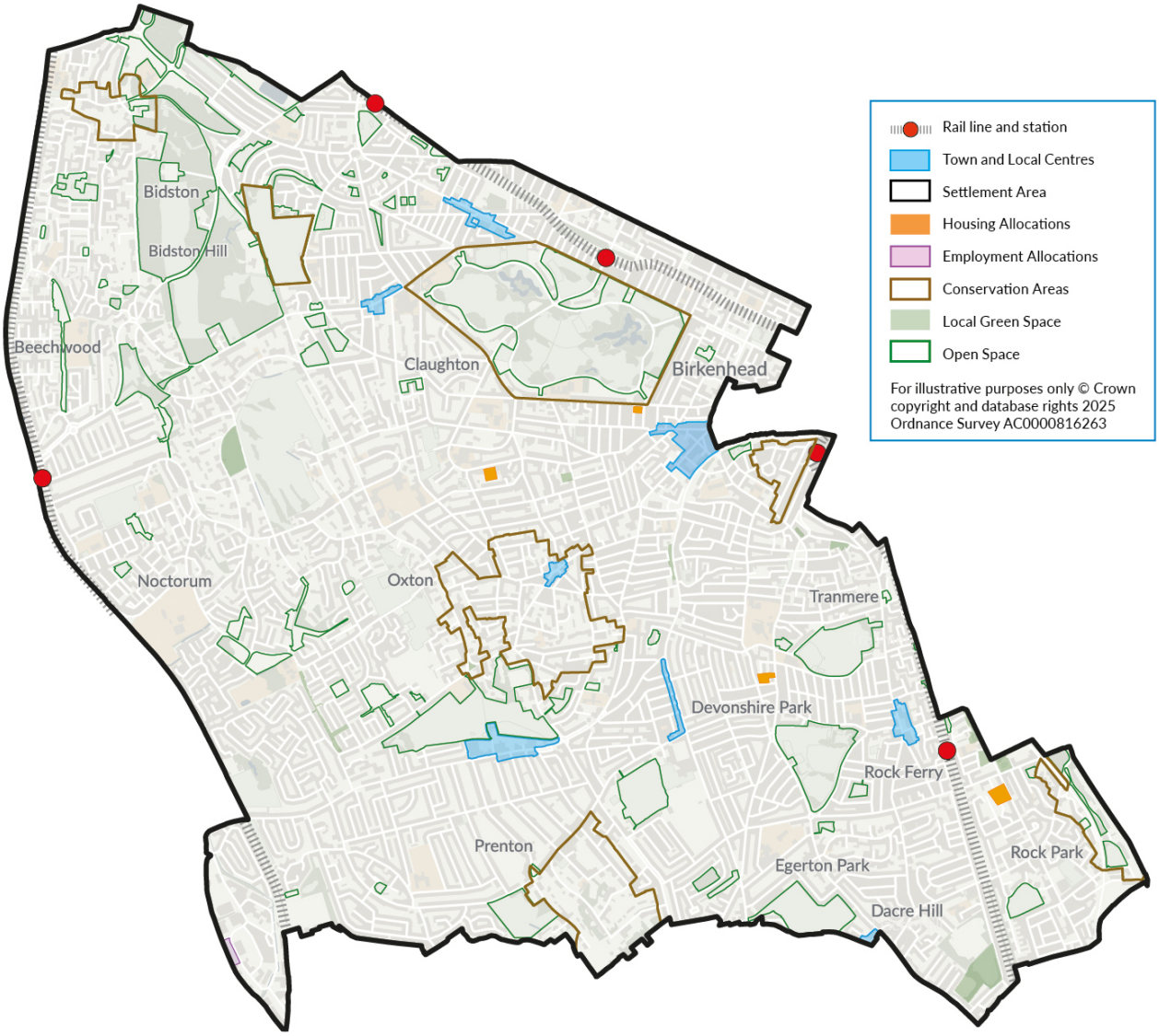
Priorities for Suburban Birkenhead

5.30 The priorities for Suburban Birkenhead are to:

1. Maintain and enhance the quality and character of the older residential areas, particularly along the Noctorum Ridge, including their woodland setting and the landscape character of Bidston Hill and the Wirral Golf Course, through land allocations and other Plan policies including Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection.
2. Maintain and enhance the open aspect of the coastline and the national and international importance of the inter-tidal foreshores, part of which are in unfavourable recovering condition; and the facilities and open spaces associated with the coastal promenade at Rock Park through policies in the Plan in particular Policy WS 4 Strategy for Economy and Employment, Policy WD 2 Heritage Assets, and Policy WD 3 Biodiversity and Geodiversity.
3. Safeguard and enhance the vitality and viability of Prenton (Woodchurch Road) District Centre as the main retail and service centre for the Area through Policy WS 11 Strategy for Town and Local Centres and Policy WD 11 Design in Centres.
4. Safeguard and enhance the vitality and viability of the local centres at Claughton Village; Laird Street; Oxton Village; Borough Road (Prenton Park); and Tranmere Urban Village as the main focus for neighbourhood level shops, services and community facilities to serve everyday needs through the policies noted in 3. above.
5. Continue to reduce the number of vacant properties and previously developed sites in and around Birkenhead, Tranmere and Rock Ferry, through land allocations and policies to encourage regeneration and re-development.
6. Support the local priorities identified within the Devonshire Park Neighbourhood Plan 2015 which seeks to restrict the further loss of larger family-sized housing within one of Birkenhead's remaining Victorian Villa Estates.
7. Maintain the industrial area at North Cheshire Trading Estate for small and medium scale industrial and commercial activities to provide additional local employment through land allocations and Policy WS 4 Strategy for Economy and Employment.

8. Manage the impact of road transport along routes between Birkenhead, Mid Wirral and the M53 Motorway and along the A41 to maximise highway efficiency, through policies for transport improvements and the promotion of sustainable transport including signed routes with links to National Cycle Route 56 and greater use of the Bidston-Wrexham 'Borderlands' railway line.
9. Preserve or enhance the character and appearance of the Conservation Areas and Historic Parks and Gardens at Bidston Village; Birkenhead Park; Flaybrick Cemetery; Oxton Village; Clifton Park; Rock Park and Mountwood through Policy WD 2 Heritage Assets, and the specific policies for these areas set out below.
10. Address the local shortfall in natural and semi natural open space, amenity greenspace, playing pitches and provision for children and young people, through Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection, and Policy WD 24 Open Space and Outdoor Sports Provision.

Figure 5.4 Map of Key Designations and Allocations in Suburban Birkenhead Settlement Area



Conservation Areas

5.31 There are seven designated Conservation Areas within Suburban Birkenhead addressed by Policy WP 3 criteria A.-G.:

1. **Bidston Village** is early mediaeval in origin and was the ancient parochial centre for a wide area stretching as far as Moreton, Saughall Massie and Claughton but today retains the character and appearance of a traditional rural English village. This character principally derives from buildings such as St Oswald's Church and the collection and design of modest cottages and farmhouses, with their associated outbuildings, paddock areas and woodland, which provide an important separation between the village and the areas of modern development nearby.
2. **Birkenhead Park**, opened in 1847, was the first publicly funded municipal park in Britain. Designed by Joseph Paxton, it provided the inspiration for the design of Central Park, New York and for the influential Victorian "Public Parks Movement". The character of the Conservation Area principally derives from its wide and varied collection of domestic period buildings and structures, unified by common features of design such as gate piers, boundary railings and substantial landscaping, set around the central mature parkland delineated by Park Drive. Many common features of design including boundary treatment, are still regulated by local covenants. Birkenhead Park is designated as Grade 1 in the Register of Parks and Gardens of Special Historic Interest in England and has recently been subject to a multi-million-pound restoration programme.
3. **Oxton Village Conservation Area** reflects the early Victorian commuter settlement which developed over the summit of Oxton Hill, with its variety of period buildings, ranging from terraces, stone-built cottages and detached stuccoed villas in extensive grounds, reinforced by elevational treatments, window styles and ornate cast-iron porches, narrow roads, lanes and paths, sandstone walls, "cottage" gardens and extensive tree cover.
4. **Rock Park Conservation Area** represents a purpose-built, out-of-town, residential estate formed by Liverpool merchants, sited near the local cross-river ferry terminal. The riverside estate also benefits from fine views across the Mersey Estuary. The esplanade and the former ferry landing point are one of few public access points to the riverfront, south of Tranmere and its associated open space is a prominent landmark in views from the Liverpool riverfront. The original estate formed forty-four residential plots, laid out around an irregularly looped landscaped driveway. Each plot was then sold with articles of agreement regulating the density, design and nature of the development subsequently undertaken.
5. **Flaybrick Cemetery**, now known as Flaybrick Memorial Gardens, opened in 1864 as Wirral's first municipal cemetery, represents a fine example of a formal Victorian cemetery and possesses considerable local significance, containing the graves of many people prominent in the early growth of Birkenhead. The character of the Conservation Area primarily derives from the quality of landscaping, formality of design, central, tree-lined processional avenue, the prominence and setting of the twin chapels and the sandstone perimeter wall with cast-iron coping railings and the topographical setting, which commands fine views of Birkenhead and across the River Mersey to Liverpool. The Cemetery is also designated in the Register of Parks and Gardens of Special Historic Interest in England but is currently on the national Heritage at Risk Register.
6. **Clifton Park** was principally laid out in the mid 18th Century, with large detached or semi-detached stone dressed houses within spacious plots. The overall character remains dominated by the grand scale of villas set back from the road or partly screened by trees, with robust cornice and eaves details and a strong presence on the street scene that would be harmed by the introduction of development out of keeping with the historic design traditions of the Area.
7. **Mountwood Conservation Area** is defined by large individual buildings generally set within spacious grounds with many properties set back substantially from the road and shielded by heavy and mature plantings. The houses which form the core of the area are individually designed and can be characterised broadly as 'Arts and Crafts' with features such as steeply pitched roofs with low eaves; small, horizontally grouped windows; tall decorative chimneys; and decorative timberwork, which would be harmed by the introduction of development out of keeping with the historic design traditions of the Area. Prenton Reservoir and St Stephens Church are dominant within the Area.

Policy WP 3

Policy for Suburban Birkenhead

Conservation Areas

Bidston Village (CON-SA3.1)

A. Proposals within Bidston Village Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the rural character or appearance of the historic village and retain the visual separation of the village from the modern, built-up areas nearby;
2. retain and enhance the character, scale and setting of remaining agricultural buildings and cottages;
3. preserve unifying features of design, such as window treatments, stone parapets, gabled entrance porches, the mix between brick and stone as building materials, stone paving flags, and stone boundary walls;
4. retain tree-belts on the lower slopes of Bidston Hill behind Bidston Hall, and on land between Lennox Lane and Bidston Village Road;
5. ensure land-uses within the precincts of Church Farm, Ivy Farm, Yew Tree Farm, and Bidston Hall Farm acknowledge and respect the former agricultural and rural character of the sites, and new proposed uses are sympathetic;
6. retain the open aspect of land between Boundary Road and Bidston Hall, and at the junction of Lennox Lane and Bidston Village Road.

Birkenhead Park (CON-SA3.2)

B. Proposals within Birkenhead Park Conservation Area will be supported where they sustain and enhance its significance and amongst other considerations:

1. preserve or enhance the character and appearance of the Park's historic context through sensitive development and attention to matters including volume, scale, form, materials and quality;
2. preserve or enhance the setting, character or appearance of an extensive Victorian public park including its buildings backing on to the Park such as lodges, terraces and villas;
3. retain unifying features of design, such as gate piers, boundary fences and walls, and the nature and extent of landscaping throughout the Conservation Area;
4. give priority to the residential use of historic buildings;
5. preserve uninterrupted, tree-lined, open vistas within the "inner park" as delineated by the route of Park Drive;
6. introduce an effective landscaping treatment to Park Drive which allows glimpsed views only of houses backing on to the Park;
7. avoid development of backland areas facing the park consistent with the restrictive covenants affecting private land beyond the periphery of Park Drive.

Oxton Village (CON-SA3.3)

C. Proposals within Oxton Village Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the character and appearance of the essential unifying features of the landscape and street scene throughout the area, particularly the extensive canopy of mature trees and historic sandstone boundary walls;
2. conserve the diversity of its architectural and historic interest exemplified in its five zones;

3. within garden areas, demonstrate that the scale, form and design will preserve or enhance the setting of the parent and adjacent buildings and the character of the immediate locality;
4. within the village centre, demonstrate that they will not generate environmental impacts likely to harm the mixed retail, business, and residential character of the centre, and that design of shopfronts will preserve or enhance its character;
5. retain existing areas of York stone flags.

Rock Park (CON-SA3.4)

D. Proposals within Rock Park Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the original character or appearance, design and layout of the former merchants' estate;
2. preserve or enhance public access along the Esplanade and views across the Mersey Estuary;
3. retain unifying features, including but not limited to the irregular, looped, landscaped driveway and the density, scale, massing and woodland setting of the developed areas;
4. retain the open, landscaped character of Rock Park Linear Open Space and Rock Park Esplanade Open Space.

Flaybrick Cemetery (CON-SA3.5)

E. Proposals within Flaybrick Cemetery Conservation Area (a Grade II* registered Park and Garden) will be supported where they preserve or enhance its significance and amongst other considerations:

1. preserve or enhance the landscape quality and the character and appearance of the quiet, diverse characters of the various sections of the High Victorian cemetery;
2. preserve or enhance glimpsed views of Birkenhead and across the River Mersey to Liverpool through tree management and control of development in the immediate vicinity of the cemetery which affects its setting;
3. preserve or enhance unifying features, such as stone walls and gate piers, railings, symmetrical composition and the Gothic style of chapels and lodges;
4. preserve or enhance the visual dominance and style of the main processional avenue.

Clifton Park (CON-SA3.6)

F. Proposals within Clifton Park Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the historic character or appearance of a Victorian suburb and its landscaped setting;
2. retain and enhance the consistency of scale, massing and separation between neighbouring buildings;
3. retain the variety of buildings together with highly decorative details and roofscapes, their materials and design;
4. retain, create and improve unifying features such as boundary treatment, including stone walls, sandstone flags and railings and attractive landscaping within public vantage points as well as protect the tree scape within the Park area.

Mountwood (CON-SA3.7)

G. Proposals within Mountwood Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the intrinsic charm and character or appearance of the Conservation Area of large houses of eclectic and varied architecture set within mature grounds;

2. retain key views out of the Conservation Area to North Wales and Liverpool, and the setting of Prenton Reservoir, St Stephen's Church, Prenton War Memorial and the Merchant Marine Memorial;
3. preserve or enhance the extensive canopy of woodland to retain the character and increase biodiversity;
4. in proposals for new residential development, maintain the character of a single substantial building set within an appropriate plot size, rather than a series of smaller dwellings;
5. retain and reinstate existing architectural features of boundary treatments including sandstone walls, pillars, gateposts, fences and hedges.

Proposals in Devonshire Park

H. Proposals within the neighbourhood plan area should be bought forward in line with the Devonshire Park Neighbourhood Plan.

Residential Sites

I. The following sites of 10 units or more, shown on the Policies Map, are allocated for residential development.

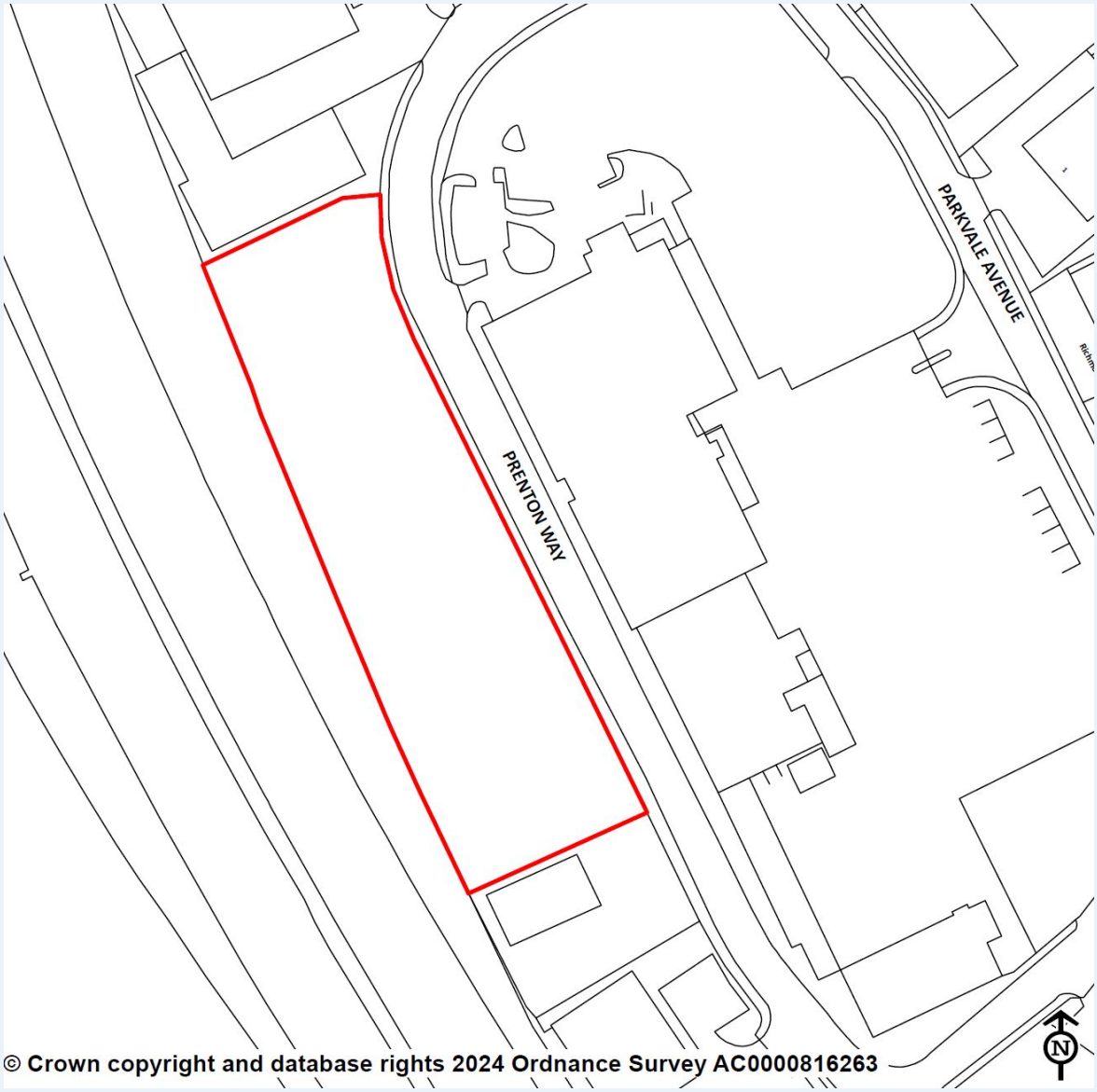
Site Reference	Name	Minimum Dwelling Capacity
RES-SA3.1	Former Gladstone Liberals, Dial Road, Tranmere	31
RES-SA3.2	Redcourt School, 7 Devonshire Place, Oxton	30
RES-SA3.3	Sevenoaks, Phase 2B, Chatham Road, Rock Ferry	43
RES-SA3.9	Former Christ Church, Park Road South, Birkenhead	10

Employment Sites

J. The following sites shown on the Policies Map are allocated for development for main employment uses. The specific site requirements are set out below.

Site Reference	Name	Area (ha)	Uses
EMP-SA3.1	Land west of Prenton Way, North Cheshire Trading Estate, Prenton	0.58	B2, B8

Site EMP-SA3.1 Land West of Prenton Way, North Cheshire Trading Estate, Prenton (0.58 ha)



K. The site is allocated for main employment uses. Development of this site should:

1. provide flexible business premises that can be adapted in response to changing circumstances; and
2. provide a landscape buffer with the M53.

Bebington, Bromborough and Eastham - Settlement Area 4

Introduction

5.32 The largely commuter settlements of Bebington, Bromborough, and Eastham, including the residential areas of Poulton-Spital, Raby Mere, Brookhurst, New Ferry and Port Sunlight form the southern part of the conurbation along the eastern coast of the Borough, with strong links to Liverpool, Birkenhead, Ellesmere Port, Chester and the M53 Motorway.

5.33 The Area provides the largest concentration of major employment opportunities outside Birkenhead. Wirral International Business Park, the Unilever Complex at Port Sunlight and the Manchester Ship Canal are regionally significant facilities and the out-of-centre Croft Retail Park provides the largest group of retail and leisure facilities outside Birkenhead. The Area also provides a number of recreation facilities of Borough-wide importance including the Bebington Oval Recreation Centre, Plymyard Playing Fields, Leverhulme Sports Ground, Eastham Country Park, Brotherton Park/Dibbinsdale Local Nature Reserve and the 'new' Port Sunlight River Park.

5.34 The main service centres for the local community are at Bromborough Village and New Ferry, with more local centres at Lower Bebington, Eastham and Dacre Hill. The whole of the coastline is of national and/or international importance for nature conservation and its western fringes are framed by Storeton Hill and the wooded river valleys associated with the Dibbinsdale and Clatter brooks. The Area currently accommodates approximately 24,700 dwellings, and is home to 55,800 people, of which approximately 12% live within areas falling within the lowest 20% of the national Index of Multiple Deprivation for England.

5.35 The facilities and open spaces at Port Sunlight River Park; Brotherton Park and Dibbinsdale Local Nature Reserve; and Eastham Country Park, are of strategic importance.

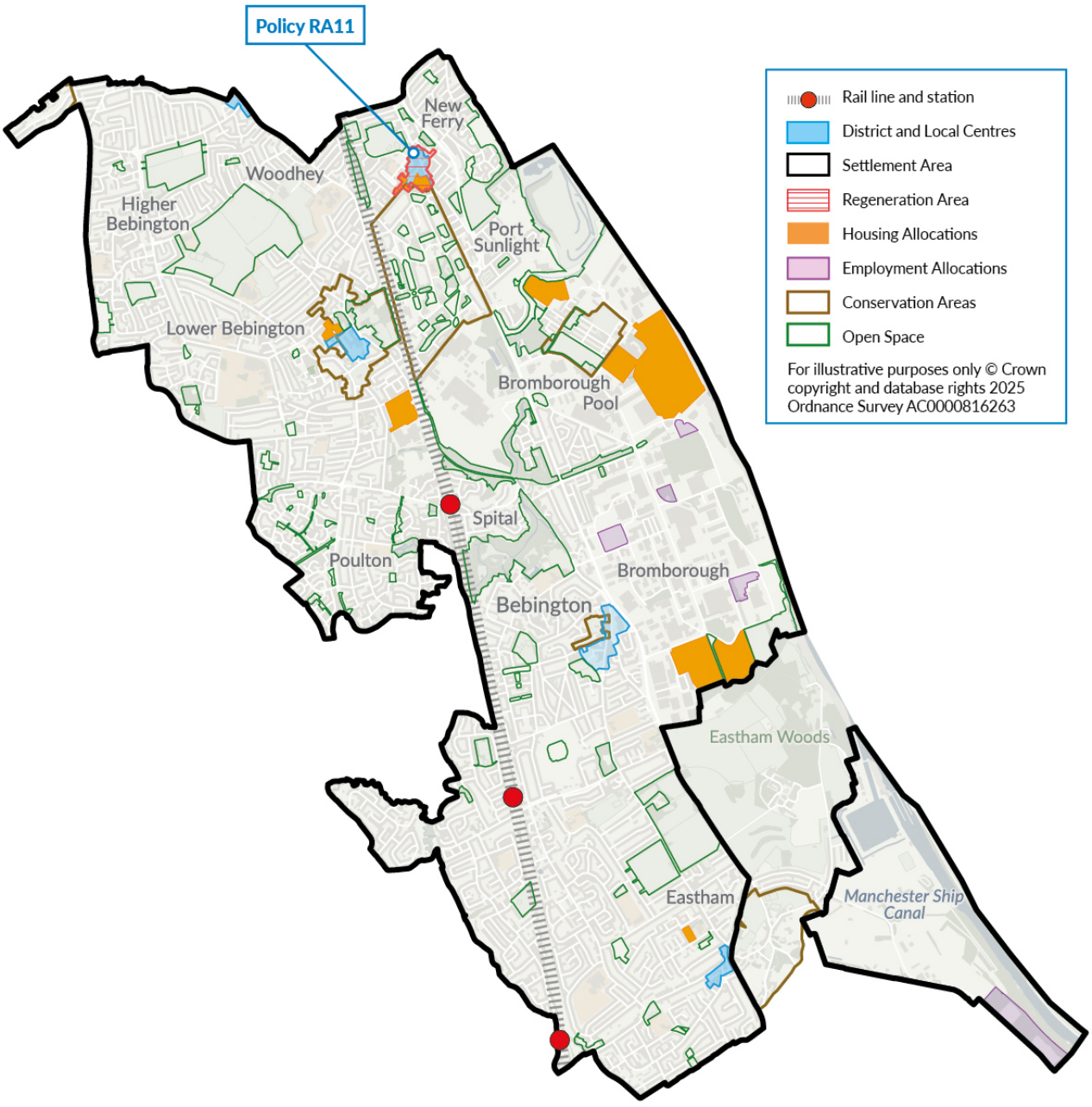
Priorities for Bebington, Bromborough and Eastham

5.36 The priorities for Bebington, Bromborough and Eastham are to:

1. Maintain and enhance the remaining open aspect of the coastline; the national and international importance of the inter-tidal foreshores, part of which are in unfavourable recovering condition; through land allocations and policies in the Plan in particular Policy WS 4 Strategy for Economy and Employment, Policy WD 2 Heritage Assets and Policy WD 3 Biodiversity and Geodiversity.
2. Secure increased access to, and along, the waterfront between New Ferry and the Manchester Ship Canal from the communities in the west, subject to any impact on European nature conservation sites.
3. Safeguard and enhance the vitality and viability of Bromborough Village District Centre as the main retail and service centre for the Area through Policy WS 11 Strategy for Town and Local Centres and Policy WD 11 Design in Centres.
4. Safeguard and enhance the vitality and viability of the local centres at New Ferry, Eastham Rake and Lower Bebington as the focus for neighbourhood level shops, services and community facilities to serve everyday needs through the policies noted in Priority 3. above, and the delivery of a masterplan for New Ferry within Policy RA 11 New Ferry Regeneration Area.
5. Maintain the industrial areas at Wirral International Business Park and Port Sunlight for large, medium and small scale industrial and commercial activities through land allocations and Policy WS 4 Strategy for Economy and Employment.
6. Maximise the economic contribution of the Eastham Dock Estate as a low carbon inland transport corridor, for port-related storage, processing and distribution uses, waterborne freight and rail transport through land allocations and Policy WS 4 Strategy for Economy and Employment, while continuing to reduce the impact of traffic on Eastham Village Conservation Area.
7. Manage, mitigate and reduce flood risk along the Mersey coast, at Bromborough Pool and along the Dibbinsdale Brook and its tributaries, through Policy WD 4 Coastal Protection, Food Risk, Sustainable Drainage and Natural Water Management.

8. Manage the impact of road transport along routes to Birkenhead and the M53 Motorway, through policies for transport improvements and the promotion of sustainable transport.
9. Preserve or enhance the character and appearance of the Conservation Areas at Bromborough Village, Bromborough Pool, Port Sunlight and Lower Bebington, and the significance of heritage assets, including the Scheduled Monument at Bromborough Court House through Policy WD 2 Heritage Assets and the specific policies for these areas set out below.

Figure 5.5 Map of Key Designations and Allocations in Bebington, Bromborough and Eastham Settlement Area



Conservation Areas

5.37 There are four designated Conservation Areas within the Area addressed by Policy WP 4 criteria A.-D.:

1. **Port Sunlight Conservation Area** comprises the innovative, planned settlement conceived by William Lever in order to house the workers of his nearby soap and chemical works. It has an international reputation as an early and classic example of English philanthropy, which combined a concern for sanitary living conditions with the objective of providing an attractive, landscaped suburb for the working classes and is still a residential environment of rare quality due to its "planned" form, formal layout and architectural details, prominent “public" buildings and the historic factory frontage, which is a continuing reminder of the purpose and history of the Area. The formal open spaces at The Dell, The Diamond and The Causeway, based on a 1910 competition design by Ernest Prestwich, are also designated in the Historic England Register of Parks and Gardens of Special Historic Interest in England.
2. **Bromborough Village Conservation Area** includes the core of the old village and remaining vernacular buildings along The Rake and Bromborough Village Road. The character of the Area is principally derived from the historic market cross, the setting and visual dominance of St Barnabas’ Church, and the courtyard formed by its associated buildings at Church Lane and the distinctive character and scale of the period property along The Rake.
3. **Bromborough Pool Conservation Area** was developed as a planned model village in 1854 to provide homes for workers in the nearby Price's Candle Factory and is one of the earliest examples of English private company philanthropy. Development continued throughout the rest of the Century, to incorporate a school, hospital, village hall and Church, all of which remained in the ownership of the factory. An Article 4 Direction limits permitted development rights for properties within the Village.
4. **Lower Bebington Conservation Area** is defined by the scale and character of individual buildings which have evolved during the pre-industrial period to the modern era along with landscaped open spaces including Mayer Park which soften the urban environment.

New Ferry Local Centre

5.38 Policy for the reconfiguration of the shopping centre at New Ferry is based on the New Ferry Regeneration Master Plan 2019 and outline permissions for alternative uses at Bebington Road and Woodhead Street. Please refer to Policy RA 11 New Ferry Regeneration Area.

Policy WP 4

Policy for Bebington, Bromborough and Eastham

Conservation Areas

Port Sunlight (CON-SA4.1)

A. Proposals within Port Sunlight Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the character or appearance of the area’s unifying features such as scale, massing and design of buildings including use of superblocks and landscape setting;
2. preserve or enhance the character and layout of the Registered landscapes: The Dell, The Diamond and The Causeway;
3. preserve or enhance the historic factory frontage overlooking the village from Wood Street;
4. preserve or enhance the visual setting of the village, its buildings, including all designed views and vistas, monuments, public art and landscaped areas;
5. preserve or enhance the quality and nature of the key approaches and entrances to the village;

6. retain the largely unbroken skyline, and preserve the sense of enclosure and separation, limit the height and scale of buildings in close proximity to the village;
7. enhance the public realm and accessibility for the Conservation Area;
8. retain the primarily residential uses within the village whilst allowing complementary adaptive use of buildings that enhance the character and ensure its long term sustainability;
9. provide complementary uses within the Unilever factory site.

Bromborough Village (CON-SA4.2)

B. Proposals within Bromborough Village Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the historic character or appearance of Bromborough Village including preserving or enhancing heritage assets such as Market Cross and St Barnabas' Church, its spire, precincts, curtilage and courtyard, Hall, school, schoolhouse and lych-gate enhancing its surrounding landscaping;
2. retain and maintain its unifying character and features including but not limited to, shared architectural design, materials, boundary walls, red sandstone structures and narrow lanes;
3. preserve the village's rurality by retaining and maintaining the stock of trees, shrubs and hedgerows which act to characterise and screen it from adjacent commercial and urban uses.

Bromborough Pool (CON-SA4.3)

C. Proposals within Bromborough Pool Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the character or appearance of a mid 19th Century housing area;
2. preserve or enhance the character or appearance of the five different types of significant, simply detailed, brick built, Welsh slated roofed, Grade II listed terraced housing;
3. retain the pattern and detail of windows;
4. preserve or enhance the open aspect of land providing an important separation function from surrounding modern industrial uses;
5. preserve or enhance buildings of architectural importance including, but not limited to the school, church, village hall and social club. In relation to Bromborough Court House Scheduled Monument, development proposals should avoid any unacceptable harm whilst preserving or enhancing its significance;
6. retain, conserve and maintain the green open spaces, set out as a grid pattern within the square formed by heritage buildings;
7. retain the front garden areas of all the properties as unfenced buffer zones.

Lower Bebington (CON-SA4.4)

D. Proposals within Lower Bebington Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the character or appearance and sense of a village in a rural setting and retain the mixture of period buildings, rural cottages, merchant's houses and modern Civic Centre;
2. sustain and enhance the sense of enclosure provided by the sandstone boundary walls;
3. preserve the pre-industrial and rural origins of the village core;
4. retain in private residences and public spaces, the good quality specimen trees and encourage further tree planting;
5. preserve or enhance Mayer Hall, Mayer library, Pennant House and Mayer Park including the Park's sense of quiet and peace;

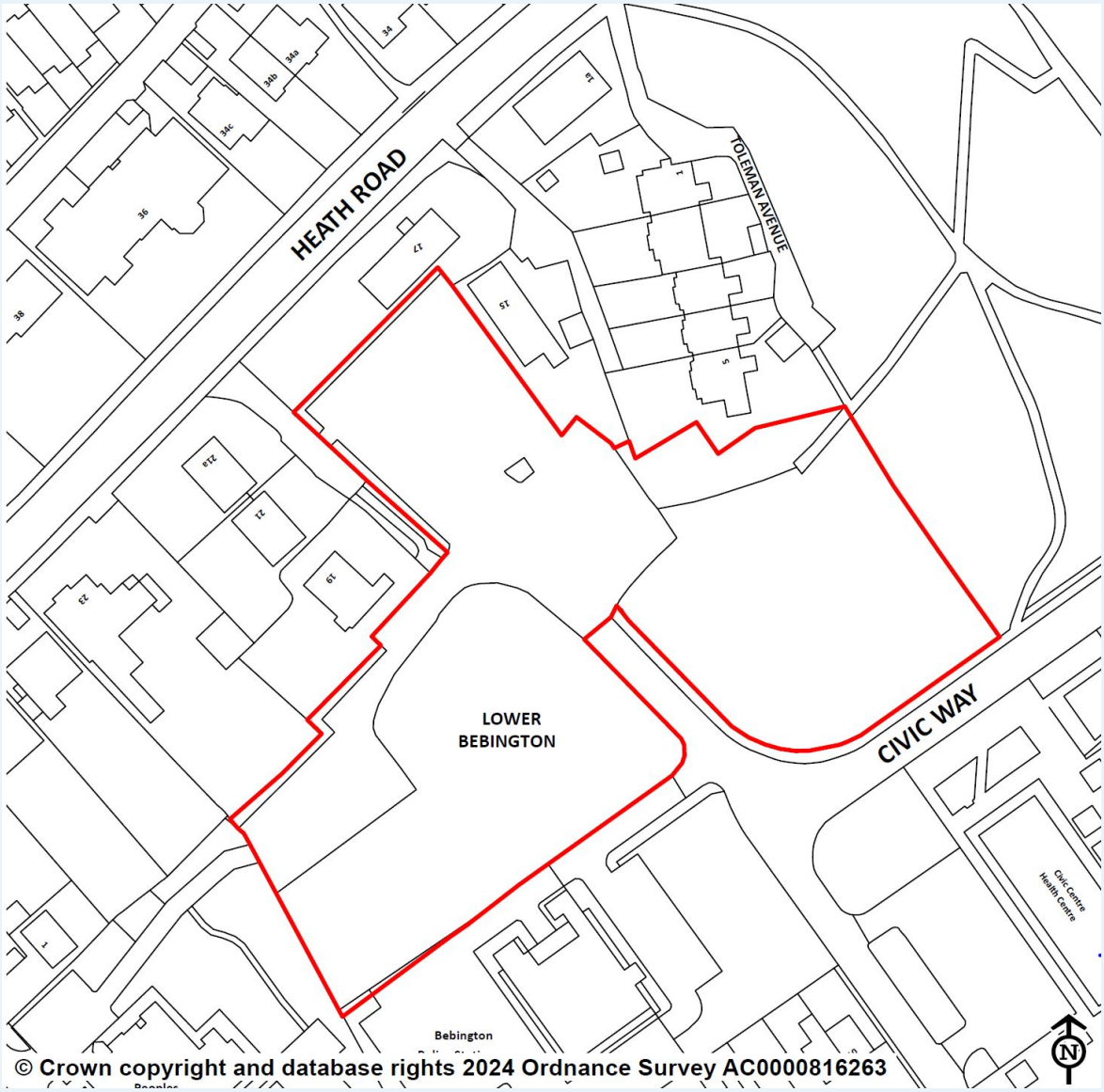
6. maintain the contrast between the Mayer Hall complex and the modern Civic Centre;
7. preserve or enhance the setting of St Andrew's Church which may contain important archaeological deposits.

Residential Sites

E. The following sites of 10 units or more, shown on the Policies Map, are allocated for residential development. The specific site requirements are set out below for sites over 50 dwellings.

Site Reference	Name	Minimum Dwelling Capacity
RES-SA4.1	Land at Civic Way, Bebington	60
RES-SA4.2 / MPA-SA4.2	Former MOD, Old Hall Road, Bromborough	249
RES-SA4.3 / MPA-SA4.2	Riverside Office Park, Riverwood Road, Bromborough	217
RES-SA4.5	Eastham Youth Centre, Lyndale Avenue	15
RES-SA4.6	Former Croda, Prices Way, Bromborough Pool	124
RES-SA4.7 / MPA-SA4.1	Former D1 Oils, Dock Road South, Bromborough	1,000
RES-SA4.11	Unilever Research, Quarry Road East, Bebington	120

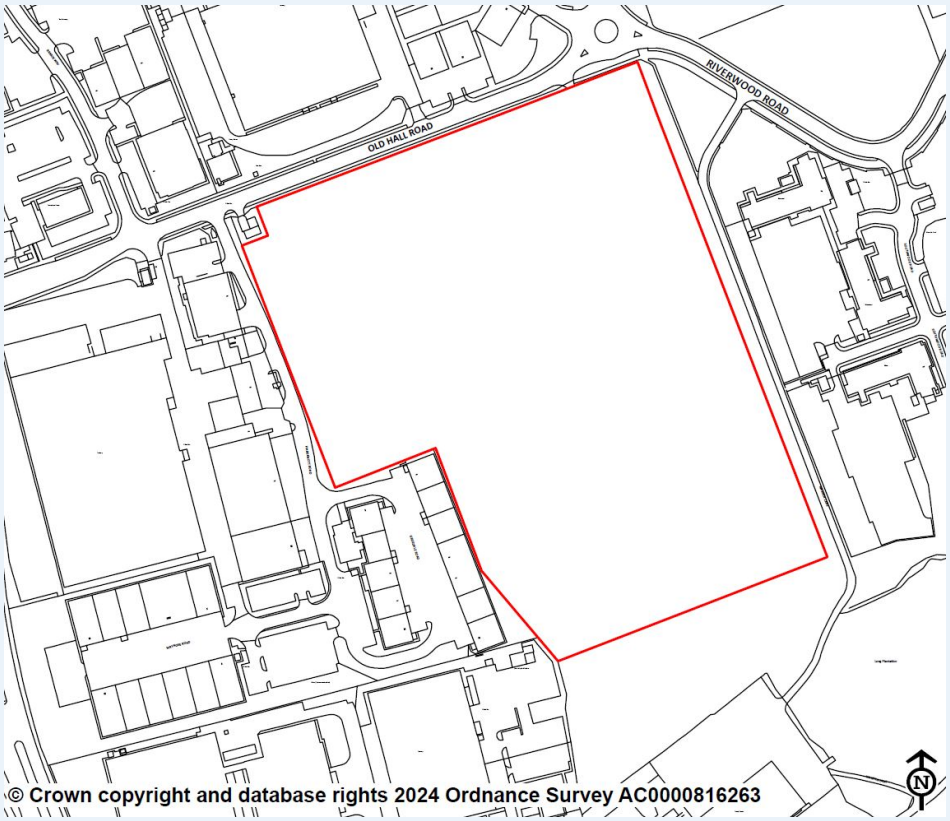
Site RES-SA4.1 Land at Civic Way, Bebington (0.84ha) approx 60 dwellings

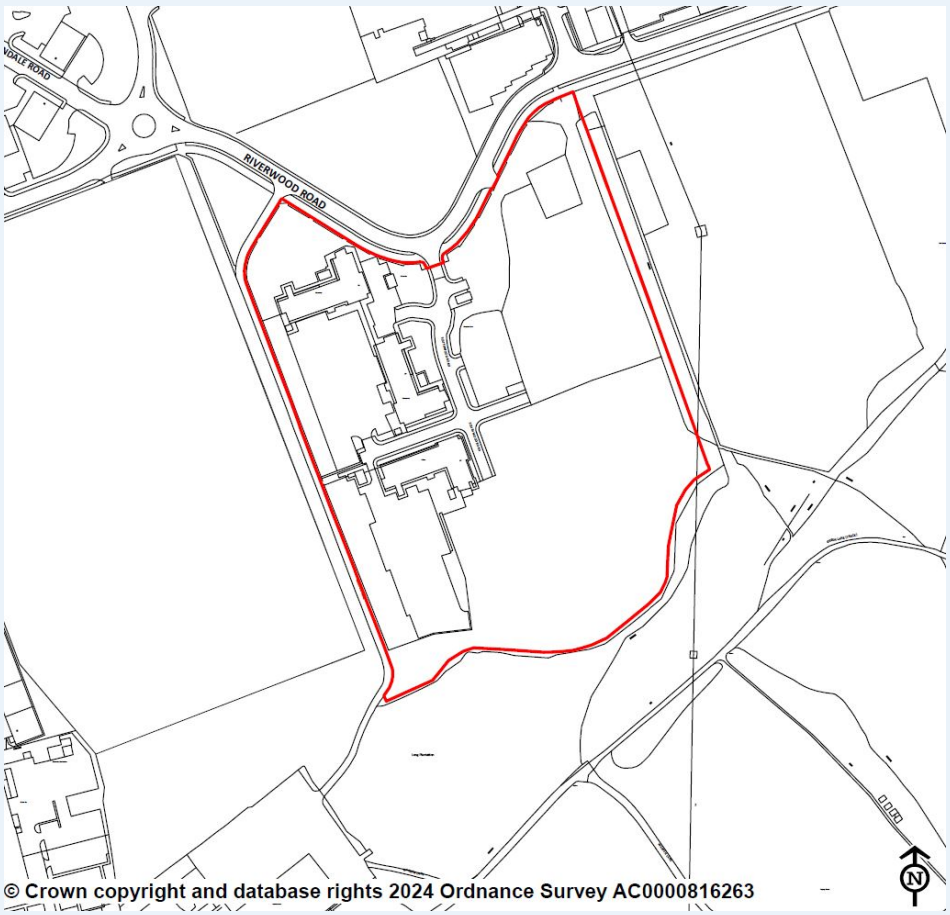


F. Development of this site should:

1. take a comprehensive approach to create a sustainable residential area with active frontages to Civic Way;
2. preserve or enhance the character or appearance of the Lower Bebington Conservation Area and integrate with neighbouring housing and the police station;
3. complete the front building line along Toleman Avenue and enhance the appearance of the area in context with the landscaped setting across open space toward The Village;
4. promote wildlife corridors into the neighbouring woodland and trees, Mayer Park and surrounding open space;
5. retain access to Wirral Evolutions/Highcroft Centre from Civic Way through the site; and
6. retain pedestrian connections to Heath Road.

Sites RES-SA4.2 and RES-SA4.3 [MPA-SA4.2] Land South of Riverwood Road and Old Hall Road, Bromborough (14.50 ha), approx 466 dwellings.

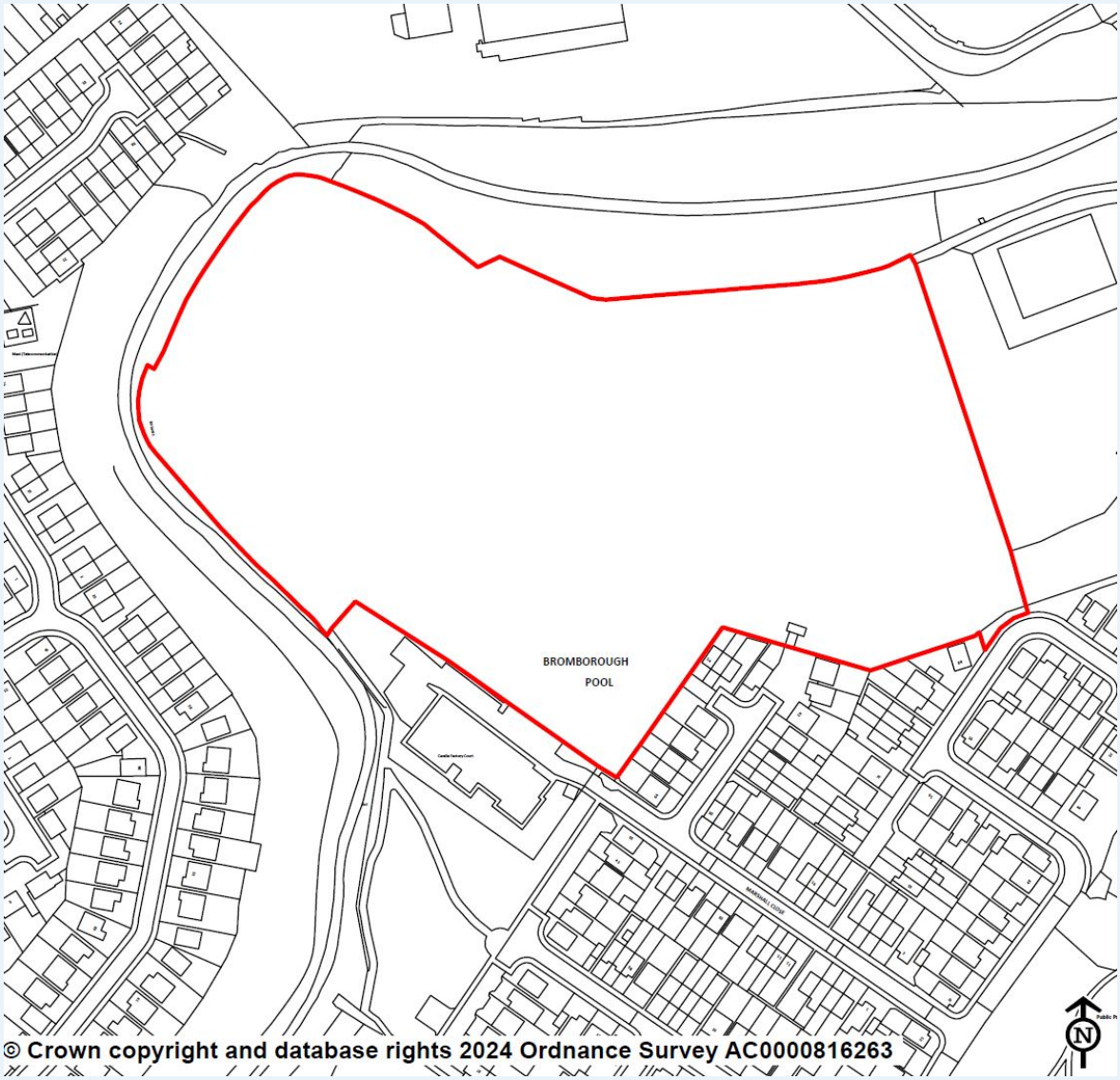




G. Development of these sites should be in conformity with a comprehensive masterplan and design code which has been endorsed by the Council to coordinate the built form and landscape that demonstrates the delivery of an integrated sustainable community that delivers:

1. a permeable layout with cycle and pedestrian routes through and to the sites;
2. appropriate provision for:
    i. the maintenance of a 5-metre wide natural wildlife foraging buffer zone adjacent to the Long Plantation Woodland and Local Wildlife Site along the southern boundary of the eastern part of the sites;
    ii. public access to the coast, Eastham Country Park and Leverhulme Playing Fields for cyclists and pedestrians with continuous links to the Wirral Circular Trail;
3. contributes appropriately and proportionately to:
    i. the cost of managing recreational pressure on Eastham Country Park;
    ii. controlled crossing facilities at Old Hall Road/ New Chester Road and a pedestrian crossing along Old Hall Road between Riverwood Road and the junction of Old Hall Road and the A41 to enable safe access to schools, shops and community facilities; and
    iii. enhanced bus stop infrastructure and service.

Site RES-SA4.6 Former Croda, Prices Way, Bromborough Pool (3.97ha) approx 124 dwellings.



H. Development of this site should be comprehensive to create a sustainable residential area with active frontages facing public amenity open space and routes along Dibbinsdale Brook to Port Sunlight River Park that:

1. provides access for maintenance of Dibbinsdale Brook;
2. provides vehicular access at two points from the existing housing off Pool Lane;
3. provides pedestrian and cycleway links along and over Dibbinsdale Brook to Port Sunlight River Park;
4. contributes appropriately and proportionately to bus services;
5. addresses any residual flood risk.

Site RES-SA4.7 [MPA-SA4.1] Former D1 Oils, Dock Road South, Bromborough (23.50ha) approx 1,000 dwellings



I. Development of this site should be in conformity with a comprehensive masterplan and design code which has been endorsed by the Council to coordinate the built form and landscape which demonstrates the delivery of an integrated sustainable community that delivers:

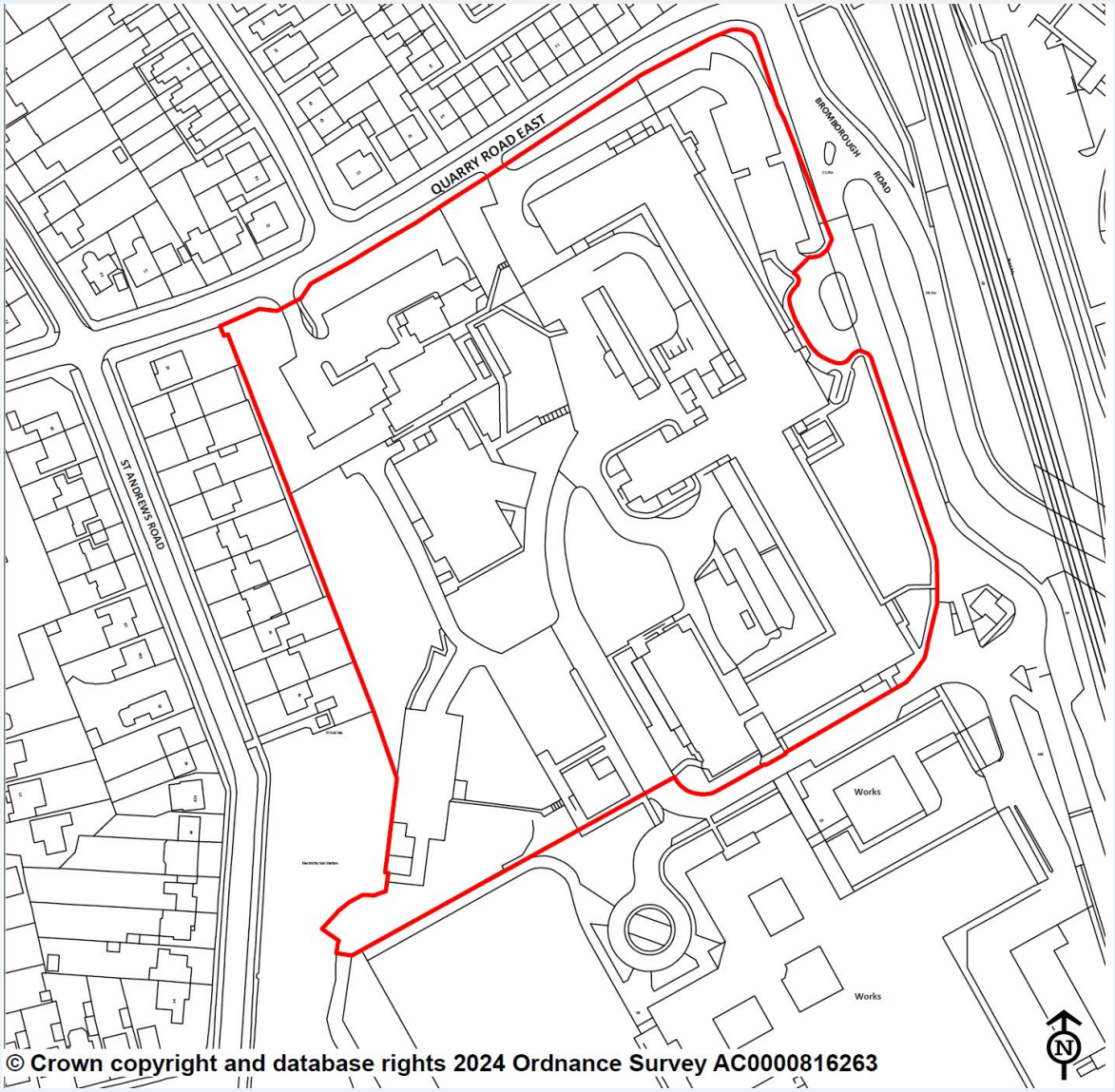
1. a high quality design, residential area with accessible public open space including children's play within the site and along the Mersey waterfront;
2. coherent active frontages facing Bromborough Pool Conservation Area on Dock Road South and throughout the public realm that encourages social interaction and enhances the setting of the buildings;
3. a permeable layout with cycle and pedestrian routes that enables public access between all parts of the neighbourhood and the neighbouring areas;
4. an appropriate drainage strategy; and
5. appropriate infrastructure as set out in the Infrastructure Delivery Plan including appropriate provision for:

i. a new bus route between Dock Road South and Riverbank Road and new bus stop infrastructure within the neighbourhood;
ii. public access to the coast for cyclists and pedestrians with continuous links to neighbouring coastal land and the Wirral Circular Trail subject to any impact on European nature conservation sites;

6. contributes appropriately and proportionately to:

i. primary school places;
ii. bus services and bus stop infrastructure on Dock Road South and Riverbank Road;
iii. controlled crossing facilities at Port Causeway/New Chester Road and Thermal Road/Dock Road South;
iv. the upgrade of the uncontrolled crossing facility to the south of the Port Causeway/Thermal Road junction, to a toucan crossing;
v. the upgrade of the junction of Riverbank Road/Thermal Road to signal control incorporating controlled pedestrian crossing facilities.

Site RES-SA4.11 Unilever Research, Quarry Road East, Bebington (3.42ha) approx 120 dwellings



J. Development of this site should be comprehensive to create a sustainable residential area with active frontages facing Quarry Road East that:

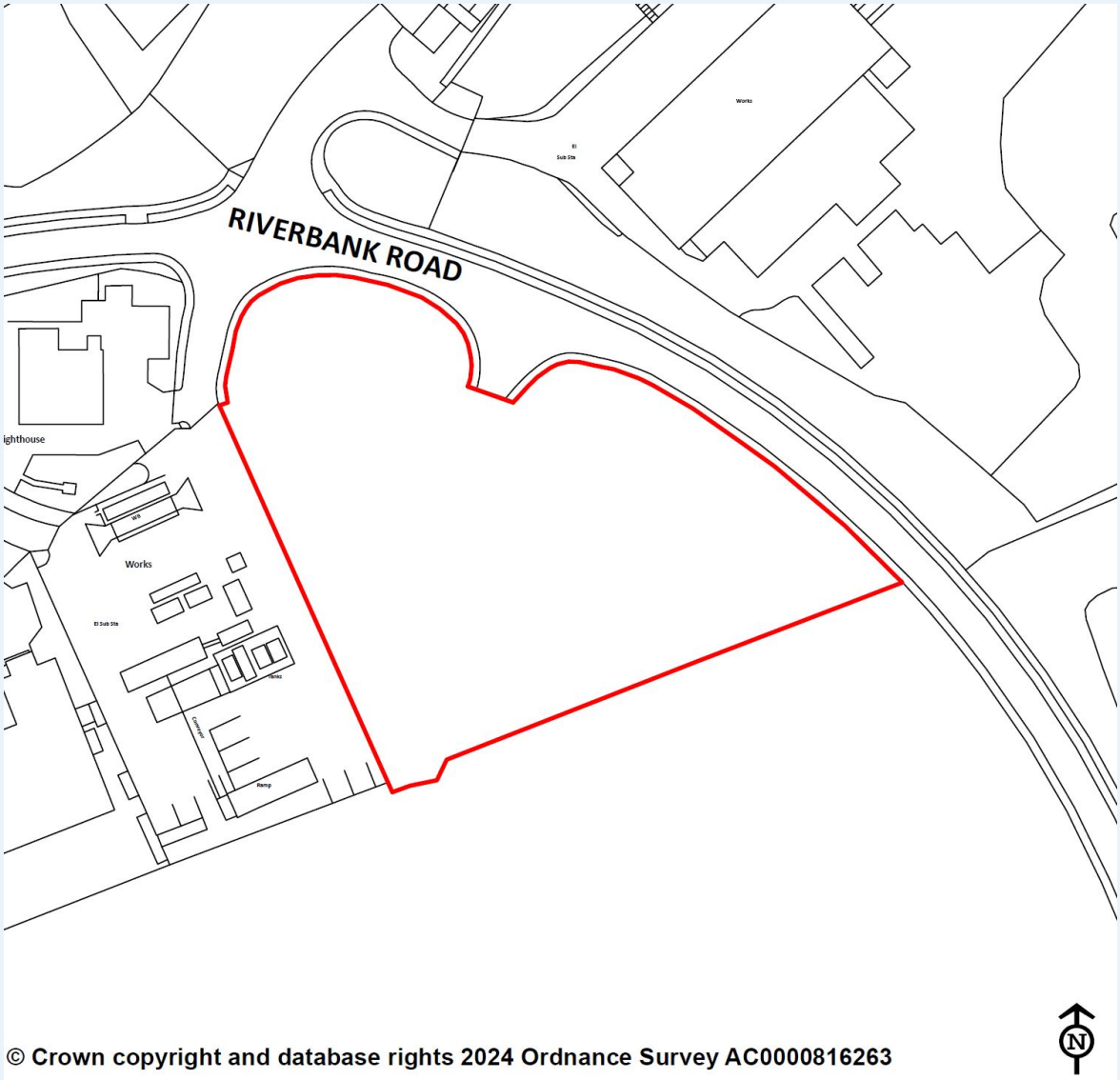
1. integrates and protects established trees and woodland in and around the site and promotes wildlife corridors through the site and into neighbouring woodland;
2. provides highway access via two access points from Quarry Road East;
3. contributes appropriately and proportionately to:
    i. the subway (lighting and refurbishment) between Bromborough Road and Westgate Road:
    ii. upgraded traffic signal infrastructure where Bromborough Road passes below the rail line to the south of the site including cycle detectors.

Employment Sites

K. The following sites shown on the Policies Map are allocated for development for main employment uses. The specific site requirements are set out below.

Site Reference	Name	Area (ha)	Uses
EMP-SA4.1	Land South of Riverbank Road, Bromborough	1.01	B2, B8
EMP-SA4.2	Sun Valley expansion, Commercial Road, Bromborough	0.97	B2, B8
EMP-SA4.3	Land north of Caldbeck Road, east of Welton Road, Bromborough	2.35	B2, B8
EMP-SA4.4	Tulip expansion, Plantation Road, Bromborough	2.05	B2, B8
EMP-SA4.5	North Road Business Park, North Road, Eastham	9.28	B2, B8

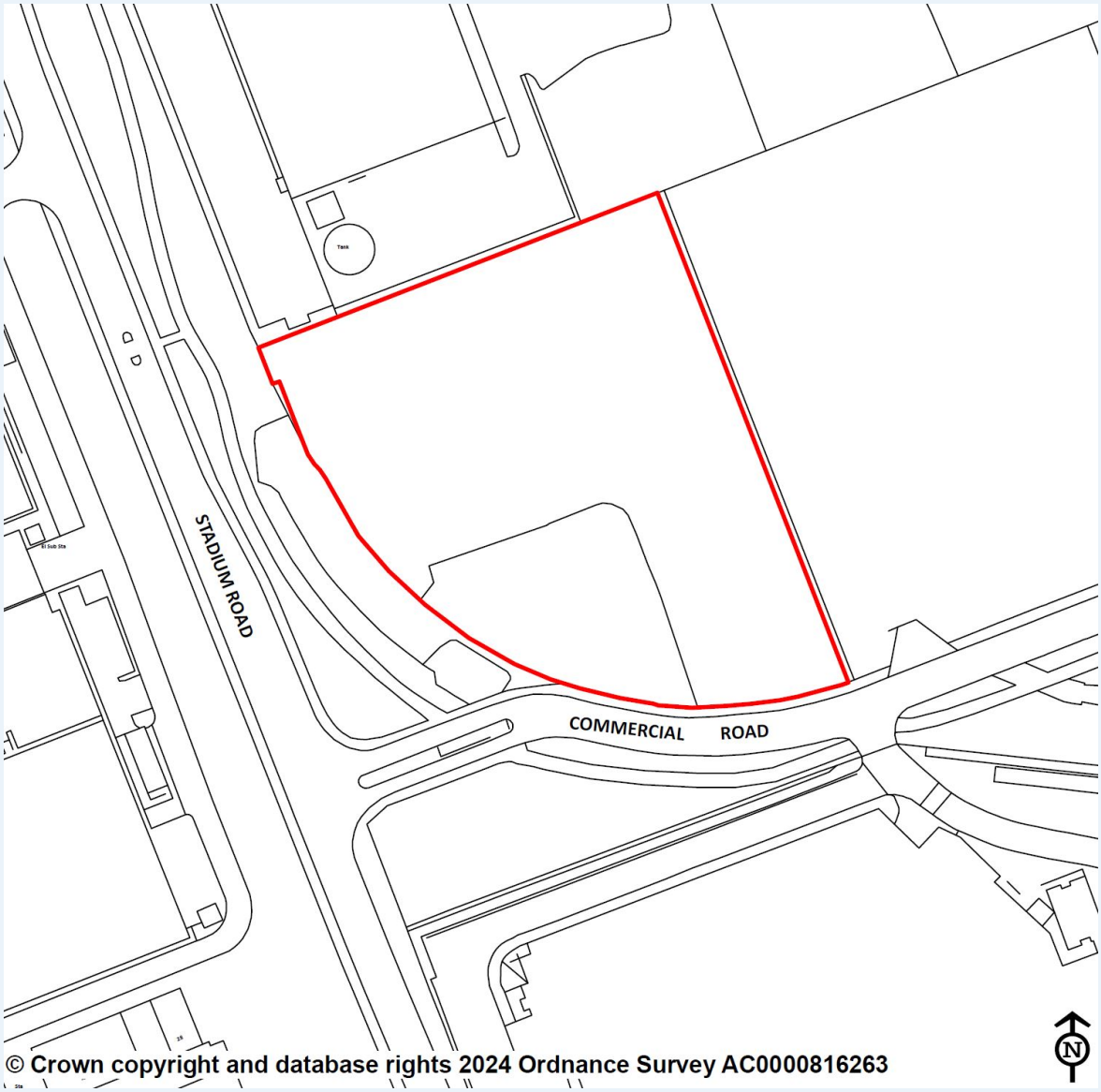
Site EMP-SA4.1 Land South of Riverbank Road, Bromborough (1.01ha)



L. The site is allocated for main employment uses. Development of this site should:

1. take a comprehensive design approach providing flexible business premises that can be adapted in response to changing circumstances;
2. provide landscaped frontages along Riverbank Road, with any external service, storage yards and parking areas located to the rear to avoid prominence in the street scene;
3. retain existing healthy trees and hedging plants on the southern and eastern boundaries of the site and promote wildlife corridors;
4. provide legible pedestrian and cycle routes to buildings and a connection to the Wirral Circular Trail;
5. ensure visibility splays to achieve the safest line of sight taking into account the bend in Riverbank Road.

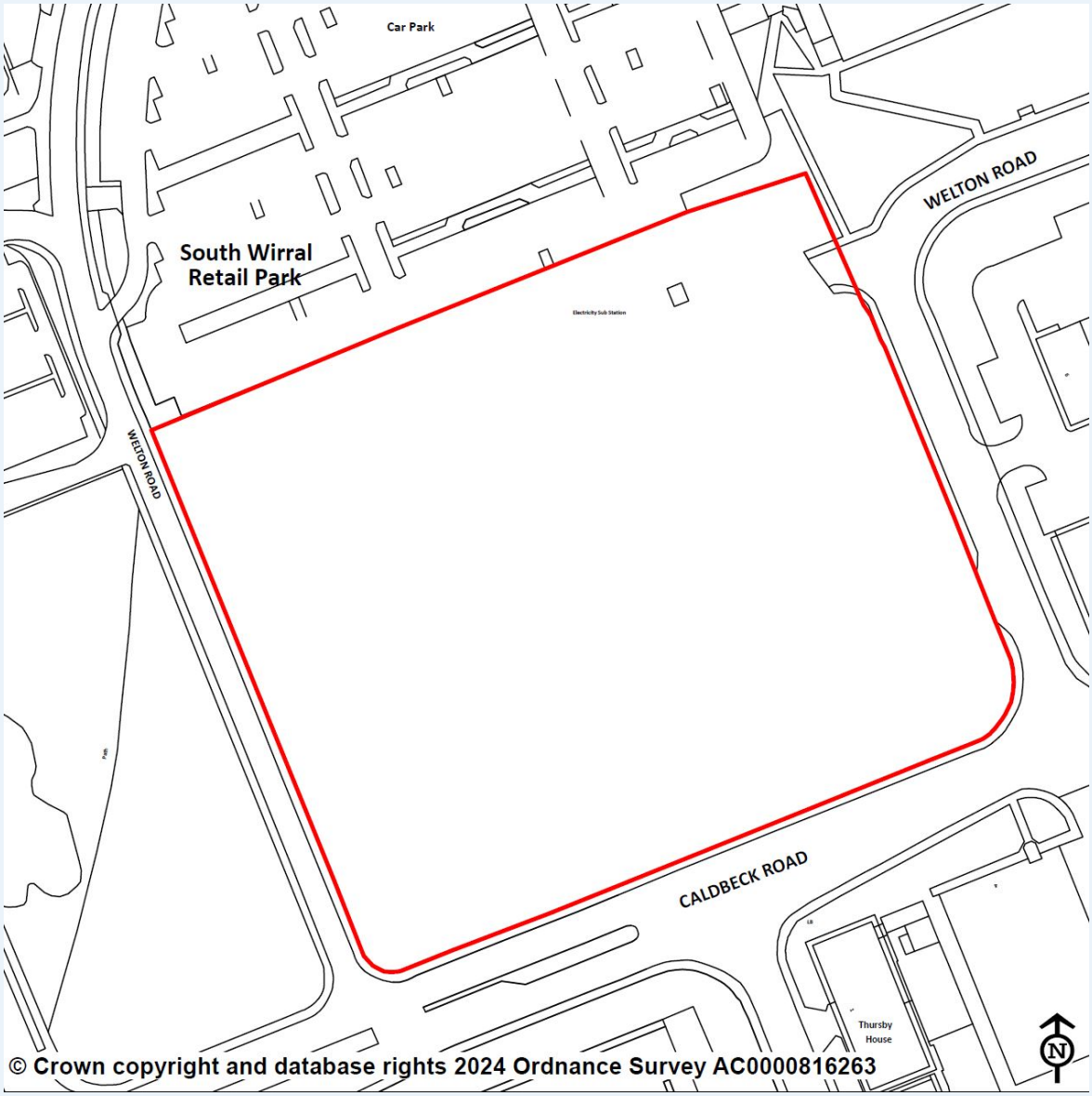
Site EMP-SA4.2 Sun Valley expansion, Commercial Road, Bromborough (0.97ha)



M. The site is allocated for main employment uses. Development of this site should:

1. take a design approach providing flexible business premises that can be adapted in response to changing circumstances;
2. provide landscaped frontages facing Stadium Road and Commercial Road and locate any external service, storage yards and parking areas to the rear to avoid prominence in the street scene;
3. provide landscaping to promote wildlife corridors;
4. provide for legible pedestrian and cycle routes to buildings and a connection to Stadium Road and Commercial Road.

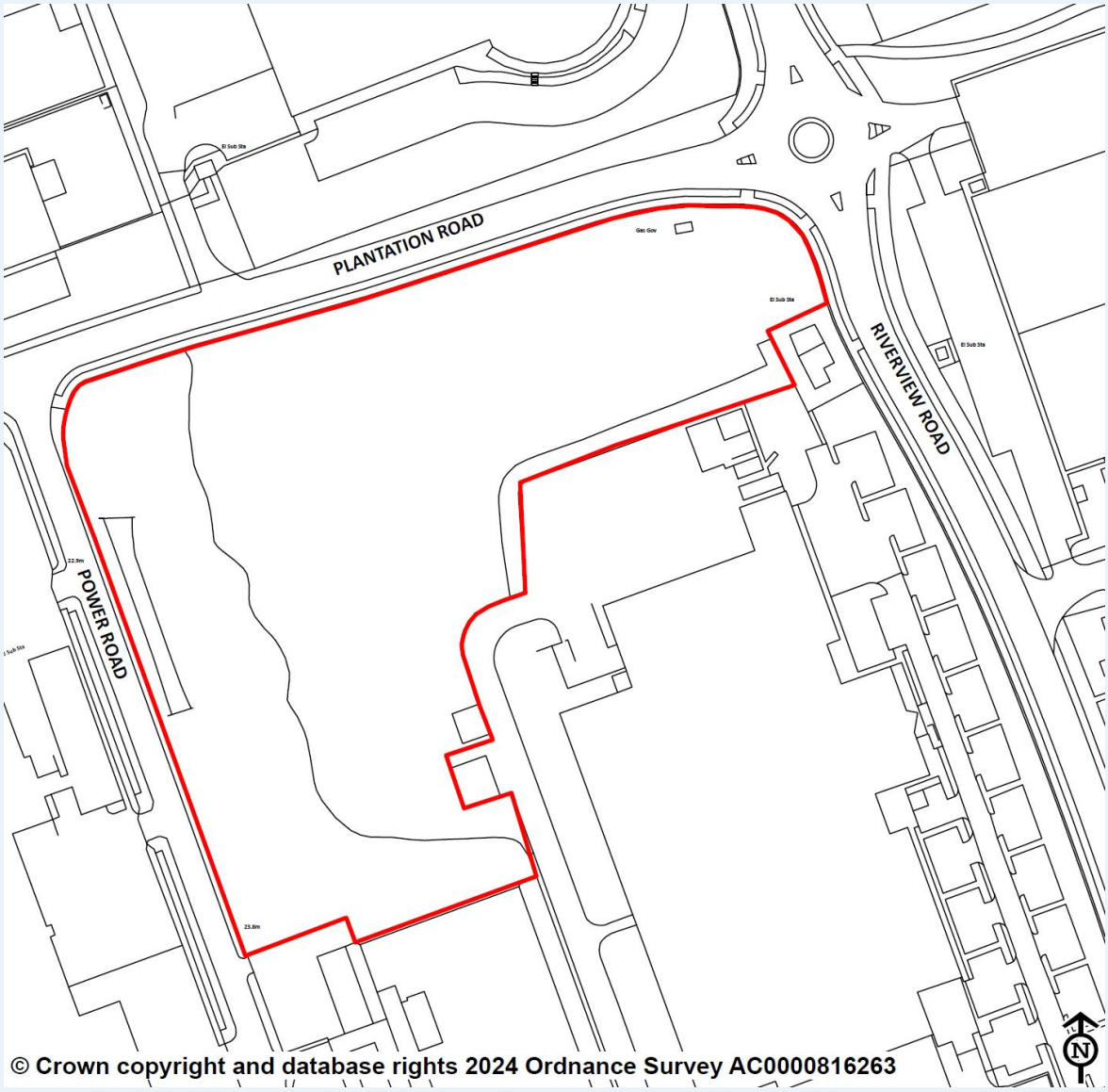
Site EMP-SA4.3 Land north of Caldbeck Road, east of Welton Road, Bromborough (2.35ha)



N. The site is allocated for main employment uses. Development of this site should:

1. take a comprehensive design approach providing flexible business premises that can be adapted in response to changing circumstances;
2. provide landscaped frontages facing Caldbeck Road and Welton Road and locate any external service, storage yards and parking areas to the rear to avoid prominence in the street scene;
3. provide a single vehicular access point via a signalled junction from Caldbeck Road/Thursby Road;
4. retain existing healthy trees on the boundaries of the site and provide landscaping to promote wildlife corridors;
5. provide for legible pedestrian and cycle routes to buildings and a connection to the Croft Retail Park via Welton Road.

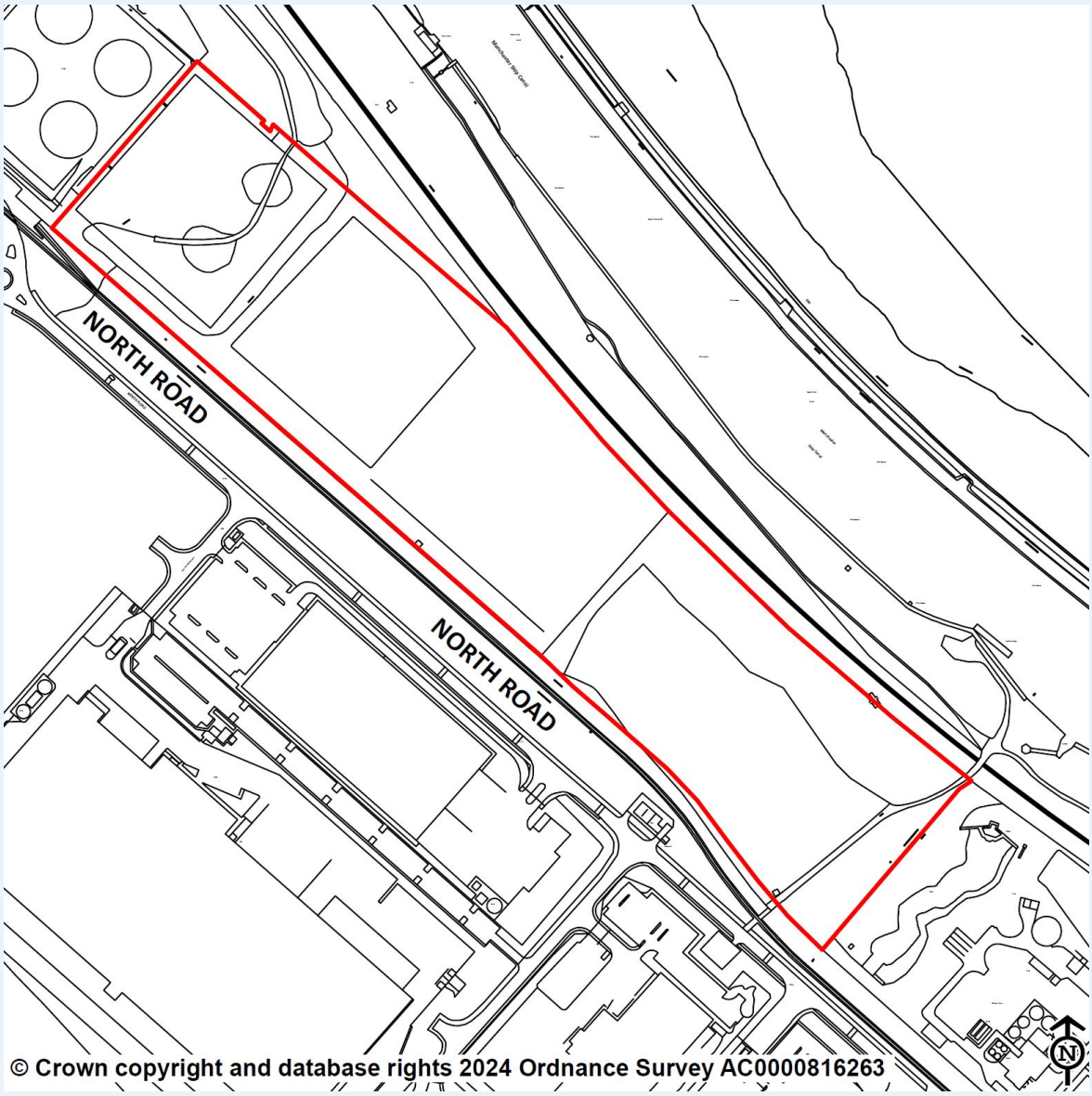
Site EMP-SA4.4 Tulip expansion, Plantation Road, Bromborough (2.05ha)



O. The site is allocated for main employment uses, for possible future expansion of the existing Tulip factory or separate development, subject to there being no adverse impact on the operation of the existing business and satisfactory boundary arrangements being put in place. Development of this site should:

1. take a comprehensive design approach providing flexible business premises that can be adapted in response to changing circumstances;
2. create attractive frontages facing Plantation Road and Riverwood Road and locate any external service, storage yards and parking areas to the rear to avoid prominence in the street scene;
3. retain existing healthy trees and hedging plants on the boundary with Power Road and provide landscaping to promote wildlife corridors;
4. provide vehicular access from Plantation Road;
5. provide for legible pedestrian and cycle routes to buildings and a connection to the Wirral Circular Trail along Plantation Road.

Site EMP-SA4.5 North Road Business Park, North Road, Eastham (9.28ha)[155]



P. This site is allocated for main employment uses. Development of this site should:

1. take a comprehensive design approach providing flexible business premises that can be adapted in response to changing circumstances, in accordance with the existing outline planning permission or a design code for the site;
2. minimise the loss of healthy trees and provide landscaping to promote wildlife corridors;
3. provide two road accesses with visibility splays at a grade capable of crossing the disused freight line (within the boundary of Cheshire West and Chester Council);

155 Access to this site via road/ rail is within the administrative boundary of Cheshire West and Chester Council. The site has outline planning permission with all matters reserved for B2/ B8 Use floorspace and ancillary uses up to a maximum of 500,000sqft (46,450sqm). The application was submitted to both Wirral Council and Cheshire West and Chester Council with Wirral acting as the lead authority. The planning permission allows development to be commenced either before the expiration of 7 years from the date of this permission or before the expiration of 5 years from the date of approval of the last of the reserved matters to be approved, whichever is the later. The site is allocated to safeguard the quantum of floorspace permitted. The site is considered to be complementary to Cheshire West and Chester's key sub-regional adjacent employment allocation at Hooton Park/ Vauxhall, and the wider Ellesmere Port Industrial Area. The quoted site area relates to the land within Wirral Council's administrative boundary only.

4. provide for legible pedestrian and cycle routes to buildings and a connection to North Road (within the boundary of Cheshire West and Chester Council);
5. provide an HGV routing and signage strategy and Haulier Rules which avoids travelling through Eastham Village.

Leasowe, Moreton, Upton, Greasby and Woodchurch - Settlement Area 5

Introduction

5.39 Mid Wirral comprises the urban commuter settlements of Leasowe, Moreton, Saughall Massie, Upton, Greasby and Woodchurch, to the immediate west of the M53 Motorway.

5.40 The main town centre is Moreton but there are local centres at Upton and Greasby and smaller parades in Leasowe and Woodchurch. The main employment areas are at Moreton and Upton.

5.41 The northern half of the Area contains large areas of low-lying floodplain, which limits future development. The Area currently accommodates approximately 24,600 dwellings and is home to 53,600 people, of which almost 10% live in areas falling within the lowest 3% and almost 40% in areas falling within the lowest 20% of the Index of Multiple Deprivation for England.

5.42 The facilities and open spaces associated with the North Wirral Coastal Park and the linear open spaces and footpaths along the Arrowe Brook, between Millhouse Lane, Moreton and Arrowe Park are of strategic importance.

5.43 The main heritage assets within the area are the Scheduled Monuments at the site of pre-Norman and Mediaeval Church at Overchurch and the Standing Cross at the Church of the Holy Cross, Woodchurch.

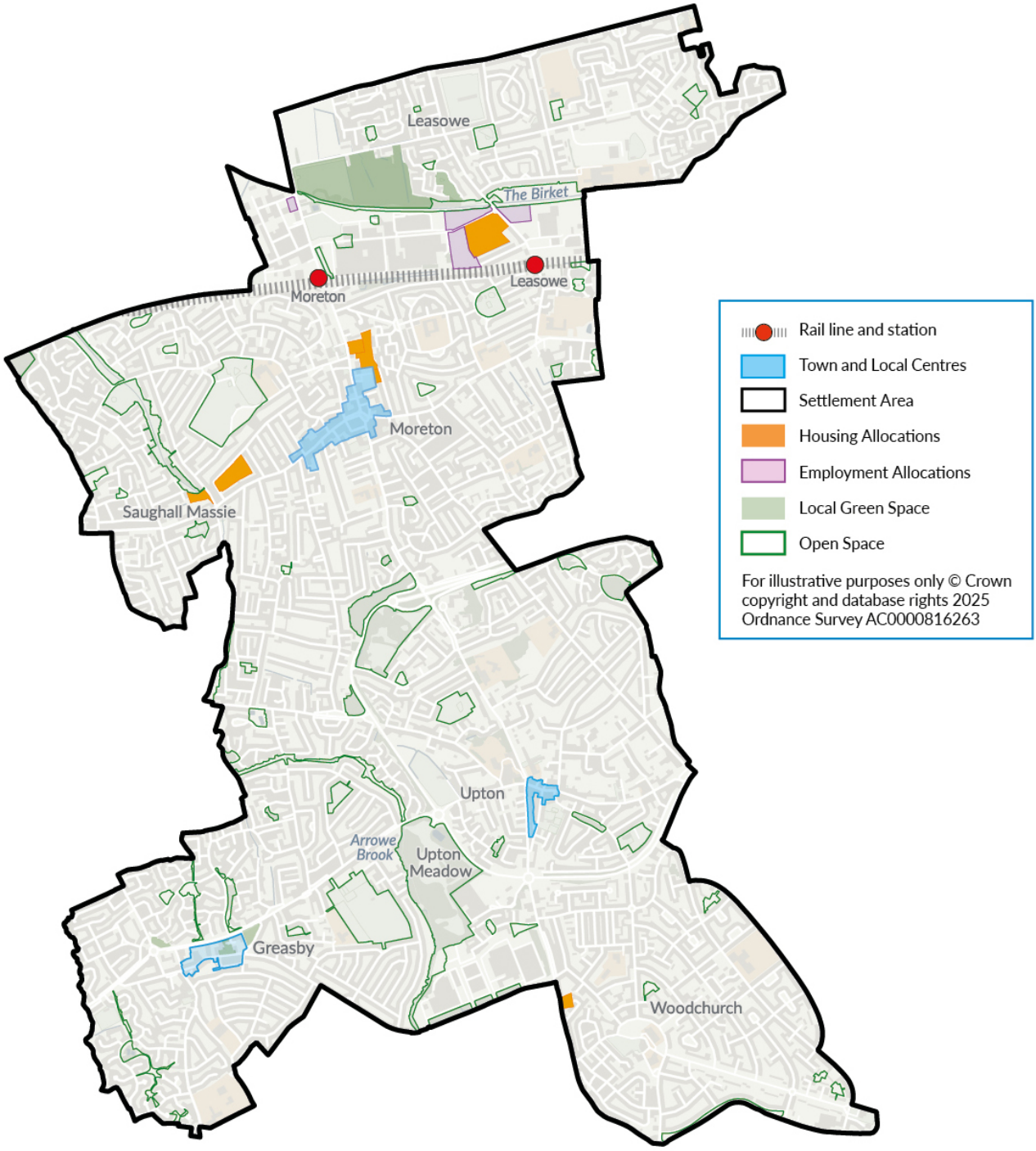
5.44 The Roman Catholic Church of St Michael and All Angels, Woodchurch, is currently on the national Heritage at Risk Register.

Priorities for Leasowe, Moreton, Upton, Greasby and Woodchurch

5.45 The priorities for Leasowe, Moreton, Upton, Greasby and Woodchurch are to:

1. Maintain and enhance the open aspect of the northern coastline; the national and international importance of the inter-tidal foreshores and their supporting habitats, part of which are in unfavourable recovering condition; and public access to the facilities and open spaces associated with the North Wirral Coastal Park, through mitigation measures identified in the LCR Recreational Disturbance Avoidance and Mitigation Strategy (RMS) and other policies in the Plan in particular Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection and Policy WD 3 Biodiversity and Geodiversity.
2. Manage, mitigate and reduce flood risk across the northern part of the area and along inland river corridors, while maintaining and enhancing public access and biodiversity through Policy WS 5 and Policy WD 4 Coastal Protection, Food Risk, Sustainable Drainage and Natural Water Management.
3. Safeguard and enhance the vitality and viability of Moreton Town Centre as the main retail and service centre for the Area including the reconfiguration of the area to the north of the centre at Pasture Road, through land allocations and other policies in the Plan in particular Policy WS 11 Strategy for Town and Local Centres and Policy WD 11 Design in Centres.
4. Safeguard and enhance the vitality and viability of the local centres at Upton and Greasby and strengthen the range of services available at the local undesignated parades at Leasowe and Woodchurch as the focus for neighbourhood level shops, services and community facilities to serve everyday needs through the policies noted in 3. above.
5. Maintain the remaining industrial areas at Leasowe, Moreton and Upton for small and medium scale industrial and commercial activities to provide additional local employment, through land allocations and Policy WS 4 Strategy for Economy and Employment, subject to controlling the impact of flood risk on sites along The River Birket.
6. Manage the impact of road transport at Moreton Town Centre and along routes to Heswall, West Kirby, Arrowe Park Hospital and the M53 Motorway, to maximise highway efficiency, through policies for transport improvements and the promotion of sustainable transport.
7. Address the local shortfall in natural and semi natural open space, allotments and playing pitches and improve the unfavourable condition of Meols Meadows Site of Special Scientific Interest, through land allocations, Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection and Policy WD 3 Biodiversity and Geodiversity.
8. Protect heritage assets.

Figure 5.6 Map of Key Designations and Allocations in Leasowe, Moreton, Upton, Greasby and Woodchurch Settlement Area



Moreton Town Centre

5.46 Policies for the reconfiguration of the northern edge of Moreton Town Centre on Pasture Road are based on the proposals of the Wirral Growth Company.

Policy WP 5

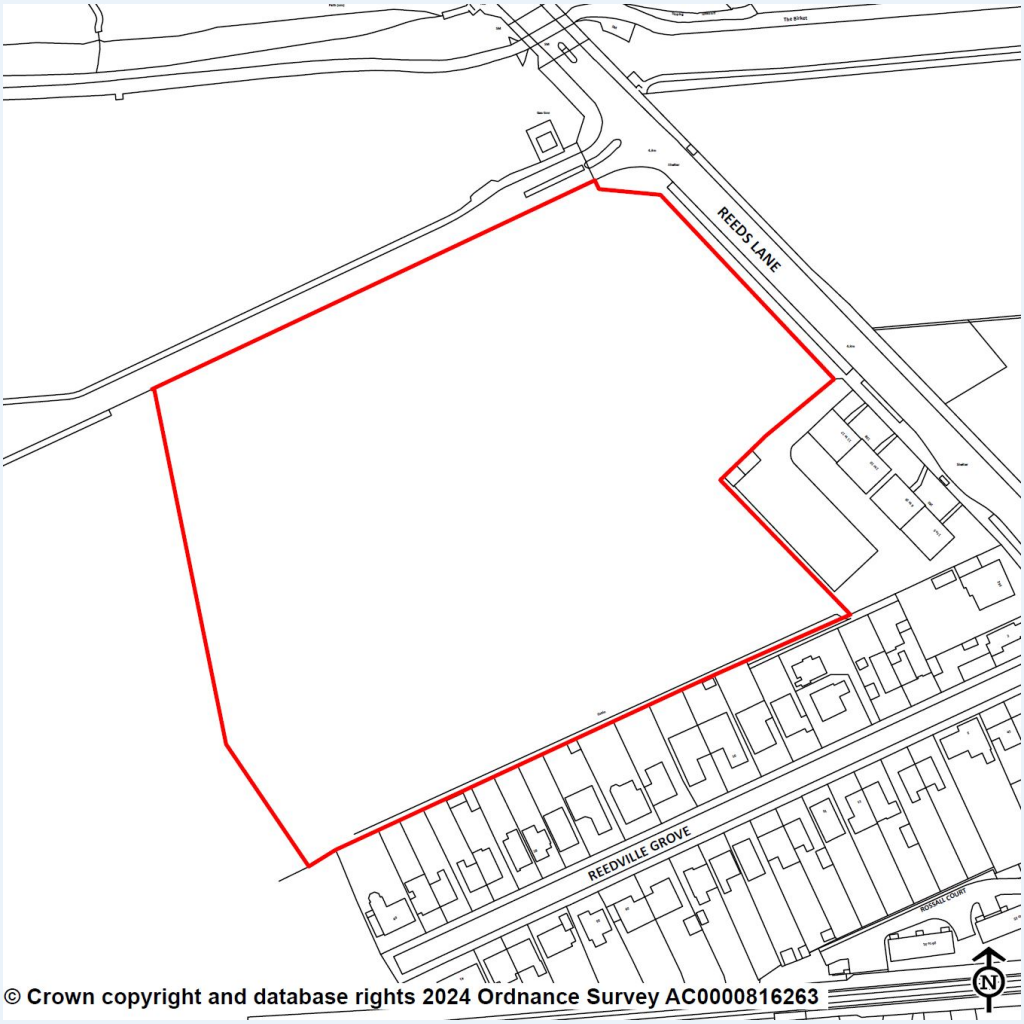
Policy for Leasowe, Moreton, Upton, Greasby and Woodchurch

Residential Sites

A. The following sites of 10 units or more, shown on the Policies Map, are allocated for residential development. Where relevant, the additional site requirements below apply:

Site Reference	Name	Minimum Dwelling Capacity
RES-SA5.1	Moreton Family Centre, Pasture Road	80
RES-SA5.3	East of Typhoo, Reeds Lane, Leasowe	150
RES-SA5.4	Former Foxfield School, Douglas Drive, Moreton	65
RES-SA5.5	Former Stirrup PH, Arrowe Park Road, Woodchurch	15
RES-SA5.7	Land at Knutsford Road, Moreton	45
RES-SA5.8	Former Dodd's Builders Merchants, Bermuda Road, Moreton	14

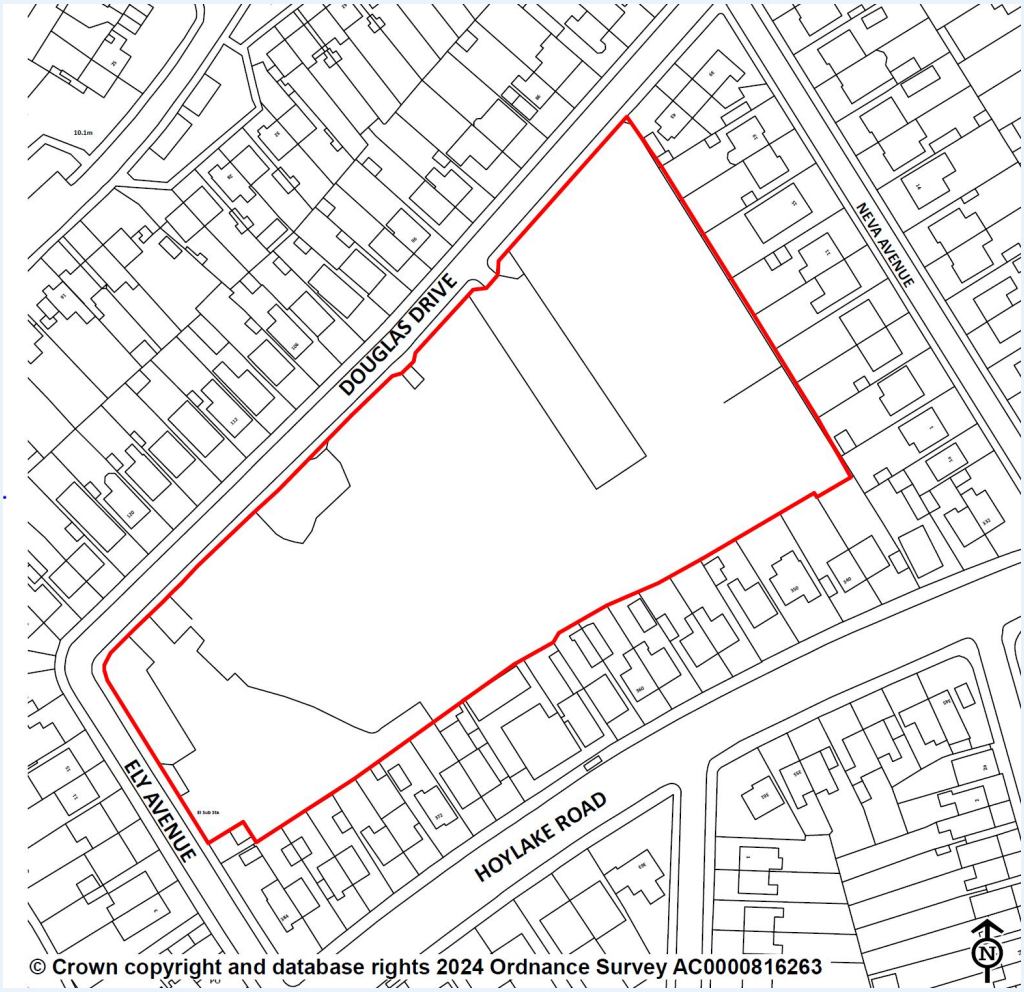
Site RES-SA5.3 East of Typhoo, Reeds Lane, Leasowe (5.01ha) approx 150 dwellings



B. Development of this site should:

1. take a comprehensive approach to create a new sense of place in a sustainable residential area distinct from its neighbouring uses;
2. provide active frontages facing accessible routes including cycle and pedestrian rights of way throughout the site;
3. provide and promote wildlife corridors into existing local woodland within the site and along the River Birket;
4. incorporate an upgraded junction at Reeds Lane;
5. provide for safe and appropriate HGV access to the factory complex;
6. contribute appropriately and proportionately to:
    i. upgrades to bus stops on Reeds Lane with a controlled pedestrian crossing to facilitate bus stop access;
    ii. provision/improvement of pedestrian and cyclist links to: the linear walkways and public access connections of the Wirral Circular Trail along the River Birket and to Leasowe Rail Station;
7. include a Transport Assessment and Travel Plan that, among other matters, identify how the existing private road will serve the future development and the factory and be maintained;
8. demonstrate that a noise impact assessment has been provided in relation to the 24 hour factory facilities, continued HGV access and the railway line adjacent to the site and that the development mitigates any noise impacts.

Site RES-SA5.4 Former Foxfield School, Douglas Drive, Moreton (1.44ha) approx 65 dwellings



C. Development of this site should:

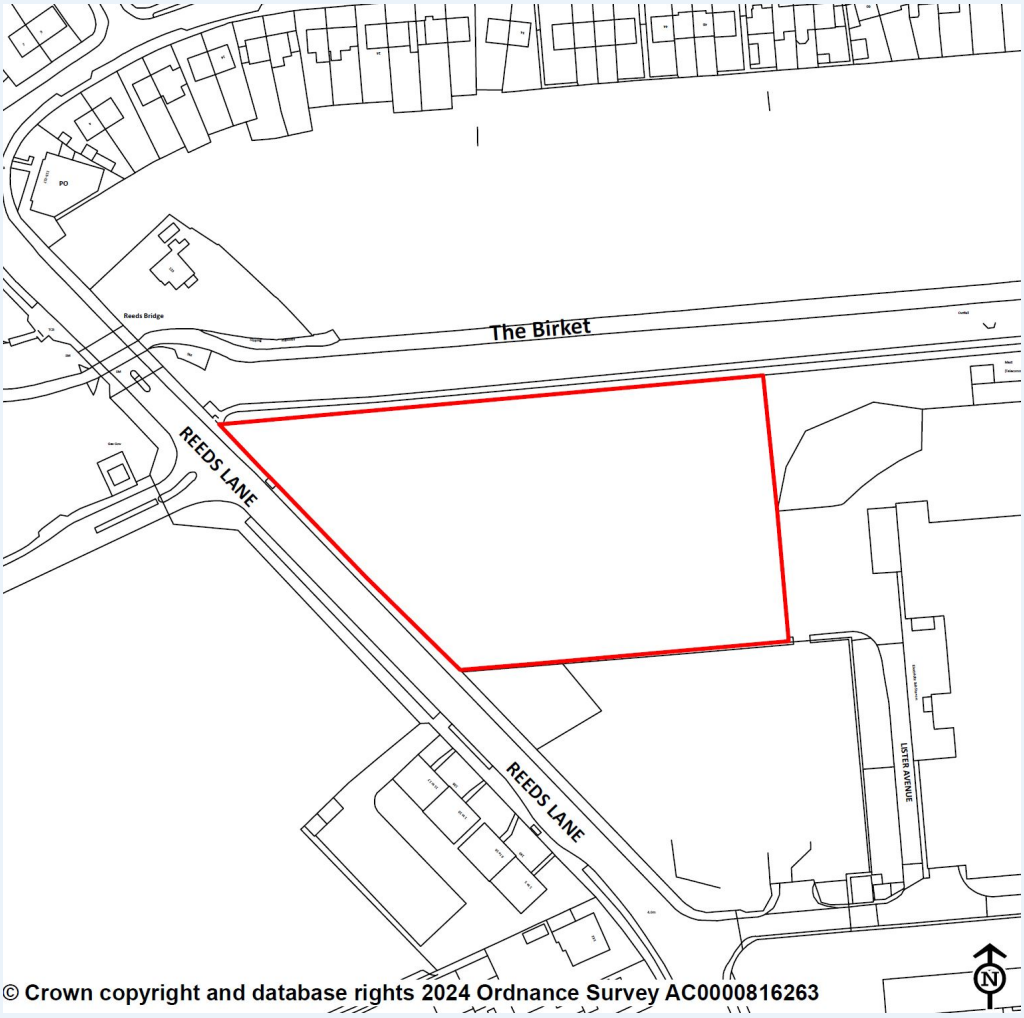
1. take a comprehensive approach to create an attractive housing scheme of a compatible yet distinctive contrast with existing dwellings in the immediate area;
2. provide landscaping that includes tree and shrub planting in private front and rear gardens that soften the visual impact of new buildings and car parking, and promote wildlife corridor links into existing green infrastructure in the surrounding area;
3. provide two access junctions into the development from Douglas Drive.

Employment Sites

D. The following sites, shown on the Policies Map, are allocated for development for main employment uses. Site requirements below apply:

Site Reference	Name	Area (ha)	Uses
EMP-SA5.1	Peninsula Business Park, Reeds Lane, Moreton	1.1	B2, B8
EMP-SA5.2	Land north of Premier/ Typhoo access Road, Reeds Lane, Moreton	1.46	B2, B8
EMP-SA5.3	Land south of Premier/ Typhoo access Road, Reeds Lane, Moreton	1.93	B2, B8
EMP-SA5.4	Land south of Tarran Way North, Moreton	0.25	B2, B8

Site EMP-SA5.1 Peninsula Business Park, Reeds Lane, Moreton (1.1ha)



E. The site is allocated for main employment uses. Development of this site should:

1. provide flexible business premises that can be adapted in response to changing circumstances;
2. retain existing healthy trees and provide a landscaped buffer along the boundaries with Reeds Lane and the River Birket Corridor to promote wildlife corridors;
3. provide for legible pedestrian and cycle routes to buildings and a connection to the Wirral Circular Trail along the River Birkett and the route to Leasowe Railway Station.

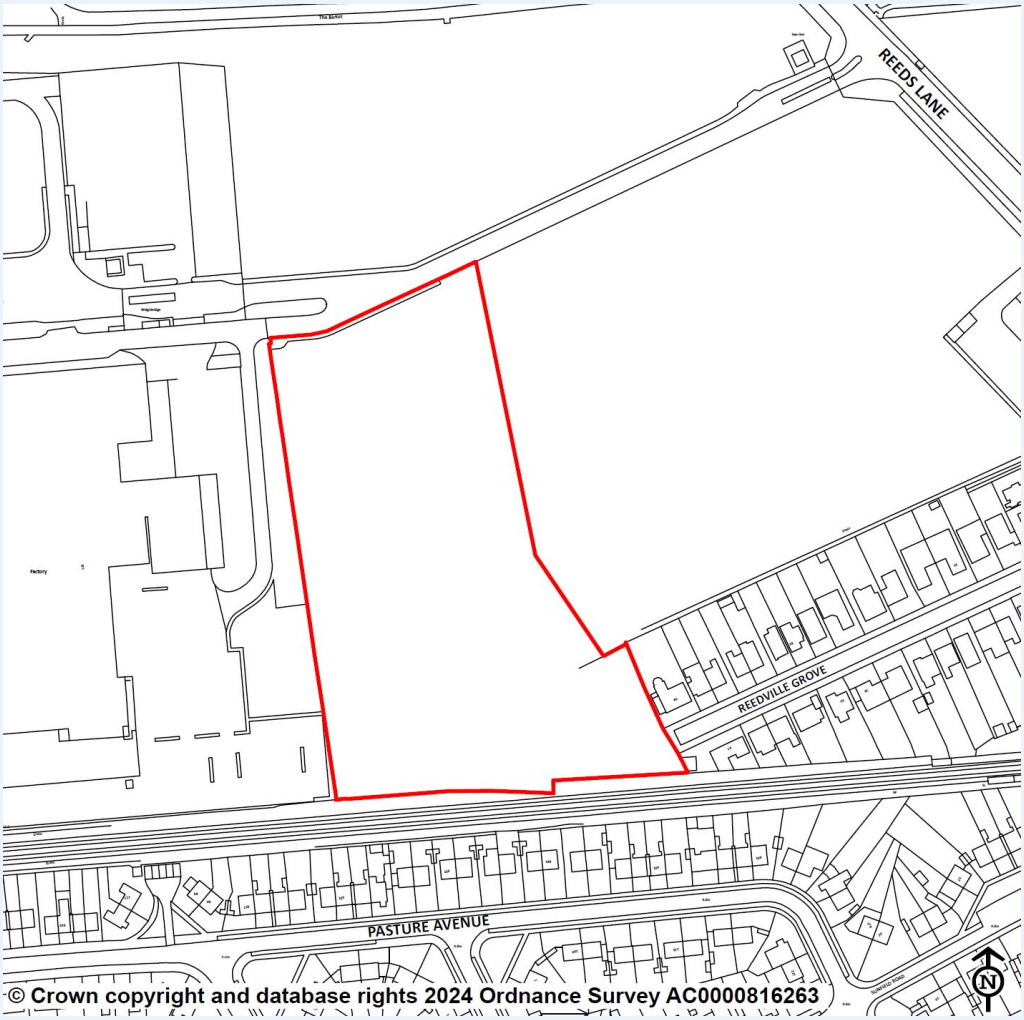
Site EMP–SA5.2 Land north of Premier/ Typhoo access Road, Reeds Lane, Moreton (1.46ha)



F. The site is allocated for main employment uses. Development of this site should:

1. provide flexible business premises that can be adapted in response to changing circumstances;
2. provide a landscaped buffer along the boundaries with Reeds Lane, the main access to road to the factory complex and the River Birket Corridor to promote wildlife corridors;
3. provide for legible pedestrian and cycle routes to buildings and a connection to the Wirral Circular Trail along the River Birket and the route to Leasowe Railway Station.

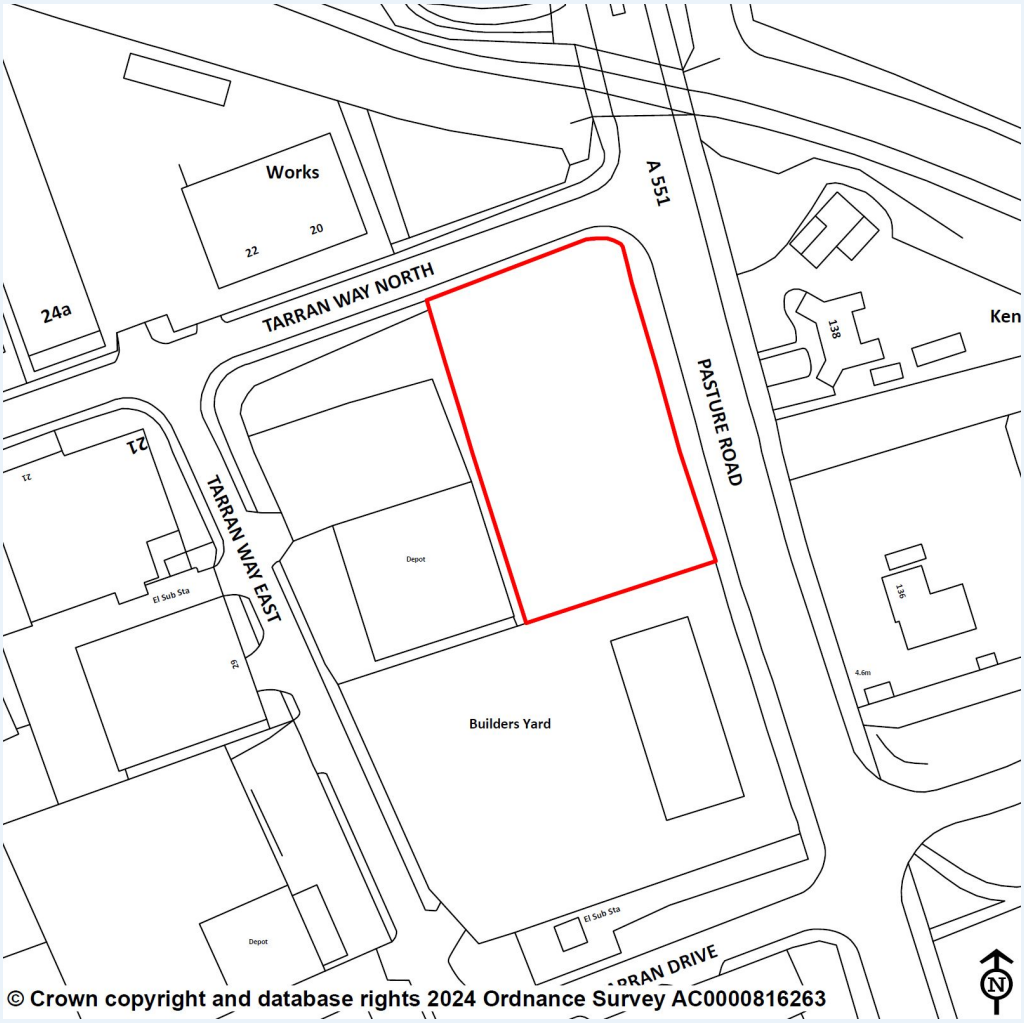
Site EMP-SA5.3 Land south of Premier/ Typhoo access Road, Reeds Lane , Moreton (1.93ha)



G. The site is allocated for main employment uses. Development of this site should:

1. provide flexible business premises that can be adapted in response to changing circumstances;
2. retain healthy trees and provide a landscaped buffer along the boundary of the existing factory complex to promote wildlife corridors;
3. contribute appropriately and proportionately to provide for legible pedestrian and cycle routes to buildings and a connection to the Wirral Circular Trail and the route to Leasowe Railway Station;
4. Include a Transport Assessment and Travel Plan that, among other matters identify how the existing private road will continue to serve the factory complex and the future development and be maintained.

Site EMP-SA5.4 Land south of Tarran Way North, Moreton (0.25ha)



H. The site is allocated for main employment uses. Development of this site should:

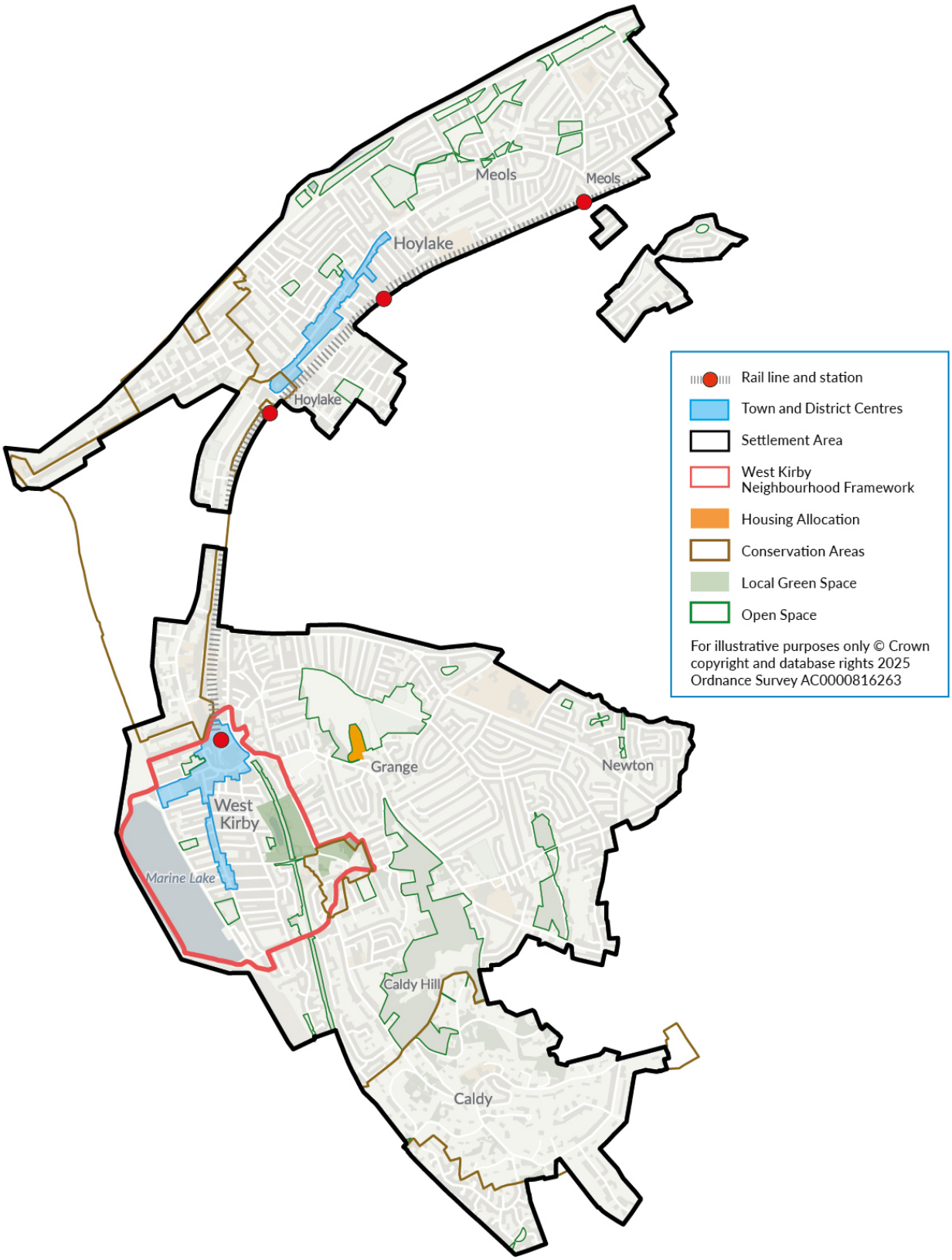
1. provide flexible business premises that can be adapted in response to changing circumstances;
2. provide landscape to promote a wildlife corridor link with the River Birket and surrounding area;
3. provide for legible pedestrian and cycle routes to buildings;
4. connect to pedestrian and cycle connections to the Wirral Circular Trail along the River Birket and the route to Moreton Railway Station;
5. provide vehicular access from Pasture Road.

Town Centre Proposals

I. The northern edge of Moreton Town Centre will be re-configured along Pasture Road, where alternative uses including new residential development will be encouraged, as shown on the Policies Map (TC-SA5.1).

West Kirby and Hoylake - Settlement Area 6

Figure 5.7 Map of Key Designations and Allocations in West Kirby and Hoylake Settlement Area



Introduction

5.47 This Area includes the largely dormitory commuter settlements of Hoylake, Meols, West Kirby, Newton and Caldy, with strong transport links to Birkenhead, Liverpool and Chester. West Kirby and Hoylake also function as coastal resorts, with provision for water-sports, golf and sand yachting.

5.48 The main town centre is at West Kirby but there is also a significant district centre at Hoylake, which is part of the area subject to the Hoylake Neighbourhood Plan 2016.

5.49 The whole of the coastline is of international importance for nature conservation and land at Meols, and to the south and east of Hoylake contains large areas of low-lying floodplain, which limits future development.

5.50 The area currently accommodates approximately 11,600 dwellings and is home to 25,250 people, of which approximately 6% fall within the lowest 20% of the national Index of Multiple Deprivation for England. By contrast, approximately 30% of the population lives within areas falling within the highest 20% of the national Index.

5.51 The facilities and open spaces associated with North Wirral Coastal Park and the coastal promenades at Hoylake and Meols, the Hilbre Islands, Red Rocks Nature Reserve, West Kirby Promenade and Marine Lake and the Wirral Way, are of strategic importance.

5.52 The Grange Beacon at Column Road, West Kirby is a Scheduled Monument.

Priorities for West Kirby and Hoylake

5.53 The priorities for West Kirby and Hoylake are to:

1. Promote West Kirby and Hoylake as mixed use urban coastal resorts and tourist destinations through land allocations, Policy WS 4 Strategy for Economy and Employment, and the delivery of a comprehensive masterplan for West Kirby Concourse.
2. Support the delivery of the local priorities identified within the Hoylake Neighbourhood Plan.
3. Manage, mitigate and reduce flood risk at Hoylake, and Meols and along the West Kirby waterfront, through land allocations, Policy WD 4 Coastal Protection, Food Risk, Sustainable Drainage and Natural Water Management, and the delivery of a flood defence scheme along South Parade, West Kirby.
4. Maintain and enhance the open aspect of the coastline; the national and international importance of the Hilbre Islands and the inter-tidal foreshores, part of which are in unfavourable recovering condition; and the coastal promenades and associated open spaces between Bennet's Lane, Meols and The Kings Gap, Hoylake; and between Stanley Road, Hoylake and Sandy Lane, West Kirby, through mitigation measures identified in the LCR Recreational Disturbance Avoidance and Mitigation Strategy (RMS) and other policies including Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection and Policy WD 3 Biodiversity and Geodiversity.
5. Preserve the woodland setting of Caldy and Newton and open, including hilltop views across the Dee Estuary to North Wales through Policy WS 5.
6. Safeguard and enhance the vitality and viability of West Kirby Town Centre as the main retail and service centre for the Area through Policy WS 11 Strategy for Town and Local Centres, Policy WD 11 Design in Centres, and the delivery of a masterplan for West Kirby Concourse, as shown on Figure 5.8.
7. Safeguard and enhance the vitality and viability of the District centre at Hoylake as the focus for neighbourhood level shops, services and community facilities to serve everyday needs through Policy WD 11 and the Hoylake Neighbourhood Plan.
8. Safeguard and enhance the industrial area at Carr Lane, Hoylake through physical improvements to ensure that the Estate is transformed into an attractive, mixed use employment destination for modern businesses and entrepreneurs, in line with the Neighbourhood Development Plan and Wirral Local Plan Strategic Objective 11 and Policy WS 4 Strategy for Economy and Employment, criterion B.

9. Manage the impact of road transport along routes to Heswall, Mid Wirral, and the M53 Motorway through policies for transport improvements and the promotion of sustainable transport, including improved pedestrian and cycle links between West Kirby and Greasby and between Three Lanes End and West Kirby and Meols.
10. Manage the impact of pedestrian and vehicular traffic on the rail crossings between Meols and West Kirby.
11. Preserve or enhance the character and appearance of the Conservation Areas at Kings Gap; Meols Drive; West Kirby (Old Village); and Caldy and heritage assets through Policy WD 2 Heritage Assets and the specific policies for these areas set out below.
12. Address the local shortfall in parks and gardens, amenity greenspace, allotments and playing pitches and outdoor sport, through land allocations and Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection and Policy WD 24 Open Space and Outdoor Sports Provision.

Hoylake Neighbourhood Development Plan

5.54 The Hoylake Neighbourhood Plan 2016, which will be reviewed following the adoption of this Local Plan, provides further detail on local priorities to support a vibrant town centre and enhance the distinctive Victorian and Edwardian character of the seaside resort.

Conservation Areas

5.55 There are four designated Conservation Areas within the Area addressed by Policy WP 6 criteria A.-D.:

1. **Caldy Conservation Area** is situated on a prominent, wooded, west-facing slope, offering dramatic views over the Dee Estuary to North Wales. The Area includes the small nucleus of the old historic village as well as the areas of large detached dwellings set in extensive grounds which now primarily define the character of the Area. While the old village is almost exclusively constructed of red ashlar sandstone and contains buildings dating back to the 17th Century, the surrounding area has slowly been developed since 1906, as a spacious residential district, previously regulated by the owning control of the Caldy Manor Estate Company.
2. **West Kirby "Old Village" Conservation Area** incorporates the nucleus of the old mediaeval hamlet and includes many of the oldest buildings in West Kirby. The character of the Conservation Area is primarily derived from its historic associations but is significantly enhanced by the design and setting of its major buildings, such as St Bridget's Church and Rectory, unifying features such as red sandstone walls, woodland areas, narrow unmade paths and lanes and by the open aspect of remnant fields which originally surrounded the Village.
3. **King’s Gap Conservation Area** is characterised by the style and pattern of building associated with the development of the area during the Victorian and Edwardian periods. The Area shows the progress of design and development across these periods following the construction of the railway in 1866 and demonstrates the changes in the taste, wealth and status of the incoming inhabitants.
4. **Meols Drive Conservation Area** is defined by the spacious, landscaped setting of Meols Drive, the scale and character of individually designed buildings, the quality and variety of materials, and the distinctive detailing associated with the “Arts and Craft” movement at the turn of the 20th Century, that would be harmed by the introduction of development out of keeping with the historic design traditions of the Area.

Policy WP 6

Policy for West Kirby and Hoylake

Conservation Areas

Caldy (CON-SA6.1)

A. Proposals within Caldy Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the character or appearance of a maturely landscaped suburb with substantial houses in large grounds;
2. retain the unifying features of spatial design, layout and building materials within the old village core;
3. in proposals for new residential development, maintain the character of a single substantial building set within an appropriate plot size, rather than a series of smaller dwellings;
4. preserve or enhance the unity of strongly enclosed boundary treatment incorporating high walls, dense landscaping or dark-stained, close-boarded, timber fences in the area outside the old village core;
5. preserve the tree cover and encourage supplementary tree planting;
6. maintain views out of the conservation area to the Dee Estuary and of the North Wales coast beyond.

West Kirby Old Village (CON-SA6.2)

B. Proposals within West Kirby Old Village Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the remaining semi-rural, low density character or appearance of a former medieval hamlet in a woodland setting;
2. preserve or enhance the open aspect of remnant fields and pasture which originally surrounded the Village;
3. retain the scale and massing of buildings at the Village core, between 4-32, Village Road, and the open setting of The Ring O' Bells, The Rectory, and St Bridget's Church and former agricultural buildings;
4. retain unifying features, such as woodland, tree groups, stone walls, and narrow unmade paths.

Kings Gap Hoylake (CON-SA6.3)

C. Proposals within the Kings Gap Hoylake Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the character or appearance of a Victorian and Edwardian seaside resort and commuter settlement;
2. preserve or enhance particular aspects of historic building design such as barge boards and blind boxes, gate piers, setts and cast iron railings;
3. retain unifying features, such as the style, scale, massing and setting of property, the gridiron pattern of roads, grass verges, street trees, granite kerb stones, sandstone and other boundary walls, mature hedges and trees, and close boarded timber fences;
4. retain and enhance the open views across the Royal Liverpool Golf Course, the Dee Estuary and Liverpool Bay.

Meols Drive (CON-SA6.4)

D. Proposals within the Meols Drive Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the historic character or appearance of a wealthy late Victorian and Edwardian commuter suburb and the setting, landscape and skyline of the Royal Liverpool Golf Course;
2. retain the consistency of scale, massing and separation between neighbouring buildings;
3. preserve or enhance the style and variety of buildings and materials linked by a common design approach, including highly decorative details and roofscapes;
4. retain unifying features such as grass verges, street trees, building lines, generous landscaping and boundaries, including mature hedges and sandstone and red brick walls;
5. preserve or enhance the public buildings located in the area's gateways;
6. ensure that new development within gardens is of a scale that preserves or enhances the character of the immediate locality, and responds appropriately to the existing built form;
7. promote a more unified treatment along the boundary with the Royal Liverpool Golf Course;
8. enhance the public realm.

Hoylake Neighbourhood Plan Area

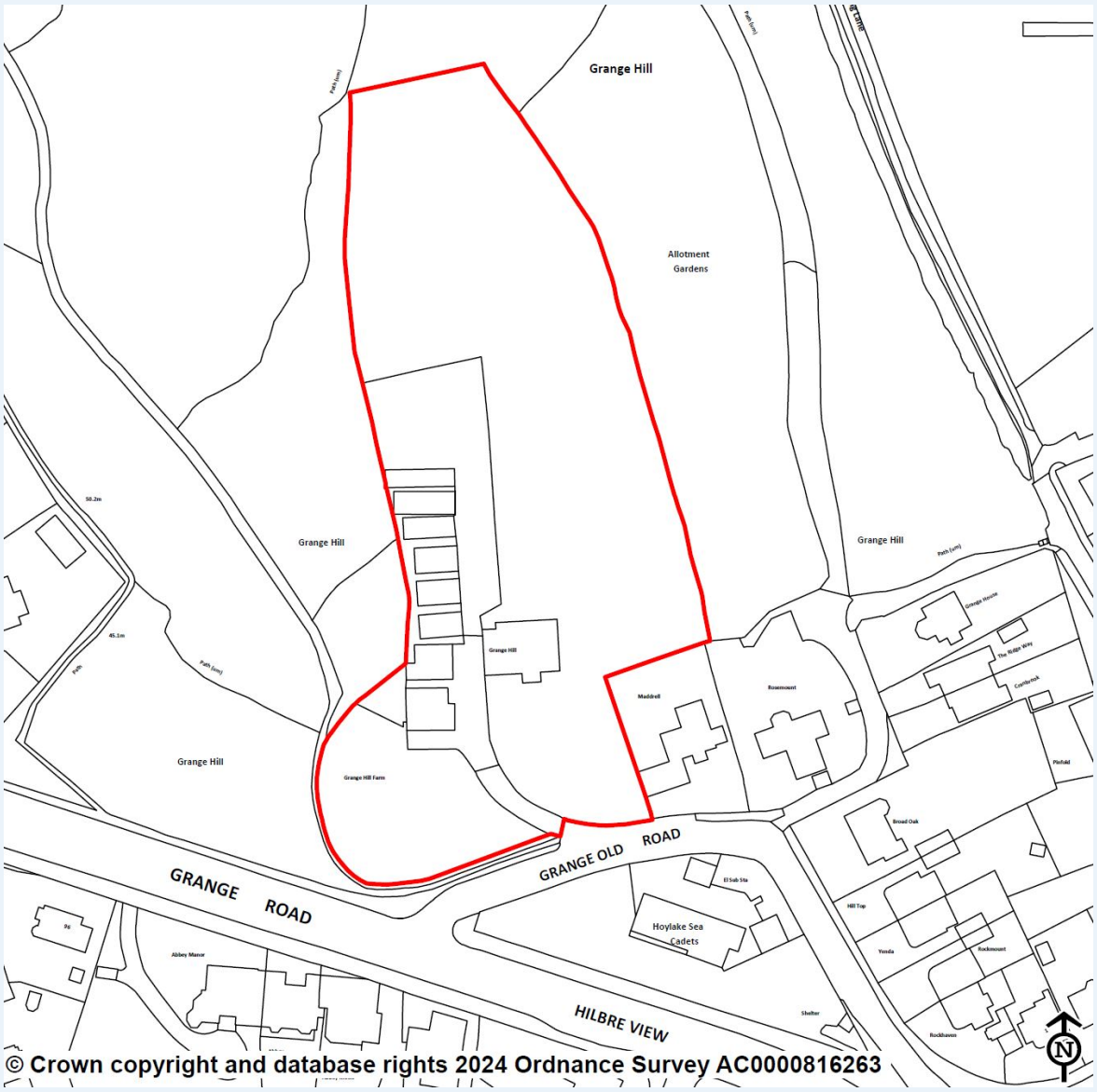
E. Proposals in the neighbourhood plan area should be bought forward in line with the Hoylake Neighbourhood Plan.

Residential Sites

F. The following sites of 10 units or more, shown on the Policies Map, are allocated for residential development.

Site Reference	Name	Minimum Dwelling Capacity
RES-SA6.4	Land at Grange Hill Farm, Grange Old Road, West Kirby	35

Site RES-SA6.4 Land at Grange Hill Farm, Grange Old Road, West Kirby (1.13ha) approx 35 dwellings



G. Development of this site will be supported subject to:

1. the submission and approval of visual and heritage impact assessments, a high quality design code and landscape plan to create a bespoke development with a unique non suburban identity of appropriate height and scale for this sensitive ridge top location;
2. the design of the development not having an unacceptable impact on short and long distance views of the site and ridge top or on the setting of the Grade II* Listed, Hoylake and West Kirby War Memorial (in particular key views from the War Memorial; the junction of Ashburton and Grange Road; the junction of Hilbre View, Black Horse Hill and Column Road; from the north along Greenbank Road; and from the beach);
3. the scale and height of dwelling units should diminish from south to north and to the west, working with the grain of the topography, and consideration should be given to appropriate materials which will weather and blend with the landscape.

West Kirby Concourse Masterplan Area (MPA-SA6.1)

H. Development proposals within the West Kirby Concourse Masterplan Area shown on the Policies Map (MPA-SA6.1) will be supported which are in conformity with a Masterplan which has been endorsed by the Council and provide, as appropriate, for:

1. a revitalised community hub comprising leisure, residential, health, retail, community and transport uses which maximise the locational benefits of its central gateway and highly accessible location; and
2. landmark buildings of appropriate scale and height that create an enhanced sense of place and focal points of interest having regard to strategic views in the townscape, the gateway setting of the site and the wider context of the surrounding hillside and Dee Estuary setting; and
3. improved access to West Kirby Railway Station and the creation of a new public square; and
4. support for public transport accessibility through the retention and improvement of the bus layby area and car and cycle parking to meet the needs of users of the community hub, residents, visitors and rail users.

Town Centre Proposals

I. West Kirby Town Centre (TC-SA6.1) will be re-configured, in the area between Bridge Road, Orrysdale Road and Grange Road, where alternative uses including new residential development will be encouraged in line with the West Kirby Concourse Masterplan (MPA-SA6.1).

Implementation

5.56 The Council commissioned a masterplan for the West Kirby Concourse area (MPA-SA6.1) in mid 2022 as part of a wider Neighbourhood Framework to the Central West Kirby Area to inform investment in public realm and identify other opportunities to improve the vitality of the Town Centre. The Council has completed a comprehensive review of car parking usage in 2023 which will inform the Neighbourhood Framework and masterplan process and potential future improvement or rationalisation of the Orrysdale Road and Dee Lane Car Parks.

5.57 Landowners, business, the local community and other key partners will be engaged in the Neighbourhood Framework and detailed masterplan process.

Figure 5.8 West Kirby Neighbourhood Framework Area



Irby, Thingwall, Pensby, Heswall and Gayton - Settlement Area 7

Introduction

5.58 The Area comprises the largely dormitory commuter settlements of Thingwall, Irby, Pensby, Heswall and the urban parts of Gayton and Barnston, with links to Chester and the M53 Motorway.

5.59 The main town centre is at Heswall but there is also a significant local centre at Irby, with smaller undesignated parades along Pensby Road and in Lower Heswall.

5.60 The Area currently accommodates approximately 13,100 dwellings and is home to 28,500 people, of which almost 45% live in areas falling within the highest 20% of the Index of Multiple Deprivation for England.

5.61 The facilities and open spaces associated with the Wirral Way; and at Heswall Dales Local Nature Reserve and Cleaver Heath, are of strategic importance.

Priorities for Irby, Thingwall, Pensby, Heswall and Gayton

5.62 The priorities for Irby, Thingwall, Pensby, Heswall and Gayton are to:

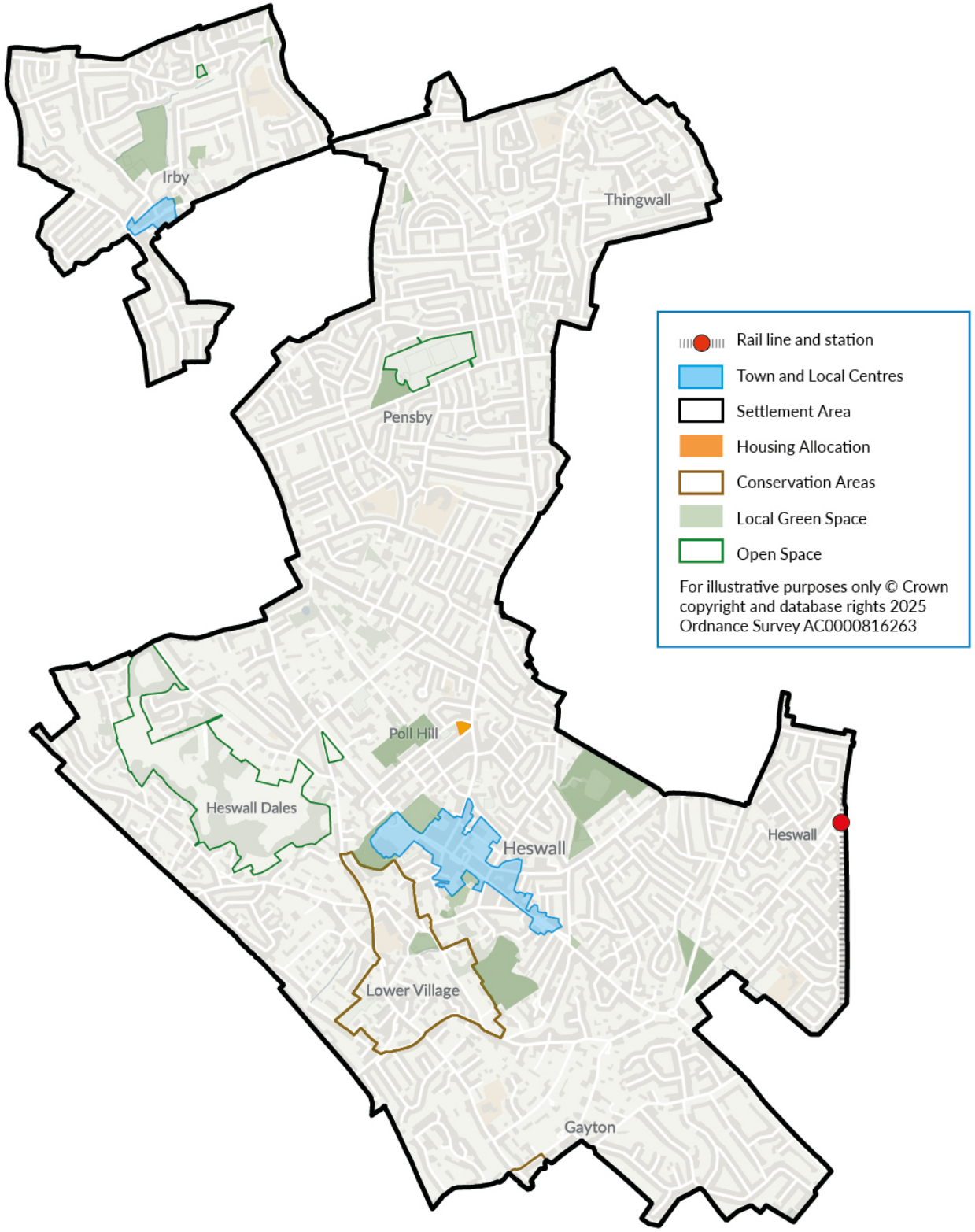
1. Safeguard and enhance the vitality and viability of Heswall Town Centre as the main retail and service centre for the Area, through Policy WS 1 Strategy for Town and Local Centres and Policy WD 11 Design in Centres.
2. Safeguard and enhance the vitality and viability of the local centre at Irby as the focus for neighbourhood level shops, services and community facilities to serve everyday needs through the policies noted above at 1.
3. Manage the impact of road transport along routes through Heswall Town Centre and to Liverpool and the M53 Motorway, through policies for transport improvements and the promotion of sustainable transport and greater use of the Bidston-Wrexham 'Borderlands' railway line.
4. Preserve or enhance the character and appearance of the Conservation Areas at Gayton and Heswall Lower Village and heritage assets, including the Scheduled Monument at Irby Hall through Policy WD 2 Heritage Assets and the specific policies for these areas set out below.
5. Address the local shortfall in amenity greenspace, allotments, playing pitches, and provision for outdoor sport and children and young people, through land allocations, Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection and Policy WD 24 Open Space and Outdoor Sports Provision.
6. Manage, mitigate and reduce flood risk from the Arrowe Brook in Irby through Policy WD 4 Coastal Protection, Food Risk, Sustainable Drainage and Natural Water Management.

Conservation Areas

5.63 Two areas that pre-dated the suburban expansion of Heswall are designated as Conservation Areas and are addressed by Policy WP 7 criteria A. and B.:

1. **Gayton Conservation Area** is of mediaeval origin and can be traced back to the Domesday Book. The oldest buildings which remain, relate to the 17th Century and largely retain the character of a small farming community, based around the manorial estate of Gayton Hall. Distinctive features include the scale and character of the buildings, their vernacular form and construction, in common local materials, their relationship to the Hall, with its extensive grounds, cobbled streets, unmade paths and country lanes, boundary walls, hedges and cottage gardens, and the wooded rural setting, with views across the Dee.
2. **Heswall Lower Village Conservation Area** encompasses the original nucleus of the small fishing village which pre-dated the suburban expansion of Heswall after the arrival of the railway in the late 19th Century, as well as some of the earliest and best of the later suburban development. The heart of the original settlement still retains much of the character of a typical English Village, including its church and rectory, public house, village hall, shops and groups of cottage scale dwellings, and former farm buildings such as Lydiate Farm and The Old Smithy.

Figure 5.9 Map of Key Designations and Allocations in Irby, Thingwall, Pensby, Heswall and Gayton Settlement Area



Policy WP 7

Policy for Irby, Thingwall, Pensby, Heswall and Gayton

Conservation Areas

Gayton Village (CON-SA7.1)

A. Proposals within Gayton Conservation Area will be supported where they, amongst other considerations, preserve or enhance:

1. the character or appearance of a small farming village in a woodland setting at the urban fringe;
2. the significance of Gayton Hall and its setting;
3. the sequence of open views to the Dee Estuary and the North Wales coast beyond;
4. the rural character which includes, but is not limited to, its unmade paths, country lanes, hedges and the duck stone surface of Gayton Farm Road.

Heswall Lower Village (CON-SA7.2)

B. Proposals within Heswall Lower Village Conservation Area will be supported where they, amongst other considerations, preserve or enhance:

1. the diversity of its architectural and historic interest as illustrated by its three distinctive character zones: The Village Road Area; The late Victorian development around The Mount and Dee View Road; and The Dawston Road and Wallrake area; and
2. the essential unifying features of the landscape and street scenes throughout the area, in particular the extensive canopy of mature trees and historic sandstone boundary walls; and
3. the historic character of Dawstone Park.

Residential Sites

C. The following sites of 10 units or more, shown on the Policies Map, are allocated for residential development.

Site Reference	Name	Minimum Dwelling Capacity
RES-SA7.2	Former Heswall Gospel Hall, Pensby Road, Heswall	23

Rural Area - Settlement Area 8

Introduction

5.64 Wirral's countryside and coast forms a dominant part of the Borough's character and attractiveness, rich in heritage, biodiversity and landscape character. Large scale country parks, woodlands, local nature reserves, golf courses, playing fields and public rights of way, provide for urban as well as rural needs.

5.65 The whole of the remaining undeveloped coastline is subject to national and international designations for nature conservation, and most of the inland fields near the foreshores are used by overwintering birds at high tide.

5.66 The whole of the Area is also subject to national Green Belt controls and currently accommodates approximately 3,150 dwellings and is home to 7,100 people, of which just under 10% live in areas falling within the highest 20% of the Index of Multiple Deprivation for England. The majority of the Area remains in productive use for agriculture[156].

5.67 Storeton Hall, Red Hill Road; Irby Hall, Irby Road; and the moated site north east of New Hall, Gayton are Scheduled Monuments.

5.68 The moated site at New Hall; Storeton Hall, Red Hill Road; and the Grade II* Registered Park and Garden at Thornton Manor, designed by Thomas Hayton Mawson in collaboration with the industrialist and philanthropist William Hesketh Lever; are currently on the national Heritage at Risk Register.

5.69 The facilities, public rights of way and open spaces associated with North Wirral Coastal Park, Royden Park and Thurstaston Common, Wirral Country Park and The Wirral Way, Arrowe Park, Dibbinsdale Local Nature Reserve, Eastham Country Park and the Leverhulme Sports Ground are of strategic importance.

5.70 It is recognised that the countryside is not an appropriate location for uses which are more suitable within an urban area. Nevertheless, visits to the countryside are significant for local tourism, and countryside recreation in particular is increasing in importance. Tourism can provide for diversification in the rural economy and can be accommodated in so far as the scale, location and impact of such uses can be kept within acceptable limits.

Priorities for Rural Area

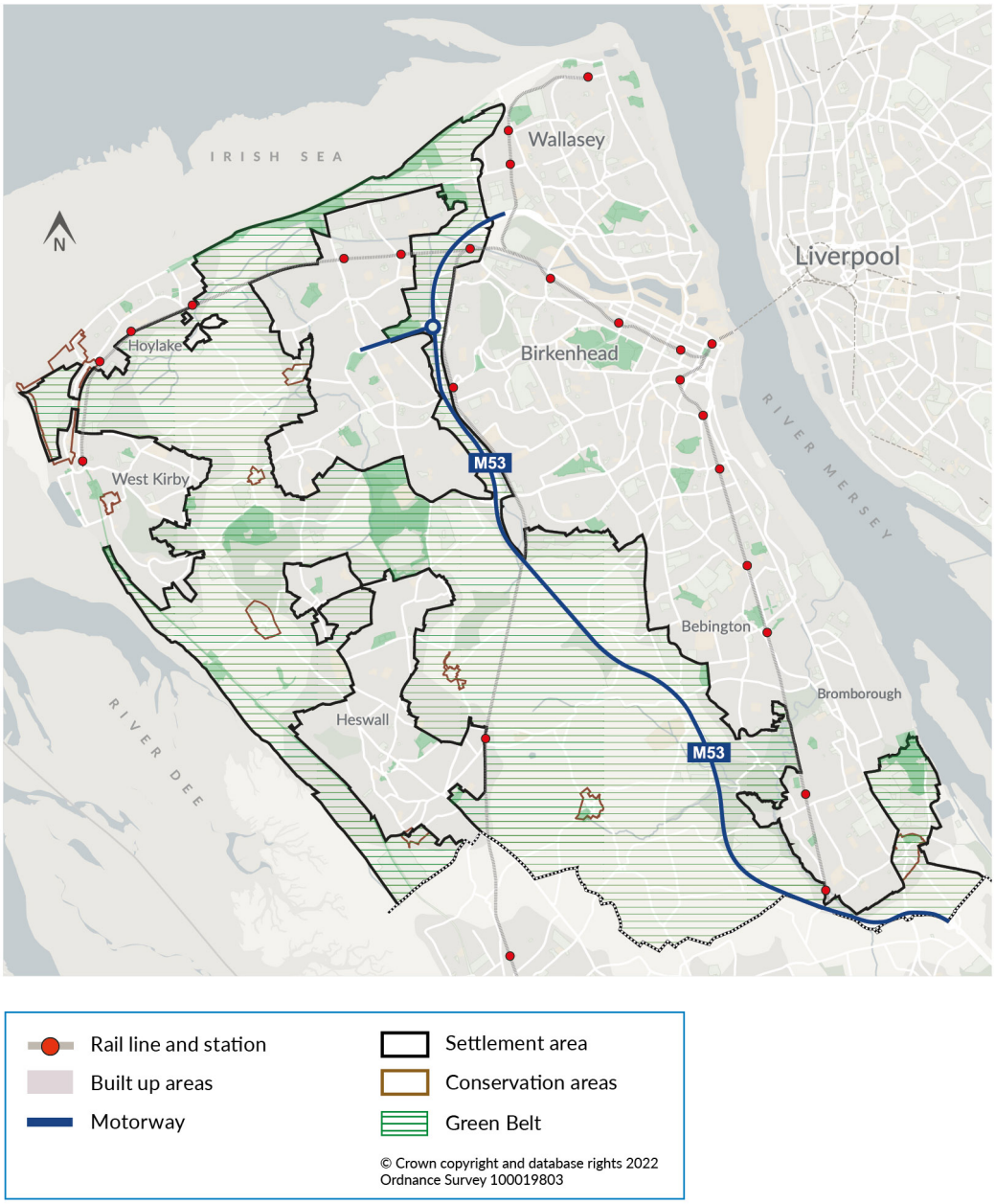
5.71 The priorities for the Rural Area are to:

1. Preserve the openness and rural character of the Green Belt through the application of national Green Belt controls and through the policies set out below.
2. Maintain and enhance the open aspect and natural and semi-natural character of the coastline; the national and international importance of the inter-tidal foreshores, part of which are in unfavourable recovering condition and their supporting habitat; the value of a linked network of biodiversity and geodiversity assets and wildlife corridors, including any linkages with the surrounding urban areas and the facilities and open spaces provided for coastal and countryside recreation through mitigation measures identified in the LCR Recreational Disturbance Avoidance and Mitigation Strategy (RMS) and policies including Policy WS 5 Strategy for Green and Blue infrastructure, Biodiversity and Landscape Protection and Policy WD 3 Biodiversity and Geodiversity.
3. Preserve or enhance the character and appearance of the Conservation Areas at Barnston, Eastham Village, Frankby, Gayton, Saughall Massie, Thurstaston and Thornton Hough and the setting of other heritage assets, such as the Historic Park and Garden at Thornton Manor, through policies including Policy WD 2 Heritage Assets and the specific policies for these areas set out below.
4. Recognise the economic and other benefits of the best and most versatile agricultural land.
5. Encourage farm-based diversification, where this will benefit economic activity and maintain or enhance the rural environment.

156 4,304 hectares or 58% of the designated Green Belt, Study of Agricultural Economy and Land in Wirral (ADAS, 2019), page 7, paragraph 3.1.1

6. Support improved woodland management, woodland creation and, where feasible, the production of biomass.
7. Minimise the visual and operational impact of essential infrastructure including any appropriate development for agriculture and forestry; and for sport and recreation on local character through Policy WD 1 Landscaping, Policy WD 3 Biodiversity and Geodiversity and the specific policies set out below.
8. Manage the impact of road transport along routes to Birkenhead and the M53 Motorway and promote sustainable transport, to minimise the impact on the natural environment and provide safe pedestrian and cycle access, through policies for transport improvements and the promotion of sustainable transport.
9. Manage, mitigate and reduce the impact of flood risk along river corridors and the low-lying North Wirral coastal plain through Policy WD 4 Coastal Protection, Food Risk, Sustainable Drainage and Natural Water Management.

Figure 5.10 Map of Key Designations and Allocations in Rural Settlement Area



Conservation Areas

5.72 All the main rural settlements, with the exception of Brimstage, Raby and Storeton, are also designated as Conservation Areas addressed by Policy WP 8 criteria D.-I.:

1. **Barnston Village Conservation Area** can be traced back to the Domesday Book. The earliest remaining buildings date from the 18th Century. Still dominated by working farms, the Village retains its essentially rural character and represents a good example of a post mediaeval nucleated settlement.
2. **Eastham Village Conservation Area** is mediaeval in origin and still retains its mediaeval street pattern. The rich variety of irregularly clustered period buildings in an open or wooded setting and the visual dominance of the church, and the village cross, and war memorial determine the distinctive character of the Area.
3. **Frankby Village Conservation Area** is a compact, historic, rural village which still retains many of the historic features of its agricultural past, with their distinctive unifying features of scale, layout and design, reinforced by its continued separation from the more modern built-up areas nearby.
4. **Saughall Massie Conservation Area** contains a small, agricultural settlement of mediaeval origin, as well as some of the surrounding fields, which continue to provide an appropriate rural setting for the Village. Most of the historic buildings which remain date from the early to mid 17th Century, alongside characteristic features such as stone walls, mature hedgerows and narrow roads and lanes.
5. **Thurstaston Conservation Area,** originally a farming community, still retains the image of a traditional English rural village, with its Church, Hall, School House and surrounding farmsteads. The character of the Area primarily derives from its topographical setting, the surrounding landscape including a number of important tree groups and the character, design and layout of the remaining historic buildings and enclosures.
6. **Thornton Hough Conservation Area**, originally built during the late 19th and early 20th Centuries as an "estate village" to house the employees of the Leverhulme Estate, is largely characterised by the scale, materials and architectural detailing of buildings and terraces, which directly reflect the different phases of its development and the contrast between the areas developed by Joseph Hirst and those subsequently built by William Lever, and the visual richness of the wide variety of design and architectural detailing they introduced.

Policy WP 8

Policy for the Rural Area

Agricultural Land

A. Proposals should seek to avoid the loss of best and most versatile agricultural land; areas of poorer quality land should be preferred. Where the loss of best and most versatile agricultural land cannot be avoided, the harm involved will be weighed against the benefits of the proposal.

B. Proposals that would lead to the significant loss of agricultural land should be accompanied by:
   1. an appropriate up-to-date soil survey and technical land quality assessment;
   2. a description of the extent of hard development and of the extent and depth of disturbance to soil structure proposed relative to the quality of elements of the site (if different); and
   3. where the development would lead to the loss of best and most versatile agricultural land, the proposal should be accompanied by a viability and impact assessment for each farm unit affected to understand the potential effect on the farm and local economy.

Public Rights of Way and Access

C. Proposals will be required to protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to

existing rights of way networks or by improving their character, while continuing to protect the rural economy and environment.

Conservation Areas

Barnston Village (CON-SA8.1)

D. Proposals within Barnston Village Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the settlement's distinct agricultural and rural character or appearance, its setting and visual character;
2. preserve or enhance the wooded corridor and surrounding field systems;
3. preserve or enhance the significance of historic landmark buildings dating back to the C18; the Church, the Vicarage, the Hall and Beech Farm;
4. retain and reinstate the characteristic use of historic cobbled lane surfaces and local red sandstone boundary treatments to domestic and agricultural properties as well as agricultural wooden gates and a variety of stone pillar entrances.

Eastham Village (CON-SA8.2)

E. Proposals within Eastham Village Conservation Area will be supported where they, amongst other considerations:

1. retain the design, architecture, grouping and setting of the roadside cottages, the back-to-front houses and the larger properties;
2. preserve or enhance the C12 Church of St Mary, its churchyard, war memorial and 1800 year old yew tree;
3. preserve or enhance the winding mediaeval street pattern;
4. include street furniture that is designed to enhance the Conservation Area as it is an important component in character definition;
5. preserve or enhance the unifying features of the landscape and street scene, including the extensive canopy of mature trees, historic sandstone boundary walls and gateposts;
6. preserve or enhance the setting of the village within the landscape.

Frankby Village (CON-SA8.3)

F. Proposals within Frankby Village Conservation Area will be supported where they, amongst other considerations, preserve or enhance:

1. the character or appearance of an historic rural village, isolated from neighbouring settlement;
2. the winding unadopted lanes with their enclosed character;
3. local sandstone walls and decorative gate-posts;
4. the mixtures of construction materials and finishes;
5. the range of agricultural buildings and their layout;
6. the area of common land known as Frankby Green.

Saughall Massie Village (CON-SA8.4)

G. Proposals within Saughall Massie Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the character or appearance of the settlement's distinct compact architectural setting and form;
2. retain the rural setting, scale and character of the old Village core;

3. retain unifying features, including but not limited to, sandstone boundary walls, narrow mature hedgerow, enclosed lands, courtyard laid out building groups, with all structures and buildings constructed from consistent and sympathetic materials;
4. ensure that conversions of buildings preserve or enhance the Conservation Area's agricultural character and preserve or enhance the villages overall character and setting.

Thurstaston (CON-SA8.5)

H. Proposals within Thurstaston Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the essential features, character or appearance, grouping, size, mass, design, and style of an historic English hamlet with its Manor house, Church, farmhouse and farm buildings grouped around a public green;
2. preserve or enhance its rural character, retaining its sandstone boundary walls, and close cut hedges;
3. preserve or enhance the fundamental countryside elements of its rural character including but not limited to its landscape setting, cobbled surfaces, rough 'unmetalled' tracks and soft verges;
4. preserve or enhance the distinctive character or appearance of the Conservation Area's sub zones that exemplify different historic periods and land use;
5. preserve or enhance the area of open land in front of St Bartholomew's known as 'the Green';
6. retain trees and woodland, including but not limited to, the north of Thurstaston Hall, to the south west of the Station Road/Telegraph Road roundabout, and to the east of Station Road between the two lodges.

Thornton Hough (CON-SA8.6)

I. Proposals within Thornton Hough Conservation Area will be supported where they, amongst other considerations:

1. preserve or enhance the character or appearance of a compact settlement pattern within the setting of the historic country estate;
2. preserve or enhance the consistency of scale, and the variety of design, building materials and architectural detailing of individual buildings and cottage terraces within the Area;
3. preserve or enhance the significance including their settings of St George's Church and All Saints Parish Church, as focal points within the Village;
4. retain the open character of Thornton Hough Recreation Ground, to preserve the visual setting of the Village;
5. retain the contrast between the areas of the village developed by Joseph Hirst and those subsequently built by William Lever;
6. preserve or enhance the wide variety of architectural design and visual richness that Hirst and Lever introduced;
7. maintain views and vistas including but not limited to the Neston Road to the village, St George's and All Saints churches, the thatched cricket pavilion;
8. retain views into and out of the Village.

Development in the Rural Areas

5.73 The Council will apply National Policy for Green Belt in the determination of proposals within the Rural Settlement Area in addition to the other relevant policies in this Local Plan.

5.74 The Wirral Agricultural Economy and Land Study indicates that existing productive agricultural land in Wirral has the potential to be best and most versatile (BMV) agricultural land falling within Grades 1, 2 or Sub-Grade 3A of the national Agricultural Land Classification[157]. Avoiding loss of BMV land is the priority as mitigation is rarely possible.

5.75 Land quality assessments should be carried out by an appropriately qualified independent professional in accordance with Agricultural Land Classification (ALC) of England and Wales – Revised Guidelines and Criteria for Grading the Quality of Agricultural Land (Defra 1988) or nationally approved successor guidance. Findings should be presented in a report which will include plans indicating the location of investigation points and ALC grades for the sites affected.

5.76 Further guidance for protecting soils, irrespective of their ALC grading, both during and following development is available in Defra's Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.

157 Study of Agricultural Economy and Land in Wirral (ADAS, 2019)

Part 6 Detailed Policies

Introduction to Detailed Policies

6.1 This Part of the Plan deals with detailed policies for development management that relate to the specific qualities of a site, or types of development.

Landscaping

6.2 Appropriate and effective use of landscaping, including trees, hedgerows and planting, is fundamental to ensuring high quality design of development, which maintains and enhances the distinct character and heritage of all areas in Wirral. It can positively contribute towards sustainable development by improving the visual impact of new development, contributing to networks of natural habitats, helping to alleviate flood risk through the use of permeable surfaces, improving air quality and promoting health, well being and amenity for users of the development. This matter links directly to Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection, Policy WS 6 Placemaking for Wirral, Policy WS 7 Principles of Design, Policy WD 4 Coastal Protection, Flood Risk, Sustainable Drainage and Natural Water Management and Policy WD 24 Open Space and Outdoor Sports Provision.

6.3 Policy WD 1 sets out the main considerations that the Local Planning Authority will take into account in assessing the adequacy of landscaping proposals. These will primarily relate to the individual circumstances of the site, the location and the nature of the development proposed, and the protection of any characteristic features already present on the site. The existing value of vegetation and trees on site will be measured using the DEFRA Biodiversity Metric as part of the approach to Biodiversity Net Gain outlined in Policy WS 5 criteria D. and E. Ecological Networks, and Policy WD 3 Biodiversity and Geodiversity.

6.4 The objective is to ensure that the condition, size, visual significance and the wildlife value of existing landscape features, including any established trees, ponds, stone walls and piers are properly assessed; and ensure provision can be made to protect and maintain existing and new plantings and prevent damage to existing trees from building operations, storage and trenches for foundations, cables and other utilities. Where feasible allowing the regeneration of good quality vegetation is preferable to removal and replacement, although this is species dependent.

6.5 Control over the species mix is necessary to ensure the successful growth of new native planting and prevent invasive or exotic species that pose a threat to other wildlife. Special care will also be applied where landscaping needs to be more robust to prevent misuse or erosion.

6.6 It is important that all gates, walls, fencing and boundary treatments are designed to be compatible with the setting of the area and should be used to create safe and visually attractive development.

Policy WD 1

Landscaping

Landscaping Proposals

A. Development proposals will be required to demonstrate how suitable landscaping has been used to contribute positively to visual amenity and successfully integrate the development within the landscape character and local distinctiveness of the area including its heritage. The natural regeneration of suitable plant species on-site will be encouraged.

B. Landscaping proposals should also be designed to support climate change adaptation and mitigation while taking into account local climatic influences, improve surface water control, enhance air quality management, and deliver Biodiversity Net Gain.

C. Plant and tree selection should be based on the soil type using the most appropriate species from local nursery stock, be UK and Northern Ireland sourced and grown and conform to the latest British Standard. Species suitable for growing on green roofs, balconies, walls and court yards will also need to be considered, particularly for sites where there is limited scope for traditional planting. All plants should be suitable for local climatic conditions including salt and wind exposure. In all landscaped planting native or wildlife friendly species should be given priority.

D. Proposals for hard surfacing should use high quality materials, including permeable surfaces where appropriate and boundary treatment, including fencing, walls, gates and railings should be locally distinctive and appropriate to the character of the area.

E. Planning permission will be subject to conditions relating to the protection of existing features specified for retention, the timing and aftercare of new planting including provision for the replacement of stolen, damaged, diseased or dead plants or trees throughout the period until newly planted stock is established and capable of normal growth.

Trees

F. In assessing the protection to be given to trees on development sites the Local Planning Authority will consider the general health, structure, size and life expectancy of trees, their visual value within the locality and their value for nature conservation and will require that buildings, structures and hard surface areas are sited in order to:

1. substantially preserve the wooded character of the site or of the surrounding area;
2. provide for the protection of trees and hedgerows of visual or wildlife value, in accordance with their value;
3. ensure that trees to be retained have adequate space in order to prevent damage to their canopy or root structure during construction and to allow for the future growth of canopy and roots to normal mature sizes;
4. avoid future pressure in respect of retained trees and hedgerows for their removal or reduction (on grounds of living conditions or health and safety); and
5. protect trees on adjacent land which may be affected by the development proposed.

G. Applications should include an arboricultural assessment in accordance with the latest British Standards alongside detailed plans showing the location of individual trees to be affected by the development proposed, together with information related to trunk girth, species mix, height, canopy spread and general health and condition. Trees to be felled should be clearly indicated and their proposed felling clearly justified.

H. Where development involving the loss of trees is to be permitted, the Local Planning Authority will normally require replacement trees to be planted, in a suitable location with the most appropriate species. Where this is required in order to protect or conserve local amenity, having regard to the Council's Tree, Hedgerow and Woodland Strategy.

I. Planning conditions will include provision for the future maintenance of newly planted stock, including the replacement of failures, until the newly planted stock is established and capable of normal unaided growth; and during the construction period, measures related to the protection of trees to be retained.

J. Work to trees, including felling, removal, thinning and crown lifting must be completed prior to construction commencing in accordance with a scheme of work agreed in advance with the Local Planning Authority.

Implementation

6.7 Trees that will be too close to buildings or site layouts which are too cramped to provide for the normal growth of trees to maturity are likely to lead to pressure for their subsequent removal. Therefore, the siting and layout of new development and the provision of usable amenity space will be carefully regulated in order to prevent the need to remove trees once the development is complete and occupied. The Council expects planting to be in accordance with the Wirral Tree Hedgerow and Woodland Strategy[158].

6.8 In addition to the powers and duties outlined above, the Local Planning Authority also has the power to issue Tree Preservation Orders where it is "expedient in the interests of amenity". Such an Order provides additional protection to selected trees and woodlands where their removal or cutting would have a significant impact on the environment. While Policy WD 1 is not a definitive strategy for Tree Preservation Orders, the criteria related to health, size, visual value and nature conservation value will form primary considerations in the issue of new or revised Orders.

158 Wirral Tree Hedgerow and Woodland Strategy 2020-2030, with Wirral Initiative on Trees.

6.9 Development proposals should, where required, provide an implementation and maintenance plan with aftercare specifications that will ensure the successful growth of new planting and provide protection for any existing species and other features that will be retained in accordance with the latest British Standards for general landscaping and trees.

Heritage Assets

6.10 The need for new development must be seen alongside the high priority to be given to conserving Wirral's built and archaeological heritage and the need to protect areas of special environmental quality. Conservation Areas, Listed Buildings, Scheduled Monuments, Parks and Gardens and other non-designated heritage assets and archaeological sites all represent important landmarks throughout the Borough which directly contribute to the wider character of the area and its identity. They are worthy of special protection in their own right. Great weight will be given to the asset's conservation, taking into account its significance, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance - in line with National Policy. Policy WD 2 criteria G. and H. should be read alongside the individual policies for each Conservation Area in the Borough found in Part 5 of this Local Plan. Conservation Areas, Scheduled Monuments and registered Historic Parks and Gardens are listed in Appendix 16.

6.11 Such heritage is vulnerable to change. Once lost or altered it cannot be adequately replaced and it is important that the most valuable sites and structures are not needlessly or thoughtlessly harmed. Policy WD 2, therefore, provides for Wirral's cultural heritage to be conserved having regard to the significance of the asset in line with national policy and seeks to ensure that the case for conservation and enhancement is fully considered when assessing all proposals for new development.

6.12 The Council seeks to ensure a balanced approach between protecting the heritage assets of Wirral and ensuring they contribute to tackling climate change and reducing carbon emissions in the Borough. Adaptive use or continued use of a building gives significant carbon savings in terms of embodied carbon in the fabric of the building. The focus of criterion F. of this policy is to enhance the performance of heritage buildings as much as practical without damaging their significance.

6.13 Undesignated heritage assets may be of regional or local interest, and although not formally recognised in the same way as Listed Buildings, and Conservation Areas, also have a role to play in distinctive placemaking. They are often part of a cherished local context, or have historic or communal value which forms part of local identity, helping to define or describe particular characteristics of specific places and their history.

6.14 It is Government policy that great weight should be given to the conservation of nationally important remains, whether scheduled or not. However, because of the essentially invisible and undetermined nature of many archaeological sites, the justification for preservation should be assessed on the individual merits of each case. Policy WD 2, therefore, provides for an assessment of the potential archaeological value of a site to be undertaken before the decision to allow development is made.

6.15 National Planning Practice Guidance indicates that local planning authorities should protect Registered Parks and Gardens, both when preparing development plans and in determining planning applications. This extends not only to the significance of the asset itself but also to its wider setting. Policy WD 2, therefore, seeks to ensure that the significance of such sites, together with their setting, is protected from inappropriate development.

Policy WD 2

Heritage Assets

Protecting Heritage Assets

A. Development proposals which preserve or enhance Wirral's historic environment will be supported.

B. Development proposals which have the potential to impact upon a heritage asset or its setting must be accompanied by proportionate evidence set out in a Heritage Impact Assessment.

C. Harm or loss to designated heritage assets and their settings, will not be permitted unless there is clear and convincing justification in line with national policy. Proposals likely to cause substantial harm to or loss of the significance of a heritage asset or its setting will only be permitted where:

1. there are exceptional circumstances to clearly justify substantial harm or loss to a Grade II Listed Building or Grade II Registered Park or Garden; or
2. there are wholly exceptional circumstances to clearly justify substantial harm or loss to a Scheduled Monument or equivalent archaeological asset, a Grade I or Grade II* Listed Building or Registered Parks and Gardens, or World Heritage Sites; and
3. the development is necessary to achieve substantial public benefits, which would clearly outweigh the harm or loss, or all the following apply:
    i. the nature of the heritage asset prevents all reasonable uses of the site; and
    ii. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
    iii. conservation by grant funding of some form of not for profit, charitable or public ownership is demonstrably not possible; and
    iv. the harm or loss is outweighed by the benefit of bringing the site back into use.

D. Development proposals likely to cause less than substantial harm to the significance of the heritage asset or its setting will only be supported where it is clearly demonstrated that the harm will be outweighed by the public benefits of the proposal, including where appropriate securing optimum viable use.

E. Development proposals will be supported where they seek to retain and enhance a non-designated heritage asset. Where harm would result to a non-designated asset a balanced judgement will be taken having regard to the scale of any harm or loss and the significance of the heritage asset.

Improvements to Heritage Assets

F. Proposals to enhance the environmental performance of heritage assets will be supported where a sensitive approach to design and specification has taken into account the significance of the asset and that any conflict between the conservation of the asset and the proposal is avoided or minimised. Any works should be undertaken based on a thorough understanding of the building's historic significance and demonstration of the buildings environmental performance. Planning applications should be accompanied by an assessment of the buildings current fabric and energy performance and that expected on completion of the works.

Conservation Areas

G. Development proposals that preserve or enhance the character or appearance of Wirral's Conservation Areas will be supported. Proposals will be assessed using, where relevant, the applicable conservation area policy, any Conservation Area appraisals, management plans and/or master plans for the area which have been approved by the Council. Demolition

will only be supported within a Conservation Area as part of approved plans for the redevelopment or treatment of the site, where the proposals are compatible with the wider objectives of Conservation Area designation.

H. New proposals for development shall have integrity and authenticity, and respect the form, mass, materials and character of the existing context. If a traditional design is proposed, this should be based on a thorough understanding of the style, and fully detailed. Poorly designed pastiche will not be permitted.

Archaeological Assets

I. Development proposals will be supported where they provide an opportunity to better understand and record non-designated archaeological sites of local interest. When considering development proposals that affect a non-designated site of archaeological interest any of the following will be required depending upon the nature of the proposal and asset:

1. a desk study,
2. ground survey,
3. recording of the asset,
4. ongoing site monitoring during the construction period.

Implementation

6.16 Where a Heritage Impact Assessment is required to accompany a planning proposal it should detail the significance of the affected heritage asset and record any proposed loss (wholly or in part). The record should meet the standard of the Historic Environment Record and be made available for public inspection. The scale of harm will be assessed in respect of the degree to which it impacts on the conservation significance of the asset.

6.17 In respect of criterion F., consideration of improvements to heritage assets, acceptable levels of adaptation will depend upon the significance of the heritage asset. As identified in Policy WD 2 Heritage Assets, where works would harm the heritage asset's integrity or significance, that harm will be weighed against the public benefit of the proposal. Proposals for works to heritage assets will need to demonstrate a thorough understanding of the building via the submission of the following:

i. survey of existing construction, to include walls, floors, ceilings and roofs;
ii. measure data of existing environmental performance of the building's fabric;
iii. baseline energy consumption data before and after improvements have taken place;
iv. description of measures to be implemented to achieve the expected performance; and
v. a Heritage Statement.

6.18 In general terms, demolition within a Conservation Area will only be acceptable where the premises or structures involved have little or no merit in terms of their contribution to the history, character or appearance of the Conservation Area concerned. The Local Planning Authority will, however, normally encourage proposals to develop or replace buildings or areas which do not make a positive contribution to the character and appearance of the Conservation Area, in line with the conservation area appraisal. Demolition required under these circumstances will only be supported provided that the design, accompanying information including heritage statement and timescales are satisfactory.

6.19 All planning applications received by the Local Planning Authority are routinely reviewed for their archaeological implications. Applicants will, therefore, be informed, as soon as possible, if their proposals are likely to affect a known or presumed archaeological site. Prospective applicants are however strongly advised to seek to establish the archaeological importance of their land at the earliest possible stage. The archaeological status of land in Wirral can be established by reference to the Merseyside Historic Environment Record which contains a database of all known archaeological sites throughout the Borough.

Biodiversity and Geodiversity

6.20 The Council has a general statutory duty to have regard to the purpose of conserving biodiversity and a more specific duty to encourage the management of features of the landscape which are of major importance for wild flora and fauna. In addition to the requirements set out in strategic Policy WS 5 Strategy for Green and Blue Infrastructure, Open Space, Biodiversity and Landscape Protection, Policy WD 3 supports the protection and enhancement of biodiverse and geodiverse assets, and ecological networks, and the provision of Biodiversity Net Gain. Ecological networks support the movement of species, their geographical range, and prevent isolation of habitat.

6.21 It has been agreed with Natural England that the coastal European sites in the wider Liverpool City Region are under increasing pressure from recreation associated with housing and tourism growth. To avoid adverse in combination effects of this Local Plan, the Council has set out an Information and Guidance Note: Interim Approach to Avoid and Mitigate Recreation Pressure in Wirral, to be agreed upon with Natural England. This sets out the Council's interim strategic approach to dealing with the potential recreational disturbance associated with housing growth proposed in the Local Plan, the mitigation measures to be implemented in Wirral and the arrangements for governance, reporting and monitoring. The interim approach will be in place until the Liverpool City Region Recreational Disturbance and Mitigation Strategy is completed and approved for implementation, expected to be in June 2023.

6.22 It should also be noted that this interim approach does not deal with any other impacts on the European sites such as loss of habitat, visual disturbance, increased noise including from construction, effect on water quality etc., – which may arise from new housing, or the potential impact of other types of development such as new employment sites. In order to protect waders and waterfowl from disturbance and potential displacement from preferred foraging or roosting sites Policy WD 3 includes requirements in respect of construction practices and impact assessments. A list of relevant sites is found at Appendix 17.

Policy WD 3

Biodiversity and Geodiversity

A. Where significant harm to biodiversity resulting from development cannot be avoided, adequately mitigated or, as a last resort, compensated for, then planning permission will be refused.

B. Development which may result in a likely significant effect on an internationally important site must be accompanied by sufficient evidence to enable the Council to make a Habitats Regulations Assessment. Adverse effects should be avoided and/or mitigated to ensure that the integrity of internationally important sites is protected. Development which may adversely affect the integrity of internationally important sites will only be permitted where there are no alternative solutions, there are imperative reasons of overriding public interest, suitable mitigation is in place and compensatory provision is secured. Such mitigation includes managing the impacts of construction. This also applies to functionally linked land, i.e. sites and habitats outside the designated boundaries that support species listed as being important in the designations of the internationally important sites.

C. Following the application of the biodiversity harm avoidance, mitigation and compensation hierarchy, development which may cause significant harm to other designated sites of nature or geological conservation importance, Priority Habitats, legally protected species and Priority Species of conservation concern will only be permitted on:

    1. Sites of National Importance (including Sites of Special Scientific Interest (SSSIs) and National Nature Reserves (NNRs)): where there are no alternatives and where the benefits of development clearly outweigh the impact on the features for which it is designated and its broader contribution to the national network, and a suitable mitigation or compensation strategy exists;

2. Sites of Local Importance - Local Nature Reserves, Local Wildlife Sites and Regionally Important Geological/Geomorphological Sites: where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation or geological value of the site and its broader contribution to the Liverpool City Region Ecological Network, and a suitable mitigation or compensation strategy exists;
3. Sites including Irreplaceable Habitats (as defined in national planning policy and including ancient woodlands and ancient or veteran trees) or Priority Habitats where there are wholly exceptional reasons and a suitable mitigation or compensation strategy exists.

D. Adequate buffer zones to protect the asset must be incorporated into the design for any development adjacent to or affecting a designated biodiversity or geodiversity asset; a priority habitat or priority species of conservation concern; legally protected species; and irreplaceable habitats including ancient woodland; and ancient or veteran trees. Such buffer zones should be maintained as semi natural vegetation ecologically appropriate to the asset concerned.

E. A Preliminary Ecological Appraisal will be required to identify development proposals which have the potential to affect important ecological features and assets such as: sites of nature conservation importance, Priority Habitats, legally protected species or Priority Species of conservation concern. Where potential significant effects to important ecological features are identified, development proposals must be supported by an Ecological Impact Assessment which will include the ecological baseline, important ecological features, impact assessment and details of avoidance, mitigation and/or compensation measures where appropriate.

F. Development proposals must demonstrate that adequate provision has been made over the lifetime of the development for appropriate ongoing access management, habitat management, monitoring, maintenance and enhancement of biodiversity or geodiversity interests which can be secured by planning conditions or legal agreement.

G. The policy applies where development proposals in Wirral may directly or indirectly affect sites with known conservation value in a neighbouring authority area.

H. This policy will apply to other sites recognised during the Plan period as being of nature conservation or geological importance, including but not limited to land provided as compensation through the mitigation hierarchy, Biodiversity Net Gain compensation areas, newly designated sites of importance for nature conservation, additional areas within the Liverpool City Region Ecological Network and areas identified in the forthcoming Local Nature Recovery Strategy and Nature Recovery Network.

Implementation

6.23 Policy WD 3 will apply to all planning applications on, adjacent to, or likely to affect a designated biodiversity or geodiversity asset; a priority habitat or priority species of conservation concern; legally protected species; and irreplaceable habitats including ancient woodland; and aged or veteran trees. Protected wildlife and geological sites are shown on the Local Plan Policies Map and designations are shown on Figure 2.6 and Figure 3.8. These should be regarded as a point in time representation because the network of Local Wildlife Sites is subject to periodic review through the Wirral Local Sites Partnership. This review uses an agreed site selection process and site selection criteria produced by the Cheshire Wildlife Trust prior to designation. The potential Local Wildlife Sites shown on Figure 2.6 and on Figure 3.8 are not shown on the Local Plan Policies Map or included in the list of sites in Appendix 17 because they have still to complete the process of designation. Potential Local Wildlife Sites are however included on the Council's Development Management Hazards system so that the appropriate local nature conservation body is consulted on planning applications likely to affect them. Policy WD 3 criterion H. will provide protection for these sites, once designated, pending their inclusion on the Policies Map and in Appendix 17 in a subsequent revision of the Local Plan.

Mitigation Hierarchy

6.24 Criteria A. and B. identify that all development is expected not to adversely affect a SSSI, harm the integrity of a European Site, or result in the loss or deterioration of irreplaceable habitats. In the case of other designated and undesignated ecological features and biodiversity assets, and in line with the good practice principles of Biodiversity Net Gain, in the first instance biodiversity assets should be avoided, retained and managed appropriately within the layout of the development. Where this is not possible, mitigation should be implemented on-site or off-site - whichever is the most appropriate to maintain the integrity of the feature or asset and prevent significant residual adverse effects from occurring. As a last resort compensation can be provided, but only when the requirements for avoidance and mitigation have been proven to be unfeasible. The use of off-site measures will not be acceptable if the development itself represents overdevelopment of the site and an alternative layout or quantum can better accommodate the avoidance, retention or mitigation of biodiversity features or assets and habitat creation delivered through Biodiversity Net Gain.

Habitats Regulations Assessments

6.25 National and international designations are notified to the Council by Government. A separate statutory assessment is required for development that may have a detrimental impact, either alone or in combination with other plans and/or projects, on the conservation objectives of a designated European Site. Applicants will be required to provide sufficient information to allow the Council to determine whether an assessment under the Habitats Regulations is necessary and to complete any assessment that may be required. The Council will work in partnership with neighbouring authorities to address the impacts of development on European Sites located outside of the Borough.

6.26 To be compliant with the Habitats and Species Regulations 2017, as amended, applicants are required to produce evidence that their development will not result in adverse effects on the integrity of nearby European sites regarding the loss of functionally linked habitat. To demonstrate this, a survey will be required, to determine whether the habitats in a land parcel are likely to be suitable for supporting designated bird species. Where this is found to be the case, non-breeding bird surveys covering autumn, winter and spring, typically constituting at least two survey seasons, will be required to determine if the site and/or neighbouring land support more than 1% of the qualifying population of a species. If habitat is shown to be functionally linked to a European site, mitigation and avoidance measures will be required as part of project-level Habitats Regulations Assessments to ensure that developments do not result in adverse effects on site integrity.

Impacts of Construction

6.27 To minimise the effect of visual and noise disturbance, it is recommended that any construction work, and associated road infrastructure, within 300m of the Mersey Narrows and North Wirral Foreshore SPA and Ramsar, the Dee Estuary SPA and Ramsar and the Mersey Estuary SPA and Ramsar is undertaken during periods when bird populations of these sites are low, i.e. during summer months.

6.28 Furthermore, given the presence of highly sensitive bird species on functionally linked habitat near development allocations, it is advised that such a distance is also maintained regarding functionally linked habitat. Construction within 300m of the SPAs/ Ramsars, or functionally linked habitat parcels, should be carried out between April and August, when most qualifying species are unlikely to be present in great numbers. This particularly applies to construction processes associated with high noise levels e.g. impact piling.

6.29 If construction cannot be timed to avoid the winter and passage periods, then an impact assessment will need to be undertaken, to confirm that noise will remain at acceptable levels, agreed upon with Natural England, near qualifying bird assemblages. This may encompass the comparison of modelled construction noise levels to pre-construction baseline noise measurements. Mitigation of noise impacts may be required, including the provision of screens, selection of less noisy equipment or techniques, damping and noise shielding of equipment or avoidance of lighting in sensitive locations. Noise mitigation may also be required well into April/ May, because signification proportions of the populations of some non-breeding species may linger in coastal areas of north-west England beyond March.

6.30 Construction sites within 300m of known bird roosts in the SPAs and Ramsars or functionally linked habitats should have appropriate screening in place to minimise visual disturbance.

Appraisal and Assessment

6.31 Preliminary Ecological Appraisal (PEA) and Ecological Impact Assessment (EcIA) required under Policy WD 3 criterion E. must be undertaken by a suitably qualified ecologist, using current best practice guidance at an appropriate time of year, in suitable weather conditions to ensure robustness of findings. EcIA is a process of identifying, quantifying and evaluating the potential effects of development-related or other proposed actions, on habitats, species and ecosystems. Further guidance on the required content of a PEA or EcIA is set out in the Council's Development Management Validation Checklist. Reports should accord with the guidance given by relevant professional bodies e.g. Chartered Institute for Ecology and Environmental Management (CIEEM).

6.32 Biodiversity and geodiversity features and assets for the purpose of an ecological assessment under criterion E. can be considered important for a variety of reasons and the rationale used should be explained to demonstrate a robust selection process. Importance may relate for example, to the quality or extent of designated sites or habitats, to habitat or species rarity, to the extent to which they are threatened throughout their range, or to their rate of decline. They include: the Liverpool City Region Ecological Network, and successor mapping; internationally, nationally, and locally designated sites and priority habitats; any sites that support protected or priority species of conservation concern as well as any other site that has important biodiversity value.

6.33 The ecological assessment to be submitted with such applications must be to the standard of BS 42020 Biodiversity Code of Practice for Planning and Development which includes the ecological value of the site and expected impact of the proposal, or any future revision.

Mitigation and Compensation

6.34 Where it is not possible to locate a proposal on an alternative site to avoid harmful impacts and mitigation or as a last resort compensatory provision is required, this will normally be secured through controls over design and layout, including planning conditions and, where necessary, legal agreements, subject to consultation with appropriate wildlife professionals, before planning permission will be granted.

6.35 Mitigation on European Sites will be taken on a case by case basis and may include additional off-site areas, management of international sites and the monitoring of such measures.

6.36 Policy WS 5 and the Wirral Green and Blue Infrastructure Strategy[159] identify biodiversity assets within Wirral and opportunities for habitat creation, enhancement and restoration, to help better connect existing sites to create coherent and resilient ecological networks.

Coastal Protection, Flood Risk, Sustainable Drainage and Natural Water Management

6.37 Wirral is a low lying peninsula, bounded by the River Mersey, the Irish Sea and the River Dee, with a comprehensive network of “ordinary watercourses”, many of which are culverted. With some of the focus of growth near Wirral’s considerable coastline, it is important that the issues of coastal erosion and flooding are taken into account when determining planning applications. Sea defence measures are a key part of coastal management to reduce the risks of flooding and erosion. The Council’s policies for coastal defence and management are set out in the Shoreline Management Plan[160] and the Wirral Coastal Strategy[161]. In addition the North West England Marine Plan of the Marine Management Organisation is material to decisions regarding coastal development. Based on a review of the available evidence, the Council considers that designation of one or more Coastal Change Management areas along the Borough's coastline would not be justified or necessary in this Local Plan. However, Coastal Change

159 Wirral Green and Blue Infrastructure Strategy (LUC, 2020 and 2021)

160 North West Shoreline Management Plan (North West and North Wales Coastline Partnership, 2016)

161 Wirral Coastal Strategy (AECOM, April 2013)

Management Area requirements should be reconsidered when the Local Plan is reviewed or replaced, and take into account any further information, evidence or policy change in the Shoreline Management Plan.

6.38 The main river catchments in the Borough are the River Birket and the Dibbinsdale Brook with a sandstone ridge running from West Kirby to Heswall marking the watershed between the Mersey and Dee Estuaries. Much of the Borough is founded on sandstone which forms an aquifer.

6.39 National planning policy directs development away from areas at risk of flooding through application of the sequential and exception tests. This Local Plan is supported by Strategic Flood Risk Assessment (SFRA) Level 1 and Level 2 modelling but at the time of publication the Environment Agency awaits new allowances for climate change. Therefore the onus is on the applicant to assess this aspect of flood risk and Policy WD 4 identifies this requirement. The Environment Agency publish Climate Change allowances at https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances

6.40 Increased urbanisation impacts the water cycle and if not carefully managed can lead to increased risk of flooding. The sustainable drainage systems (SuDS) approach to surface water management supports urban areas to better cope with severe rainfall by slowing down and reducing the quantity of surface water runoff from a developed area to manage downstream flood risk and reduce the risk of that runoff causing pollution.

6.41 Water quality can be impacted by the pollution of surface or ground water, and wastewater treatment works or sewerage system overflows. The Water Framework Directive[162] aims to raise the standard of water quality for all bodies of water with water management in river basin districts. All water bodies located within Wirral are currently considered to be in moderate or poor state[163]. Policy WD 4 seeks to improve upon this position in line with the Water Framework Directive. Accordingly, the North West and Dee Basin River Basin Management Plans[164] have been developed to identify the main issues and pressures on the water environment and appropriate actions. The Environment Agency operates licensing systems that protect watercourses. The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained, for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16m of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it is a tidal main river), and planning permission is not already in place.

6.42 The Lead Local Flood Authority (LLFA) lead in managing local flood risks and ordinary watercourses, whereas the role of the Environment Agency (EA) is to manage water quality across all water bodies as well as flood risk on Main Rivers.

Policy WD 4

Coastal Protection, Flood Risk, Sustainable Drainage and Natural Water Management

Coastal Defence and Erosion

A. Proposals for new coastal protection and sea defence works in line with the adopted Shoreline Management Plan and Wirral Coastal Strategy, and development allocations as well as windfall developments should demonstrate that there will be no adverse effects on

162 The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017

163 Catchment Data Explorer, Wirral Operational Catchment Water Bodies (Environment Agency, 2022)

164 North West River Basin District, River Basin Management Plan (Environment Agency, December 2015).

coastal processes, designated biodiversity or geodiversity assets, heritage assets and water quality. Public access to and along the coast should be preserved and where possible, enhanced.

B. Development proposals within areas likely to be affected by coastal erosion will only be permitted where it can be demonstrated that erosion or landslip are not likely to occur during the lifetime of the development and it is therefore safe, in line with national policy.

Flood Risk

C. Unless an existing SFRA Level 1 and 2 contains the most up-to-date allowances for climate change in the assessment of flood risk it is the applicants responsibility to assess climate change flood risk impacts using the most up-to-date planning guidance and use flood risk modelling where necessary to support their application.

D. Development must be located in areas at lowest risk of flooding from all sources, unless the Sequential Test and where appropriate the Exception Test set out in national policy have been passed. Within the site, uses with the greater vulnerability to flooding must be located in areas with lower risk of flooding.

E. Development proposals must not:

1. increase flood risk from any sources within the site or elsewhere; or
2. have adverse effects on ordinary water courses, tidal and fluvial defences.

F. Where possible development proposals should reduce the causes and impacts of flooding, including by taking measures to naturalise water courses such as de-culverting.

G. In addition to national requirements, a site specific Flood Risk Assessment is required for developments of less than 1 hectare in Flood Zone 1 where specific surface water flood risks are present. Surface water flood risk must be afforded equal importance and consideration as fluvial and tidal flood risk.

H. Development proposals must incorporate an integrated approach to the management of flood risk, surface water and foul drainage.

I. Ground floor and basement access levels of all development should be at least a minimum of 600mm above the highest of the following flood levels with an allowance for climate change, including an allowance for tidal risk that accounts for wind and wave height, taking into account the presence of defences and the residual risks of failure of those defences:

1. the 1 in 100 annual probability fluvial flood level; or
2. the 1 in 200 annual probability tidal flood level; or
3. a minimum of 300mm above the 1 in 100 annual probability surface water flood level.

Sustainable Drainage Systems and Natural Flood Management

J. Development will be required to make provision for foul and surface water drainage in accordance with the drainage hierarchy including using sustainable drainage systems (SuDS) where technically possible and viable.

K. Surface water should be managed as close to its source as possible. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be expected to be considered to mitigate the impact of potential flood risk and climate change.

L. Planning applications which may affect the water status within a biodiversity asset must show how they will maintain suitable water supply to the asset for the lifetime of the development.

M. Planning applications for major developments, and other developments where flood risk is likely, must clearly demonstrate how sustainable drainage will manage surface water runoff on the site. This must be in line with surface water drainage principles by integrating SuDS into the fabric of development using landscaped spaces and the construction profile of buildings and having regard to technical guidance produced by the Lead Local Flood Authority, unless there is clear evidence that this would be inappropriate. Applicants should consider site topography, any naturally occurring flow paths and any low lying areas where

water will naturally accumulate. Resultant layouts should take account of such existing circumstances to ensure the most sustainable drainage and flood resilient solution is achieved.

N. Sustainable drainage must be considered early in the design process and integrated with other aspects of site design, especially multifunctional green and blue infrastructure. Landscaping proposals will be expected to be integrated with the strategy for surface water management. This can include hard and soft landscaping to reduce the volume and rate of surface water discharge (for example permeable surfaces and bioretention areas). Applicants will be expected to incorporate site drainage as part of a high quality green and blue environment. Unless a below ground infiltration system is proposed for the management of surface water, applicants will be expected to manage surface water through sustainable drainage features with multifunctional benefits.

O. Proposals will need to show that suitable arrangements will be in place for the implementation, operation, maintenance, access to, and management of sustainable drainage systems over the lifetime of the development. Any communal components must be legally and physically accessible to those who will be served by the system.

P. Natural Flood Management techniques must be incorporated to aid with flood alleviation and implementation of suitable SuDS where appropriate.

Q. Where appropriate, SuDS design should be evolved through a master plan to mimic natural processes and enable full integration with neighbouring property without prejudicing comprehensive development of the area as an essential part of land use and development planning, and be considered in conjunction with other aspects of the design. Phasing of development must be carried out to avoid any cumulative impacts of flood risk and ensure that any sites at risk of causing flooding to other sites are developed first.

R. Clean uncontaminated surface water must be discharged in accordance with the following hierarchy:

1. infiltration into the ground (where ground conditions allow)
2. into a watercourse or surface water body
3. into a surface water sewer
4. into a combined sewer

S. Appropriate source control measures, taking account of Groundwater Source Protection Zones, such as rainwater harvesting and permeable paving must be incorporated, where appropriate, to manage rainfall close to where it falls and treat frequent but smaller polluting events.

T. SuDS schemes must be designed to manage surface water up to and including the 1 in 100 year six hour event and:

1. limit discharge rates and volumes to the greenfield equivalent for green field sites, and as close to greenfield rates as reasonably practicable with a minimum 50% betterment on brownfield sites; or
2. where it can be clearly demonstrated that it is not feasible to provide volume control through the provision of long term storage/ infiltration, events up to the 1 in 100 year critical event must be attenuated and released at a rate no greater than the mean annual flood flow (Qbar) to manage downstream flood risk;
3. include allowances for climate change and urban creep and assume 100% runoff from impermeable areas;
4. prevent flows from accumulating at low spots (except where designed as temporary storage);
5. ensure surface pathways are linked together in the same way as conventional drainage networks to safely convey exceedance flows off site; and
6. ensure that materials and components are fit for purpose and when reasonably maintained, retain their structural integrity over the design life of the development.

U. To derive the maximum benefit, priority must be given to the use of soft SuDS, or where this is clearly not practical utilising a combination of hard and soft components, taking full account of site opportunities and constraints.

V. The design of SuDS should be in accordance with CIRIA C753 The SuDS Manual or any subsequent replacement guidance, and have regard to the adoption standards of the Water and Sewage Company (or other adopting body) and ensure the system will operate as intended and manage flood risk for the lifetime of the development and that maintenance charges are economically proportionate.

Wider Flood Risk Benefits

W. Development may be supported where it proposes to provide flood risk management benefits for the wider area or catchment, over its lifetime, whether alone or in combination with other schemes or projects.

Implementation

6.43 Proposals for coastal defence works along the Wirral shoreline should be designed to avoid adverse impacts on the coastal and marine environment. Proposals which could add to physical change of the coast will not be supported.

6.44 Sequential and exception tests may be required in Flood Zone 1 where development is proposed in locations identified as at risk of surface water flooding on Environment Agency flood risk maps or Wirral's Strategic Flood Risk Assessment (SFRA).

6.45 When assessing flood risk, surface water and sewer flood risk should be afforded equal standing in importance and consideration as fluvial and tidal flood risk, given the increase in rainfall intensities due to climate change and the increase in impermeable land use due to development. This includes possible withdrawal, redesign or relocation for sites at significant surface water or sewer flood risk.

6.46 Planning permission for at-risk sites may only be granted where, after consultation, the site-specific Flood Risk Assessment (FRA) demonstrates that the development will remain safe for its lifetime (with a suitable emergency plan) and has passed the exception test if required. The site-specific FRA must demonstrate no loss of floodplain storage, adverse effect on flood defences nor increase in off-site flood risk (taking into account climate change).

6.47 While drainage solutions should allow surface water to be discharged in accordance with the drainage hierarchy, developments should also consider on-site re-use such as rain water harvesting. SuDS need to be incorporated as appropriate and previously developed sites will achieve a discharge rate/volume as close to greenfield as reasonably practicable. The existing rate needs to be based on hydraulic assessment of the existing piped system and exclude overland flow.

6.48 SuDS components can be "soft" (often referred to as "green or "landscaped") or "hard" (often referred to as "grey" or "engineered"). To derive the maximum benefit from SuDS, priority must be given to soft SuDS or SuDS schemes utilising a combination of hard and soft components, fully taking into account site opportunities and constraints. SuDS should be used to achieve water quality improvements and amenity benefits as well as achieving compliance to the hydraulic criteria. Best practice in achieving water quality protection should be used, as should the Council's Sustainable Drainage and Surface Water Management Technical Guidance.

6.49 Source control components should be included on all new developments, including extensions, managing rainfall close to where it falls, to handle and treat some of the more frequent but smaller polluting events (at least 5mm), known as "interception storage".

6.50 Where necessary a phased approach to development may be utilised to ensure that any sites at risk of causing flooding to other sites are developed first, ensuring that flood storage measures are in place and operational before other sites are developed, thus contributing to a sustainable approach to site development during all phases of construction. It may be possible that flood mitigation measures put in place at sites upstream could alleviate flooding at downstream or nearby sites.

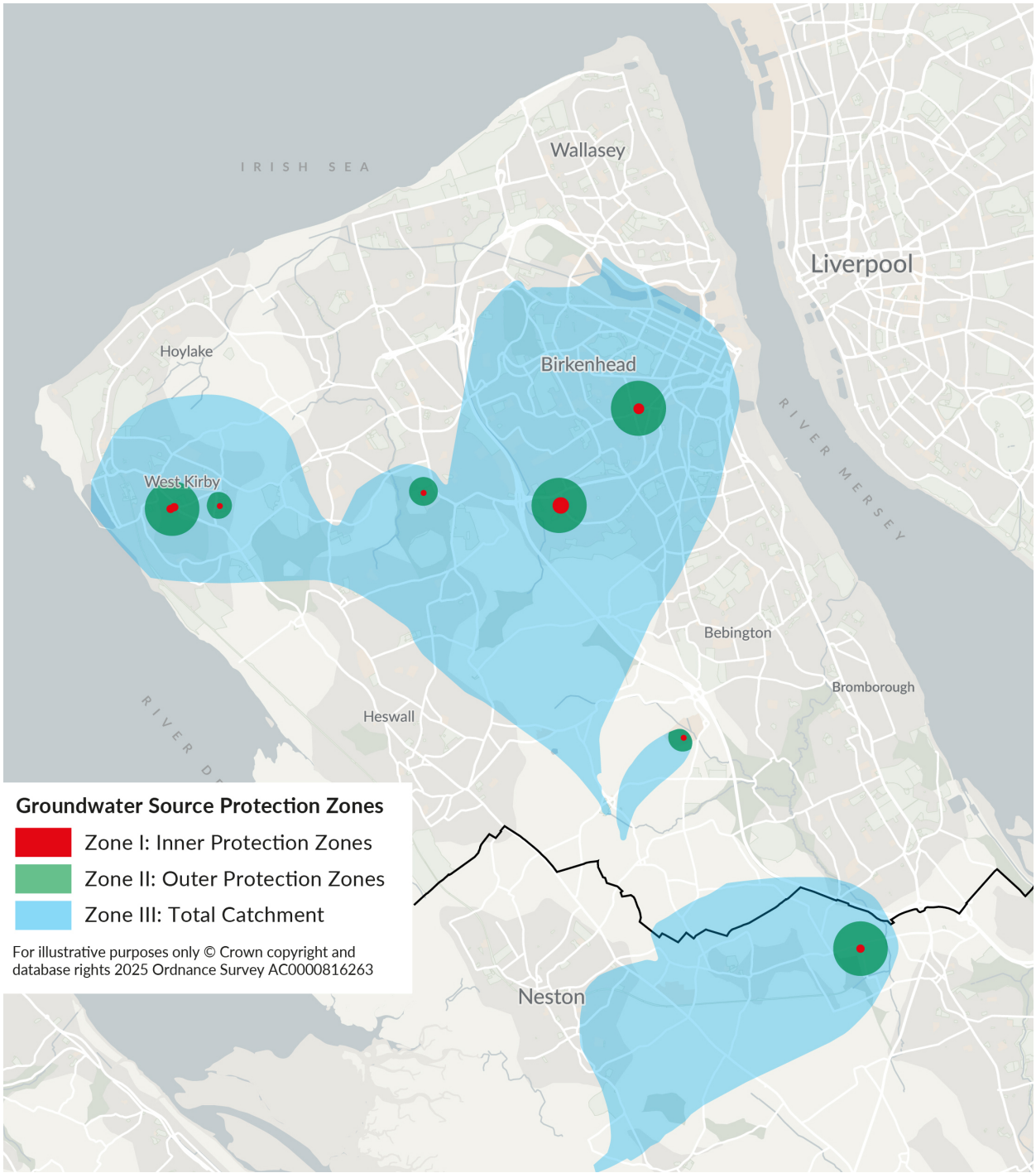
6.51 Development phasing within large strategic sites of multiple developments should also be considered where parts of such sites are at flood risk.

6.52 The performance of a SuDS system is dependent on the system being maintained as envisioned at the time of design, for the lifetime of the development. It is preferable that to manage flood risk and avoid excessive financial burden on residents that SuDS systems are designed to adoptable standards and communal components offered to the Water and Sewerage Company or other public body for adoption.

6.53 Where a SuDS system is proposed in which communal components will not be offered for adoption, or where management of flood risk is reliant upon property level SuDS remaining in situ and operational for the lifetime of the development, maintenance shall be secured by planning obligation.

6.54 Groundwater Source Protection Zones are shown on Figure 6.1 below.

Figure 6.1 Groundwater Source Protection Zones



Residential Extensions

6.55 National planning policy encourages good design, sympathetic to the surrounding built environment. This applies to all forms of new development, including residential extensions. The benefits of extensions to enlarge and improve dwellings, while also providing an alternative to moving home are recognised and supported where the visual and neighbouring amenity impact is minimised. Development proposals for residential extensions should therefore seek to retain and complement local character with appropriate design features, materials and scale.

Policy WD 5

Residential Extensions

A. Development proposals for residential extensions should demonstrate that:

1. the scale and design of the proposed extension is appropriate having regard to the size of the plot, the relationship with existing buildings on the site and within the street scene, and the impact on amenity of neighbouring properties; and
2. the materials match and/or complement those of the existing building; and
3. design features, such as lintels, sills, eaves and roof form and line match or complement those of the existing building; and
4. proposed roof extensions should relate well to the design and scale of the property and be in keeping with both the local context and the established character of the area; and
5. where the property forms part of a uniform street frontage, any two storey side extension will be appropriately set back and have a lower roof ridge line to retain the rhythm of the street; and
6. an adequate area of amenity space, and unobscured vehicular access will be retained; and
7. the extension(s) would otherwise be subordinate to and complement the character of the original dwelling.

Implementation

6.56 Residential extensions should be designed so as to fit into the existing context and streetscape with regard to neighbouring amenity, particularly overlooking. Well-designed extensions should be constructed of materials which match or complement those of the existing dwelling and echo its form, with respect to its roof line. Dormer windows or extensions should be appropriate in scale to the existing dwelling and not project above the ridge or occupy the full width of the roof.

6.57 An appropriate, usable area of amenity space should be retained to ensure adequate access to residential amenity for occupiers.

Self-Contained Flats

6.58 The conversion and development of buildings into self-contained flats provides an important source of accommodation, often available for rent and in proximity to facilities such as shops and a choice of means of transport. Older, larger houses, if they are not viable to retain for single family occupation, may be best preserved by conversion to flats where there will be no adverse effect on the character of the area and continued provision is made for larger family accommodation such as three bedroom units as part of the scheme. Policy WD 6 sets out high quality design standards for self-contained flats in addition to the place-making principles and design principles presented in Policy WS 6 Placemaking for Wirral, Policy WS 7 Principles of Design and Policy WD 23 Design Details.

Policy WD 6

Self-Contained Flats

A. Development proposals for self-contained flats, including for conversions and changes of use, should demonstrate that:

1. the location and property is appropriate for higher density development, in terms of the character and setting of the area and access to local services, and is well connected by a choice of means of transport; and
2. reasonable outlook and amenity, including access to sufficient sunlight and daylight is provided for neighbours, and future occupiers of the development; and
3. access is provided to individual flats within the main structure of the building; and
4. any new windows required to serve habitable rooms benefit from a reasonable degree of privacy and do not overlook adjoining properties to an unacceptable degree; and
5. any interior vertical partitions do not cut across windows and ceiling height reductions are not visible externally; and
6. any proposed extensions, including roof extensions, relate well to the design and scale of the property and are in keeping with both the local context and the established character of the area; and
7. ground floor and basement units have a reasonable outlook and are not situated immediately adjacent to parking bays and vehicle access ways; and
8. habitable rooms have a reasonable outlook and are not lit solely by roof lights, nor in close proximity to high boundary or gable walls; and
9. adequate sound proofing exists between flats and between flats and other uses; and
10. shared garden space is provided for each flat, including those on upper floors, with defensible space between the shared area and any ground floor windows to habitable rooms; and
11. where family accommodation with three or more bedrooms will be lost, at least one of the new units to be provided will have three or more bedrooms; and
12. appropriate parking arrangements, secure on-site cycle storage and waste refuse and recycling containers are provided; and
13. the requirements of Policy WS 3 Housing have been met and the accessibility standard at Policy WD 23 Design Details criterion C. is applied to ground floor flats.

B. Basement flats will not be permitted on sites located within Flood Zone 2 or Flood Zone 3.

Implementation

6.59 In converting buildings to residential use, or in intensifying the use of existing dwellings, it is important that an acceptable quality of accommodation is provided and the character of the area is not adversely affected. Proposals should reflect and respect the general character of the area and existing features such as walls, gate posts, hedges and trees should be retained. The provision of adequate off-street car parking should not be over intrusive in the street scene and should be accompanied by high quality landscaping to minimise the loss of existing front and rear gardens, and retain local character and amenity for both neighbours and occupiers. Consideration must also be given to the amenity of adjacent users and occupants with regard to sound proofing and overlooking.

6.60 Habitable room windows should have access to sufficient sunlight and daylight and benefit from a reasonable outlook. Proposals should provide adequate access to the flat and to amenity space. Sufficient provision should also be made for bin stores and cycle provision to secure the integration of waste management and cycling facilities with the development.

6.61 Where possible, at least one ground floor unit should be designed to be ‘wheelchair adaptable’. For larger schemes, the requirements of Policy WD 23 Design Details will also apply.

Houses in Multiple Occupation

6.62 Houses in multiple occupation are houses which are not occupied by a single family but by a number of unrelated people and small groups in varying combinations, who share facilities such as bathrooms, kitchens or living space. Houses in multiple occupation offer a lower cost accommodation option in the housing market - sometimes for people with limited housing options, single occupants and the most vulnerable people in society.

6.63 The Council is concerned that the risk of overcrowding, in unsuitable accommodation can be greater with houses in multiple occupation than other types of housing. It is also recognised that high concentrations of houses in multiple occupation can have adverse impacts on the character and amenity of the area from the perspectives of noise, nuisance and achieving or maintaining a balanced sustainable community. The National Planning Policy Framework makes it clear that good design is a key aspect of achieving sustainable development and expects planning policies to promote health and well being, with a high standard of amenity for existing and future users.

6.64 Policy WD 7 seeks to ensure an appropriate mix of housing is provided in a way which does not unbalance family areas. This policy contributes to the objective of promoting mixed and balanced communities and sets out how a high standard of amenity should be achieved through the development of houses in multiple occupation.

Policy WD 7

Houses in Multiple Occupation

A. Development proposals for houses in multiple occupation, including for conversions and change of use, should demonstrate that the property is of sufficient size to provide safe, functional and healthy living conditions with a high standard of amenity for existing and future users in accordance with the following:

1. The location and property is appropriate for higher density living in terms of the character and setting of the area and access to local services, and is well-connected by a choice of means of transport; and
2. the proposal will not result in a detrimental change in the character of the surrounding area; and
3. the proposal will not result in an over-concentration of houses in multiple occupation in an area such that:
    i. if the property is not detached, adjoining properties are not in single family occupation; and
    ii. the proposal will not result in a private dwelling having a house in multiple occupation on both sides; and
    iii. houses in multiple occupation and planning permissions for houses in multiple occupation will not comprise more than 10% of the properties forming the street frontage within a row of properties;
4. reasonable outlook and amenity, including access to sufficient sunlight and daylight is provided for neighbours and future occupiers of the development; and
5. ground floor and basement units have a reasonable outlook and are not situated immediately adjacent to parking bays and vehicle access ways; and
6. safe and convenient access is available for all units with staircases being provided within the main structure of the building and rear yards/ gardens can be entered from the accommodation by each occupier; and
7. any interior vertical partitions do not cut across windows and ceiling height reductions are not visible externally; and
8. adequate sound proofing is provided; and
9. habitable rooms would not be lit solely by roof lights, and windows will provide sufficient daylight with adequate separation distances between adjacent properties and structures to safeguard residential amenity; and

10. any proposed extensions, including roof extensions, should relate well to the design and scale of the property and be in keeping with both the local context and the established character of the area; and
11. appropriate parking arrangements, secure on-site bicycle storage and waste refuse and recycling containers are provided; and
12. the premises will be adequately managed, including external maintenance for the upkeep of the building and its curtilage.

B. Basement accommodation will not be permitted on sites within Flood Zone 2 or Flood Zone 3.

Implementation

6.65 In seeking to avoid the over concentration of houses in multiple occupation (HMOs), proposals for this development type will be considered in the context of the number of existing HMOs, valid planning permissions and clustering within a street block.

6.66 A 'street frontage' is normally defined as a continuous row of buildings between two junctions on the same side of the road on which the frontage sits.

6.67 Proposals should ensure habitable room windows are designed with sufficient daylight penetration, while retaining acceptable levels of privacy and protecting amenity.

Specialist Housing

6.68 Specialist housing is not purely for older people, but can cover a range of occupiers with particular physical or mental health needs. Specialist housing also provides accommodation for older people with a range of options and levels of support. Specialist housing will become increasingly important to meet the needs of an ageing population as the number of people aged 65 or older is expected to rise by 28.9% by 2037[165]. The latest housing market assessment for Wirral indicates that 3,481 units[166] may be needed for specialist accommodation including sheltered, supported or extra care housing for people who may be unable to live independently in ordinary housing. Providing a wider range of accommodation for older people also has the potential to free up larger family accommodation to meet other housing needs.

6.69 Specialist housing occupants often have specific requirements, relating to accessibility to local services and public transport which will need to be taken into consideration in the interest of future residents, their visitors and carers and the need to provide appropriate access to support. Policy WD 8 sets out a framework to allow specialist housing to be directed to the most appropriate locations.

Policy WD 8

Specialist Housing

A. Development proposals for specialist housing should demonstrate that the proposal will:

1. meet an identified need, including for community housing arrangements, for leavers of institutional care or for older people; and
2. be easily accessible in terms of distance and gradient by people of different ages and abilities by foot and/or wheelchair to local shops, accessible public open space and public transport, in line with the expected needs of the prospective residents; and
3. incorporate high quality, secure, private shared, useable, amenity space for the use and enjoyment of residents within the curtilage of the development; and

165 Wirral Strategic Housing Market Assessment Update (arc4, 2021), page 98, paragraph 5.8

166 Wirral Strategic Housing Market Assessment Update (arc4, 2021), page 10

4. not have a detrimental impact on the character of the surrounding area or lead to an overconcentration of specialist housing; and
5. be supported by adequate access to appropriate specialist support services within the locality.

Implementation

6.70 Proposals for specialist housing will be required to demonstrate an identified need. There may be some specialist housing schemes that do not necessarily require all of the criteria in Policy WD 8 to be met. If the applicant can demonstrate that some are not relevant to the user group then this will be considered.

Accommodation for Gypsies, Travellers and Travelling Showpeople

6.71 There is currently no pitch provision for Gypsies and Travellers and no yard provisions for Travelling Showpeople in Wirral. No specialist needs were identified in the 2019 Gypsy and Traveller Accommodation Assessment. National planning policy guidance states that where there is no identified need, criteria-based policies should be included to guide decision making in the case of planning applications.

Policy WD 9

Accommodation for Gypsies, Travellers and Travelling Showpeople

A. Development proposals and provision for permanent and/or temporary pitches for Gypsies and Travellers or for Travelling Showpeople should demonstrate that the proposed development will:

1. contribute towards meeting needs;
2. not be located on land unsuitable for general housing in terms of living conditions, and flood risk and drainage can be adequately mitigated;
3. be of an appropriate scale having regard to the setting and surrounding uses;
4. not result in an unacceptable detrimental change or harm to the character of the area and the built and historic environment and can be suitably integrated with the existing community to provide an attractive, safe and peaceful environment;
5. be designed with high quality landscaping including boundary treatment to relate well in the context with its surroundings and to secure privacy and a high standard of amenity for future occupiers and neighbouring uses;
6. not cause undue effects to neighbouring uses, particularly in relation to vehicle movements, servicing and outdoor activities;
7. provide safe and convenient access for the manoeuvring, parking and storage of caravans and related vehicles into, out and within the site, without causing obstruction or a hazard in the neighbouring area;
8. provide adequate space for safe children's play;
9. be served by an adequate water and energy supply, water treatment and waste collection infrastructure; and
10. be suitably accessible to local services and public transport.

B. In the case of applications for temporary permission, the applicant should demonstrate how the proposal will incorporate provision to restore the site to a condition consistent with the character of the surrounding area when it ceases to be used.

Implementation

6.72 Proposals for permanent or temporary pitches will be assessed based on identified need for this type of housing, and on the suitability and accessibility of the site. The location should provide healthy living conditions and not be subject to pollution such as ground or air pollution including noise.

Development in Primarily Residential Areas

6.73 The Local Plan seeks to protect the amenity and character of residential areas from inappropriate development. The introduction of non-residential uses in residential areas can, however, be appropriate where the development proposed keeps in character with the surrounding area, has a limited impact on neighbouring amenity and the primary character of the area remains residential. Policy WD 10 sets out the conditions where non-residential and community uses will be acceptable.

Policy WD 10

Development in Primarily Residential Areas

A. New residential development will be considered to be appropriate in principle within the Primarily Residential Areas shown on the Policies Map.

B. Proposals for non-residential and community uses within the Primarily Residential Areas shown on the Policies Map should:

1. be of a scale and use appropriate to the surrounding neighbourhood;
2. complement rather than detract from the character of the area;
3. not result in harm to the amenity of neighbouring residents, including privacy;
4. not result in unacceptable impact on neighbouring uses, such as noise and disturbance, on-street parking and deliveries by vehicle use and other outdoor activities;
5. have satisfactory vehicular access with appropriate provision being made within the site for the vehicles of staff and occupiers;
6. incorporate reasonable provision for the safe setting down and picking up of visitors. Where such arrangements can only take place within the highway, there should be no parking restrictions on the highway fronting the site and it should not be likely to cause a hazard or obstruction to other road users; and
7. incorporate adequate noise insulation and attenuation where appropriate.

Implementation

6.74 Policy WD 10 seeks to retain and protect the character and amenity of the Primarily Residential Areas shown on the Policies Map, to ensure that they will remain appropriate for continued residential use. Proposals for non-residential and community uses should cater to anticipated levels of visitor demand for on-site parking and temporary vehicular access. Non-residential and community uses in Primarily Residential Areas should, in particular, have no significant impact on noise and disturbance, on-street parking highway safety or vehicular access for residents or occupiers.

6.75 Policy WD 10 will apply to uses such as child minding and the provision of small scale community facilities, such as medical services, where it would not be possible or appropriate to locate them within an existing centre and to other uses that would be appropriate to provide within a Primarily Residential Area.

Design in Centres

6.76 Well-designed commercial frontages which relate to their surroundings can make a positive contribution to the character of an area and enhance the attractiveness of the public realm. Policy WD 11 seeks to ensure new development in designated centres i.e. Town, District and Local Centres, is of high quality design, accessible and sensitive to neighbouring built form.

Policy WD 11

Design in Centres

A. Development proposals within designated centres will be required to demonstrate that the design has a safe and positive impact on the public realm, and will:

1. include active frontage, accessible entrances, trolley storage, security features and signage to prevent dead frontage and enhance the appearance of the street scene;
2. relate well in context of the building and with neighbouring shops including the building line, the street level rhythm and size of windows, frames, fascias and doors, and the company colours, logos and signage to enhance and complement the appearance of the commercial frontage;
3. not include solid or perforated/ pinhole security shutters with projecting boxes that will result in a blank frontage;
4. retain and/or incorporate existing historic or traditional shop front features, including signboards, corbels, stall risers, cornices, window fanlights, console brackets, transoms, pilasters, canopies and lobbies;
5. enable separate access to upper floor accommodation from the front of the buildings;
6. provide level access for visiting members of the public; and
7. not cause a nuisance, hazard or obstruction in the surrounding area.

B. Uses that sell food or drink, including sweets, for consumption off the premises will be required to include measures for litter control and street cleansing, including the provision and installation of public litter bins, as appropriate.

C. Residential conversions from commercial properties should present a complementary design to the surroundings and a coherent façade to the property.

Implementation

6.77 Strategic Policy WS 11 Strategy for Town and Local Centres, designates a hierarchy of centres and their boundaries are identified on the Policies Map. Design for new development in these designated centres should complement neighbouring shops or units, with regard to historic or traditional shop front features.

6.78 Proposals for new commercial and other non-residential development should achieve inviting frontages. The use of external security shutters for securing premises can create an intimidating exterior and alternative measures should be considered. Residential conversion in centres in line with Policy WS 11 criterion L. should be well designed and sensitively executed.

Hot Food and Drink

6.79 A diverse mix of uses on offer in centres can contribute to maintaining vibrancy and vitality. The over concentration of hot food takeaway uses can lead to impacts on local amenity and reduce retail uses, resulting in inactive frontages during daytime hours. The health impacts of high concentrations of hot food takeaways in Wirral are also of concern where rates of adult obesity are higher than the national average and childhood obesity rates double between reception and Year 6[167]. The control of hot food takeaway uses therefore seeks to regulate the number, and quality, of these uses within designated centres. Controls on hot food takeaways outside designated centres seek to address the high rates of childhood obesity in Electoral Wards with over concentrations of hot food takeaways.

Policy WD 12

Hot Food and Drink

A. Proposals for hot food takeaways within centres should demonstrate that the proposal will:

1. contribute positively to local environmental quality, including the experience for visitors and users of the area;
2. have a frontage at least 40 metres from the main ground floor elevation of any dwelling and/or a residential institution, when measured along the public highway;

167 Hot Food Takeaway Evidence Base (Wirral Council, 2019), pages 3-4, paragraph 4.2

3. include appropriate measures to mitigate the impact of odours, noise and litter to safeguard local amenity;
4. result in no more than 10% of units in a street frontage being in use as a hot food takeaway;
5. would not result in other uses having a hot food takeaway on both sides.

B. Outside designated centres and subject to the above criteria, proposals that result in the sale of hot food over the counter for consumption off the premises will only be approved where it can be demonstrated the premises will not be within 400 metres walking distance of a secondary school.

Implementation

6.80 Proposals will be assessed against the criteria in Policy WD 12. The 40 metre distance to residential uses has been found to be effective in protecting residential amenity, whilst 10% of units in use as hot food takeaways constitutes an effective limit in respect of overconcentration. The measures in respect of neighbouring and adjoining uses also seek to manage overconcentration of uses in centres. A street frontage is defined as a continuous row of buildings on one side of a main road, between two side roads. The measurement of distance from schools to the site will be taken in walking routes from the school gates.

Telecommunications

6.81 Telecommunications systems play a major role in supporting sustainable economic growth and development, and service provision for communities. Increasingly, telecommunications systems are essential to work and learning. Policy WD 13 supports the delivery of telecommunications systems while ensuring the visual and other impact is minimised.

Policy WD 13

Telecommunications Development

A. Development proposals for telecommunications apparatus should demonstrate that:

1. free standing apparatus cannot be located on an existing building, mast or structure including sharing masts or buildings with other operators;
2. the proposal is for the minimum amount of equipment needed for efficient operation of the network;
3. the development is sited, designed, and where appropriate camouflaged, to integrate appropriately with its surroundings, prevent clutter and minimise its impact on the appearance and character of the area and the amenity of neighbouring occupiers;
4. the development, including requirements for its future servicing and maintenance, will not have an unacceptable impact on highway safety, the safe access to nearby land and premises, and the free flow of pedestrians, cyclists, vehicles and other users of the surrounding roads and streets;
5. the apparatus proposed will not cause significant or irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest;
6. when operated cumulative exposure would not exceed International Commission guidelines on Non-Ionising Radiation Protection.

B. Where necessary in the interests of amenity, the Local Planning Authority will impose conditions requiring the removal of the apparatus at the end of its working life, and the restoration of the site to a standard compatible with the character and appearance of the area.

Implementation

6.82 To minimise visual disruption, the provision of telecommunications apparatus will need to ensure a sensitive integration with the surrounding area. The development should be designed to minimise visual impact with consideration to siting, clutter, scale, skyline and camouflage. For example, telecommunications apparatus can be disguised with appropriate materials and colour to blend in with surroundings, or be screened by buildings or vegetation.

Pollution and Risk

6.83 It is a priority for the Local Planning Authority to maintain good air quality, reflected in the wider strategy in this Plan. Local Plan policies seek to support air quality through the distribution of development, supporting low carbon travel and design principles. While no Air Quality Management Zones have been identified within the Borough, air quality is monitored to ensure the concentrations meet national air quality objectives regarding pollutant levels.

6.84 Industrial installations and processes in the Borough are controlled through other regulatory mechanisms to ensure that pollution, and the risk of accidents, are managed. Policy WD 14, in line with national policy, is intended to complement statutory processes to minimise the effects of development on public health and the local and natural environment.

6.85 Wirral lies within the Environment Agency's Wirral Operational Catchment, made up of five rivers – four of which, the River Birket including Arrowe Brook and Fender to the north and Dibbinsdale Brook and Clatter Brook to the south are within the Borough. These rivers are fed by a number of small tributaries and all of these rivers flow into the Mersey Estuary. River Basin planning, under the Water Framework Directive is in its second cycle, running from 2015–2021. In 2019 the Dibbinsdale Brook and its tributary Clatter Brook in the south of the Borough were classified as "poor" overall and the River Birket to the north, including the Arrowe Book and River Fender were classed as "moderate" overall. This is reflective of the water quality issues experienced on Wirral caused by urban diffuse pollution from a combination of road runoff and mis-connections in domestic properties, rural diffuse pollution and extensive physical modifications to the water courses themselves.

6.86 Light, and other forms of pollution can be damaging to both human health and that of other species, and therefore Policy WD 14 addresses the interests of nature conservation as well as human health.

6.87 Figure 6.1 shows Groundwater Source Protection Zones in the Borough. These are Zones which show the level of risk to the source from contamination. The three main Zones are defined as:

- SPZ 1 – Inner Protection Zone;
- SPZ 2 – Outer Protection Zone; and
- SPZ 3 – Total Catchment

6.88 A fourth Zone is also sometimes applied:

- SPZ 4 – Zone of Special Interest

6.89 Further information on Groundwater Source Protection Zones (SPZs) can be found on the Government's website at https://www.gov.uk/guidance/groundwater-source-protection-zones-spzs, where you can view the Environment Agency's Groundwater Source Protection Zone Map https://magic.defra.gov.uk/MagicMap.asp

Policy WD 14

Pollution and Risk

A. Development proposals that will result in an unacceptable increase in the risk to human health and the environment, impose significant restrictions on the continued operation of existing licenced or controlled processes, or that would lead to an existing use being classified as a statutory nuisance or to the designation of an Air Quality Management Area will not be permitted.

B. Development proposals with the potential to give rise to pollution to soil, air or water or from insects, noise or artificial light or increase the risk of accident hazard will not normally be permitted unless it can be clearly demonstrated that:

1. all practical measures have been taken to minimise potential risk and harm to human health and safety, nature conservation interests, property and the built and natural environment; and
2. all practical measures have been taken to minimise pollution levels and mitigate the impacts of the pollution, including exposure to air pollution; and
3. the residual risk of harm to human health and the environment will be acceptable and will not cause unacceptable harm to the general amenity of neighbouring uses and the character of the area, either individually or cumulatively.

C. Development must:

1. include satisfactory arrangements for the disposal of foul sewage, trade effluent or contaminated surface water; and
2. where appropriate, demonstrate that it will not have a detrimental impact on the quality of bathing and coastal waters; and
3. not exacerbate existing problems such as premature or increased frequency of discharges through storm sewer overflows due to inadequate infrastructure or lack of sewer capacity; and
4. where appropriate, demonstrate that it will not lead to spillage or leakage of stored oils or chemicals or other potentially polluting substances.

D. Development that would adversely affect the quality or quantity of water in any watercourse, or of groundwater, or cause deterioration in a water body or element classification levels defined in the Water Framework Directive (or in any national regulations covering this matter) will not be permitted. Any planning application that could (without effective mitigation) cause such harm must be accompanied by a Construction Management Plan that sets out how the water environment will be protected during the construction process.

E. Development proposals within Groundwater Source Protection Zones must accord with the latest guidance on Groundwater Protection and will be expected to conform to the following:

1. provision of a quantitative and qualitative risk assessment and mitigation strategy with respect to groundwater protection to manage the risk of pollution to public water supply and the water environment. This should be based on the source-pathway-receptor methodology. It shall identify all possible contaminant sources and pathways for the life of the development and provide details of measures required to mitigate any risks to groundwater and public water supply during all phases of the development. Subject to the outcome of the risk assessment, the mitigation measures may include the highest specification design for the new foul and surface water systems.
2. careful masterplanning is required to mitigate the risk of pollution to public water supply and the water environment. In addition an appropriate management regime will be required for open space features in a groundwater protection zone.
3. construction management plans will be required to identify the potential impacts from all construction activities on both groundwater, public water supply and surface water and identify the appropriate mitigation measures necessary to protect and prevent pollution of these waters.

F. Development proposals that have the potential to release hazardous substances to ground, involve effluent discharge to ground or would physically disturb an aquifer will not normally be allowed in any Groundwater Source Protection Zone 1.

Implementation

6.90 Development will not automatically be acceptable in planning terms where it meets statutory requirements under pollution control regimes or hazardous substance consents. Practical measures to minimise the potential risk and harm from development on public health will need to be considered at conceptual design stages, including the location and layout of the proposed scheme, to ensure there are no unacceptable impacts throughout the construction stages and ongoing use over the lifetime of the development.

6.91 Impact assessments and monitoring arrangements will be required for development that has the potential to create or be exposed to harmful levels of pollution.

6.92 Operations involving the handling and storage of wind-blown materials will, in the absence of other more effective control measures, normally be required to carry out operations, including loading, within an enclosed building to minimise pollution.

Contamination and Instability

6.93 A number of potentially contaminated sites are located in the Borough, a legacy of its industrial heritage. These sites include previous chemical processes and land reclamation. Remediation enables the reuse of previously developed land, thereby making a major contribution to urban regeneration. However, the development of contaminated sites without proper treatment can cause harm to public health and the natural environment, particularly for more sensitive uses such as a day nursery or housing. It is important that all opportunities are taken through the development process to identify and address contamination, including the presence of invasive species.

6.94 Policy WD 15 seeks to promote the sustainable and beneficial use of remediated land to ensure due care is taken of any likely environmental risks both now and in the future.

Policy WD 15

Contamination and Instability

Contamination and Ground Stability

A. Development proposals likely to affect land known or suspected to be unstable or contaminated, including by invasive species, must be supported by a contamination and ground stability assessment, as appropriate, that identifies:

   1. the nature, level, and extent of contamination or instability; and
   2. the implications of contamination or instability for the development of the site and risk to human health, the natural environment, including water bodies and water courses, buildings and other property; and
   3. a viable method of remediation which will safeguard users or occupiers of the proposed development, neighbouring land uses and the environment from significant risk, and will make the land suitable for the use proposed.

B. Planning conditions or a legal agreement will be used where appropriate, to secure a proportionate site investigation and to secure and implement a suitable remediation strategy prior to development or as part of an agreed, phased programme.

C. Proposals within areas likely to be affected by contamination and or unstable land will only be permitted where it can be demonstrated that appropriate remedial measures and safeguards will be in place over the lifetime of the development, having regard to the impact on the amenity and character of the area.

Migration of Landfill Gas

D. Development proposals on land liable to be affected by the migration of gas from a nearby landfill waste disposal site will only be permitted if adequate provision has been made for:

1. the on-going gas monitoring of the site; and
2. a scheme for the exclusion or control of migrating gas related to any buildings proposed is in place.

E. These provisions must be implemented before the development is occupied, and must ensure that suitable precautions are taken in order to prevent migrating gas causing a hazard either during the course of development or during the subsequent use of the site.

Implementation

6.95 Proposals for the development of sites known or suspected to be contaminated must be accompanied at a minimum by a desk-based site investigation report. The report should be carried out by a competent person to identify the previous uses of the site, the likely nature of any contamination and any potential significant risk. Where necessary, a suitable method of remediation must be identified, that as a minimum would result in the land not being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.

Hazardous Installations and Substances

6.96 Where sites or installations are found to have quantities of hazardous substances, the Health and Safety Executive (HSE) designation of a 'notifiable installation' is applied. The surrounding area is defined as a consultation zone and the Council is required to consult with the HSE regarding proposals which fall into the consultation zone. Hazardous substances consent is required in cases where there is the presence of certain quantities of hazardous substances.

6.97 In order to prevent the consequences of major accidents, Policy WD 16 seeks to control sites where hazardous substances are present and the siting of new notifiable hazards away from population and environmentally sensitive areas.

Policy WD 16

Hazardous Installations and Substances

New Development

A. Proposals for new development involving the use, storage, manufacture or processing of notifiable hazardous substances or applications for Hazardous Substances Consent at existing developments, will only be permitted when the Local Planning Authority is satisfied that the degree of off-site risk resulting from the proposal is within acceptable limits. In assessing the level of risk, particular regard will be had to:

1. the size and nature of the proposed development;
2. the type and volume of hazardous substances involved, both on-site and travelling to or from the site;
3. the nature of existing uses within the area, especially the location of residential areas, and places where large numbers of people congregate;
4. the extent to which the proposal will add to existing levels of risk generated by hazardous installations or substances;
5. the likelihood of an accident and the extent of its potential consequences;
6. the proximity of surface and ground waters; and
7. the wider land-use implications of the proposal, beyond the boundary of the site, including the possibility of the proposal prejudicing the realisation of the land-use and other environmental planning objectives set out elsewhere in the Development Plan.

B. Hazardous Substances Consent will only be permitted where the resulting consultation zone for the installation or substance involved would not fall across an existing or proposed residential area or place where large numbers of people congregate.

Development Near Notifiable Hazards

C. Proposals falling within the consultation zone of a hazardous installation or where toxic, highly reactive, explosive or flammable substances are present, will only be permitted where the Local Planning Authority is satisfied that the level of risk resulting from proximity to the hazardous installation is within acceptable limits. In assessing the level of risk, particular regard will be had to:

1. the size and nature of the development proposed, including its compatibility with the existing installation;
2. whether the proposal would lead to a material increase in the number of people working within or visiting the consultation zone;
3. the vulnerability of those people, in terms of ease of evacuation and other emergency procedures; and
4. the nature of the hazard to which those people would be exposed.

D. Only proposals that would not require the modification or revocation of an existing Hazardous Substances Consent will be permitted.

Implementation

6.98 Legislation requires the maintenance of appropriate safety distances between hazardous installations and pipelines and residential areas, buildings and areas of public use, major transport routes and areas of particular natural sensitivity or interest. There is also a need to prevent the introduction of sensitive uses from constraining the continued operation of existing industrial uses. The Council will consult with the Health and Safety Executive and/or the Environment Agency before development within notified consultation zones can be permitted.

Airport Safeguarding

6.99 The Civil Aviation Authority has identified officially safeguarded areas around Liverpool John Lennon and Manchester Airports which cover the north and east of the Borough and Hawarden Airport, which affects the western part of the Borough. The Council is therefore bound in statute[168] to consult the relevant Aerodrome Safeguarding Authority on planning applications within the safeguarded areas that could potentially affect the safety of the aircraft operation or prejudice the airport's future development.

6.100 The Borough also has a number of civil en-route technical sites and NATS En-Route (NERL)[169] will be consulted on relevant applications.

Policy WD 17

Safeguarded Areas Around Aerodromes and Navigation Beacons

A. Within the safeguarded areas, as identified on the Policies Map, new development which does not adversely affect the operational integrity or safety of an airport or aircraft operations, radar and navigation systems will normally be supported. In considering proposals for development within a safeguarded area the Council will have particular regard to:

1. the height and design of the development: and
2. the likelihood of creating a bird strike risk; and
3. the likely impact on navigational aids, radio waves, radar and telecommunications systems for the purposes of air traffic control and aircraft movements.

168 DFT/ ODPM Circular 1/2003

169 NATS provide air traffic control services, and NERL provides civilian en-route air traffic control

Implementation

6.101 The types of development that will be subject to consultation are:

1. all development that exceeds certain height limits in different areas of the Borough (that are indicated on the safeguarding map of each airport);
2. any proposal within 13km of the aerodrome that is likely to attract birds. Such proposals will include waste disposal and management facilities; the creation or modification of water bodies, such as ponds, lakes, reservoirs, wetlands and marshes; nature reserves and bird sanctuaries; solar farms; significant areas of landscaping; sewage disposal and treatment works; and mineral extraction and quarrying (specifically the associated restoration schemes);
3. any proposal for other aviation uses within 13 km of the aerodrome; and
4. all wind turbine developments within 30 km of the aerodrome.

6.102 The boundaries of the aerodrome's safeguarded areas are identified on the Policies Map, however, applicants should consult the Council about the current extent of the safeguarded areas because they are periodically reviewed and revised by the individual Aerodrome Safeguarding Authority.

Assessing the Health Impacts of Development

6.103 This Local Plan includes a wide range of measures relating to the health and well being of residents and visitors to the Borough, not least in the detail of all of the policies relating to design and infrastructure including transport. In addition, the preceding policies, Policy WD 14 Pollution and Risk, Policy WD 15 Contamination and Instability and Policy WD 16 Hazardous Installations and Substances clearly address matters of human health.

6.104 In addition to these policy provisions there is a need to identify certain developments for a Health Impact Assessment. This is to ensure that proposals likely to have significant health implications have addressed those impacts appropriately and decision making gives the health and well being of residents proper consideration and appropriate weight.

Policy WD 18

Health Impact Assessment

A. A health impact assessment, in accordance with the Council's Development Management Validation Checklist will be required for applications for:

1. major residential development of 10 dwellings or more;
2. major non residential developments of 1,000 square metres or more; and
3. other development likely to have a significant impact on health and well being.

B. If adverse impacts are identified, proposals will need to demonstrate how these will be addressed.

Implementation

6.105 Health Impact Assessment should be carried out in accordance with the Development Management Validation Checklist. The identification of proposals affected by criterion A.3. can be undertaken during pre-application discussions.

Temporary Structures and Uses

6.106 Temporary structures and uses can be necessary and valuable such as providing accommodation for a school or health care facility as an interim measure before permanent buildings are put in place. But the quality of temporary structures is generally less good than those that are permanent. They can also provide positive activity as a 'meanwhile use' whilst a site is awaiting permanent development. This is particularly pertinent when an area is undergoing long term change such as the regeneration areas identified in this Local Plan.

Policy WD 19

Temporary Buildings, Structures and Uses

Temporary buildings, structures and uses will be supported in appropriate locations and for a period up to and not exceeding three years unless material considerations indicate otherwise.

Implementation

6.107 The time limit restriction applied to temporary uses and structures is to ensure that the long term development or regeneration of a site is not prejudiced, and to avoid the presence of dilapidated structures that detract from the appearance of an area.

Social Value

6.108 Social value goes beyond using money as the main indicator of value and seeks to value the importance of people's experiences. The Council has adopted a definition of Social Value as "A commitment to using our influence and resources to help deliver the Wirral Plan: to drive economic growth, improve the local environment and support vulnerable people – while ensuring the best possible value for money when buying goods and services for the people of Wirral"[170].

6.109 The social value achieved from new development in the Borough is distinct from the monetary value that might be gained. It is extremely important to the Council and is one of the underlying principles of the regeneration of the Borough. Many of the policies in this Plan seek to ensure social value is added to the lives of the people who live and work here through the provision of jobs, schools, great places to live and play and recreation provision, as well as clean air and a good, well maintained, well designed local environment to live in that fosters neighbourhoods and neighbourliness within communities. This is not always made apparent as development happens so the Council seeks a clear explanation of the benefits of proposals by developers through the use of Policy WD 20.

6.110 The aspect of social value that is perhaps not so obvious is that which can be directly achieved during the construction phase of development and so the provisions that relate to local labour policy seek to achieve direct benefit from skills and jobs for local people in line with national planning policy in respect of a strategy that positively and proactively ensures sustainable economic growth. The Council seeks to use the mechanism of the social value statement to engage with the developer regarding their provision of local labour and locally sourced products. These discussions are encouraged at the earliest opportunity. In respect of major development proposals, where applicable, the Council will seek to enter into a planning agreement and/or impose conditions relating to the use of local labour and provision of training and skills for local communities using an agreed employment and skills plan.

Policy WD 20

Social Value

A. Proposals for major development should demonstrate how they are designed and are to be delivered in a way that seeks to increase social value, as defined in supporting text to this policy and in a manner proportionate to the nature of the development proposed.

B. Major development proposals are required to provide a social value statement that explains how the development will secure and deliver social value that would arise from the proposals, including:

   1. Local labour policy for construction and occupation of the development covering skills and training provision including apprenticeships; and
   2. Local sourcing of products and materials for construction.

170 The Public Services (Social Value) Act 2012: A Social Value Policy for Wirral; and Wirral Council Social Value Approach Guidance (adopted November 2017)

Implementation

6.111 The Council expects a social value statement to be included as part of a supporting Planning Statement for the proposal. A section 106 agreement or unilateral undertaking will be expected or a condition imposed in relation to skills training and/or local labour employment on major schemes in the form of an agreed construction and occupation employment and skills plan.

Agent of Change Principle

6.112 It is considered particularly important that attention is paid to the principle of the agent of change in Wirral, since significant change is planned in many locations. Therefore, Policy WD 21 identifies where the responsibility lies for ensuring acceptable living conditions when an incoming use to an area might otherwise jeopardise the continued operation of an existing use. This most frequently occurs when residential uses are introduced to mixed use or commercial areas, but this is not the sole circumstance to which this policy applies.

Policy WD 21

Agent of Change

A. The responsibility for mitigating impacts of established activities or uses on the proposed new development will lie with the agent of change i.e., the proposed new development. Therefore, development proposals should be designed to ensure that established uses remain viable and can continue to grow without unreasonable restrictions being placed upon them in respect of noise and other amenity matters. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

Implementation

6.113 In consideration of proposals the agent of change principle ensures that where an activity or use has been operating in an area its operation is not put at risk from incoming developments and uses. It is intended to preserve valuable economic and cultural activities within established locations in Wirral.

Servicing and Parking in Development

6.114 Development proposals are expected to assist in the aims of increasing active travel and public transport use whilst reducing carbon emissions; they are required to operate effectively, and safely. Policy WD 22 seeks to ensure that development meets these aims.

6.115 Facilities for overnight lorry parking are provided at the Port of Eastham and Twelve Quays RoRo Ferry terminal. Any proposals for additional facilities will be treated in line with Policy WD 22 and on their merits but primarily will be directed toward designated employment locations.

Policy WD 22

Servicing and Parking in Development

A. Development proposals will be required to:
   1. incorporate appropriate provision for on-site servicing, parking and manoeuvring for vehicles, including commercial and freight, and have regard to the guidance in Appendix 8;
   2. provide well-designed, safe and appropriately supervised car parking, including parking for disabled people and electric vehicle charging facilities, that incorporates appropriate landscaping and materials to reduce visual impact and not dominate the street scene;
   3. include appropriate safe, overlooked, covered cycle storage, and cycle parking; and

4. in major non domestic proposals, a suitable level of provision should be made for cyclists to include showers, bike cages and lockers enclosed within a building unless it can be demonstrated that this would be inappropriate.
5. In highly accessible areas where alternative modes of transport are available that can meet the likely demand and where mitigation measures are introduced, the acceptable levels of car parking may be below the parking standards identified.

Overnight Lorry Parking

B. Overnight lorry parking facilities should be located in urban commercial locations where they would not prejudice residential amenity, planned regeneration or highway safety.

Implementation

6.116 Development proposals should be designed for active travel from the outset with the needs of pedestrians and cyclists prioritised in response to criteria E. and F. of Policy WS 9 Accessibility and Sustainable Transport. Criterion A.4. of Policy WD 22 above, relates specifically to commercial and other buildings that should make provision for staff to be able to cycle to work, whilst criteria A.1 to A.3 and A.5 apply to all development.

6.117 The parking standards in Appendix 8 defer to the electric vehicle charging requirements of the Building Regulations[171]. This outlines provision for new residential, mixed use and other buildings as well as for material changes of use and major renovations. It also provides standards for electric vehicle charge points and cable routes.

6.118 In recognition that everyone does not have access to a car, and in central locations they are not necessarily needed, criterion A.5. notes that the Council is prepared to reduce the requirements for car parking where gains in the quality of design can be made, and the impacts of lower parking requirements are mitigated against with measures such as car clubs and parking spaces for club cars.

Design Details

6.119 In addition to the Principles of Placemaking set out in Policy WS 6 criterion A., and the Design Principles set out in Policy WS 7, proposals should comply with Policy WD 23 Design Details.

Amenity

6.120 The consideration of amenity for the occupiers of buildings, especially homes, is of paramount importance in design. Detailed considerations in respect of new buildings, including their impact on the occupiers of existing buildings, are set out in Policy WD 23.

Housing Design

6.121 The design of homes to enable flexibility to change and adapt as the occupiers needs change is an important aspiration in respect of future housing. In this respect the Building for a Healthy Life standard is of value to designers of housing developments and is backed by Homes England[172].

6.122 A basic requirement of any home is the adequacy of room sizes. In pursuit of this aim future homes in Wirral are expected to meet the Nationally Described Space Standard, unless this is demonstrated to be unfeasible[173].

171 Building Regulations 2010, Infrastructure for the charging of electric vehicles, Approved Document S, 2021.

172 Building for a Healthy Life: A Design Toolkit for Neighbourhoods, Streets, Homes and Public Spaces (Birkbeck D and Kruczkowski S et al, 2020)

173 Technical Housing Standards – Nationally Described Space Standard (DCLG, March 2015)

6.123 The water supply for the peninsula comes from the south and consequently the north of the Borough presents some challenges for supply. In order to manage water supply and demand in the peninsula and take a judicious approach to the environmental impact of supplying water, the optional tighter water efficiency standard under the Building Regulations will be applied to all new homes[174].

Moving to Zero Carbon Design

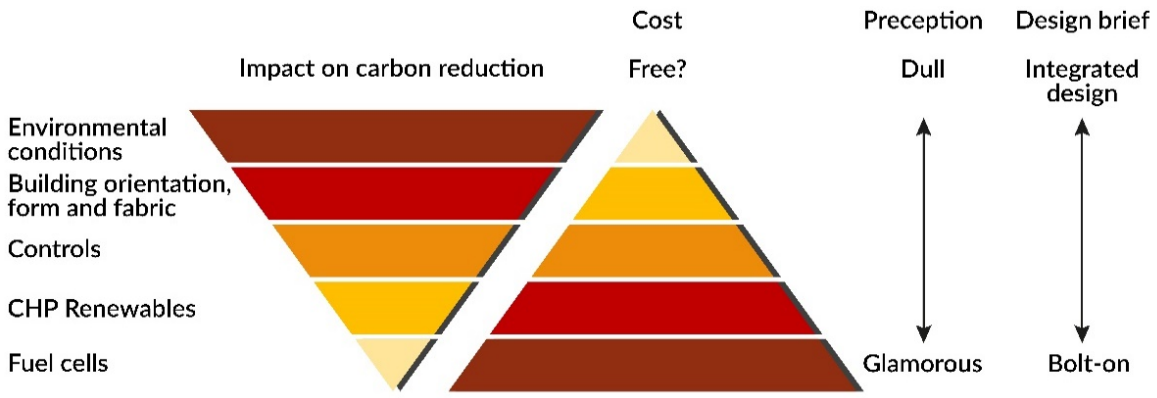
6.124 The design approach to consideration of energy use, renewable and low carbon energy is the subject of Policy WS 8 which should be read alongside Policy WD 23. The technology to build net zero carbon homes and other types of building exists, as do many built examples across the UK but this proves a challenge to many house builders. The Council is committed to meeting its obligations to a net zero carbon Wirral and so seeks to do all in its power to ensure the right provisions are contained in planning policy. It is more cost effective to build to the highest standards of energy efficiency now, than retrofit[175] and the Council wants to encourage such building now.

6.125 A key measure to achieve zero carbon and cleaner air is the electrification of transport so it is imperative that all homes make provision for electric vehicle charging identified in Policy WD 22 Servicing and Parking in Development.

Sustainable Construction - Energy Efficiency – Operational Energy

6.126 Policy WD 23 sets out the ambition for buildings. This asks developers to take an approach that capitalises on passive design which uses the location, orientation, design and fabric of a building to maximise the passive energy that can be gained from the sun i.e., a 'fabric first' approach. This form of design is recognised in National Planning Policy and Planning Practice Guidance in the National Design Guide[176]. Figure 6.2 explains how design practice impacts on energy use and costs.

Figure 6.2 Carbon Reduction from Construction and Costs



174 The Building Regulations UK Section G Part G2 Water Efficiency

175 A Report for the Committee on Climate Change. The Costs and Benefits of Tighter Standards for New Buildings Final Report (Currie and Brown, 2019)

176 National Design Guide: Planning Practice Guidance for Beautiful, Enduring and Successful Places (MHCLG, 2021)

6.127 The Council is clear that retrofit of new buildings is an expensive route to zero carbon and prefers development to be built as zero carbon design now, hence minimising the cost of retrofit. Such measures might include ensuring there is space for an air source heat pump, or configuration for connection to a future heat network. However, avoiding any need for retrofit is preferable.

Sustainable Construction – Overheating and Cooling

6.128 As our climate changes, it is expected that overheating in buildings will become more of an issue in the UK. Policy WD 23, criterion E. asks that developers consider this matter in the design of buildings and avoid using mechanical cooling methods where possible as they use energy. Therefore, attention is drawn to the cooling hierarchy.

Tall Buildings

6.129 Tall buildings are not well represented within Wirral, but they can make a positive contribution to place making, and have the potential to significantly increase densities, provide for mixed use development, act as landmarks and gateways, provide economy of scale and efficiencies when located near to public transport hubs. Tall buildings, by their nature are a prominent development form, and care is required in their location, absolute height, proximity to areas of historic sensitivity and their role as standalone structures or as a part of a cluster of tall buildings, as well as their design quality.

6.130 There are locations within Wirral where the principle of tall buildings would be unacceptable, including rural villages and urban fringe locations where the overriding character is of nucleated settlements, and in some suburban areas. However, tall buildings could have a role to play in areas such as central Birkenhead, Wallasey, and the west (LeftBank) of the River Mersey, where regeneration and the repair of fragmented townscapes is of critical importance. These areas already have higher densities, a tradition of larger structures and a more metropolitan character. Therefore Policy WD 23 includes a section on their design. The policy will apply to any building of 8 or more storeys. Any structure under this height will be required to comply with other policies in the Plan in addition to Policy WD 23 such as Policy WS 6 Principles of Placemaking, and Policy WS 7 Design Principles.

Policy WD 23

Design Details

Amenity

A. Development proposals must take account of the amenity of the development's users and neighbours. Proposals will be required to:

1. demonstrate that the proposed uses will be harmonious with neighbouring uses, avoiding unacceptable nuisance, and disturbance;
2. provide adequate sunlight, daylight and open aspects to all parts of the development and adjacent buildings and land (including any private amenity space);
3. avoid direct overlooking and loss of privacy, detrimental to living conditions of neighbouring residents and the residents of the proposed development;
4. not result in an overbearing or overly enclosed form of development which materially harms the outlook of occupiers of neighbouring properties or the users of the proposed development; and
5. adequately addresses issues of vibration, noise, dust, fumes, odour, light pollution, air quality, waste collection and microclimatic conditions likely to arise from any use or activities as a result of the development, or from neighbouring uses or activities.

Design Standards

B. Proposals for residential development should be built to the following standards:

1. Compliance with the nationally described space standard or any successor standard, unless this is demonstrated to be unfeasible.
2. Compliance with the higher water efficiency standard of 110 litres/per person/per day, under Regulation 36(3) of the Building Regulations or any successor standard.

C. All new build dwellings will be accessible and adaptable in line with Part M4(2) of the Building Regulations or any successor standard, unless site specific factors or evidence clearly indicate an alternative is necessary, or the following criteria apply:

1. On developments of 17 or more new build dwellings, at least 6% will be 'wheelchair user dwellings' in line with Part M4(3)(2) of the Building Regulations or any successor standard.
2. If the Council is responsible for allocating or nominating a person for immediate occupation, the relevant dwellings required under criterion C.1 above will be 'wheelchair accessible dwellings' in line with Part M4(3)(2)(b) of the Building Regulations or any successor standard, unless site specific factors clearly indicate an alternative design solution is necessary.

Energy Efficiency

D. All new build development proposals should take measures to address potential climate change implications. Wherever possible and viable, this should include:

1. reducing carbon emissions associated with the construction, operation and decommissioning of developments thus addressing embodied carbon; and
2. minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing and landscaping; and
3. seeking to minimise any retrofit.

Overheating and Cooling

E. Development proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this in accordance with the following cooling hierarchy:

1. Minimise internal heat generation through energy efficient design.
2. Reduce the amount of heat entering the building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls.
3. Manage the heat within the building through exposed internal thermal mass and high ceilings.
4. Passive ventilation.
5. Mechanical ventilation.
6. Active cooling systems.

Water Usage

F. All new build development should seek to identify and demonstrate water usage efficiencies and the reuse of water in their design. This includes consideration of rainwater harvesting and water recycling systems using grey water.

Tall Buildings

G. Proposals for tall buildings must adhere to the following principles. Proposals which fail to address these matters will be refused:

1. Design must be exceptional and of the highest quality, grounded in context. It should:
   i. add to local distinctiveness, identity, and placemaking; acknowledge and respect the heritage context; and activate the streetscape; and
   ii. make positive contributions to public space and the environment at ground floor level. Provide high quality private and communal space and public realm including the use of outdoor space.
2. The design must be inclusive in enabling use and occupation by all generations and demonstrate positive consideration of:

i. scale;
ii. form and massing;
iii. proportion and silhouette;
iv. detailed surface design;
v. facing materials;
vi. relationship to other structures;
vii. impact on streetscape, near and approach views;
viii. impact on cityscape, local and distant views;
ix. impact on the skyline; and
x. impact on the historic environment.

H. Townscape and impact assessments will be required with proposals that identify the impact of the structure and assess harm against any public benefit. They should demonstrate how the structures will enhance navigation, wayfinding and landmarking where appropriate, and facilitate permeability of the townscape

I. Micro-climate assessments will be required which demonstrate that the proposal, either as stand-alone or as part of a cumulative series of buildings, will not damage local environmental conditions. These are to include wind modelling, shadow/ light issues, noise, air quality, privacy and amenity.

J. Fully detailed proposals demonstrating the quality of finish, servicing, ventilation, structure, car parking and other logistical matters should be provided rather than dealt with as part of Reserved Matters applications.

Implementation

Privacy and Amenity

6.131 The applicant is expected to be able to demonstrate that these requirements are met as they pertain to the particular type of development and its location, including neighbouring uses.

Design Standards

6.132 Criteria B.1. and B.2. of Policy WD 23 are considered to be self explanatory. In respect of criterion C., this does not exclude provision in ground floor flats and Policy WD 6 Self-Contained Flats also refers. Off-site provision or equivalent payment in lieu of accessible and adaptable housing will only be considered if it can be demonstrated that on-site provision would not be practicable, the approach can be robustly justified and the proposal would be more effective for achieving a mixed and balanced community, subject to the terms of a legal agreement being in place to secure delivery.

Energy Efficiency, Overheating, Cooling, and Water Usage

6.133 Applicants of major schemes are encouraged to include an explanation of how they have addressed the matter of reducing carbon emissions in the Planning Statement accompanying their application.

Tall Buildings

6.134 Whilst tall building proposals might be accepted as outline proposals to establish the principle, these should be submitted along with the design code, basic environmental modelling to demonstrate potential impacts, a strategy that deals with ventilation, mechanical and engineering works, servicing and parking, and studies that illustrate visual and heritage impacts and proposed mitigation, including public benefits. Evidence of pre-application discussions with the Council and Historic England, engagement with the Design Review Panel and the use of Wirral's 3D digital model will be required in order to consider such proposals.

Open Space and Outdoor Sports Provision

6.135 The open space category of green and blue infrastructure is identified in Figure 3.7 whilst protected sites are shown on the Policies Map and listed in Appendix 11 Sport and Recreation, Appendix 12 Open Space, Appendix 13 Local Green Space, and Appendix 14 Countryside Recreation Sites. The underlying evidence is explained in the preamble to Policy WS 5 which outlines the open space evidence. Facilities for outdoor sport have been separately assessed[177].

6.136 Policy WS 5 and Policy WD 24 seek to ensure that the people of Wirral continue to have good access to open spaces and that children's play space is provided close to home. Policy WS 10 Infrastructure Delivery protects existing open space and outdoor sports facilities associated with new development. The strategy is set out in Policy WS 5 Strategy for Green and Blue Infrastructure, Biodiversity and Landscape Protection with an approach of seeking multiple uses for open space as a basic principle.

6.137 Policy WD 24 Open Space and Outdoor Sports Provision is therefore based on the following assumptions:

- that all new housing development should contribute towards the overall provision of an appropriate quality and quantity of open space including that for outdoor sport at both a strategic and local level;
- that contributions should be based on the provision of 37 square metres of open space per person, of which at least 2.5 square metres per person should be specifically for children and young people[178];
- that all new residential areas should have safe and easy access to an open space of at least 1.5 hectares or above within 720m walking distance or to an appropriate equivalent and to a site providing a facility specifically for children's play within 400m walking distance;
- that new open space should be provided in areas where these standards are not met but that any requirements should be based on the size and location of the development proposed and the ability to accommodate the particular type of facility required;
- that alternative solutions would be acceptable, if an equivalent or comparable level of provision can be secured to meet the likely needs of residents; and
- that where new on-site provision would not be appropriate, an equivalent financial contribution should be required towards the improvement of existing facilities.

6.138 The detailed approach to open space and outdoor sports and recreation provision is set out in Policy WD 24 and Appendix 10, whilst policy for the protection of existing facilities is contained in Policy WS 10 Infrastructure Delivery. Alternative approaches to open space may be required in Regeneration Areas, where land values are lower, sites may be more limited, and a higher density of development is proposed. These should be set out in an appropriate neighbourhood framework or masterplan.

Policy WD 24

Open Space and Outdoor Sports Provision

Open Space

A. New residential development will be required to contribute to the improvement and enhancement of open space, which may be secured through a mix of on-site provision and/or financial contributions, based on the following standards:

1. the provision of 37 square metres of publicly accessible open space per person, of which 2.5 square metres per person will be for equipped children's play or 80 square metres per dwelling, of which 6 square metres will be for equipped children's play; and

177 Wirral Playing Pitch and Outdoor Sports Assessment and Wirral Playing Pitch and Outdoor Sports Strategy (KKP, 2021)

178 Wirral Open Space Standards Paper (KKP, 2021), page 11, Table 3.4.2, and page 48

2. that all new dwellings should be within 720 metres safe walking distance of a publicly accessible open space or designated Tourism Area of 1.5 hectares or above; and
3. that all new dwellings should be within 400m safe walking distance of an appropriately equipped open-access facility for children's play.

B. Where new on-site provision is not required or cannot be achieved, an equivalent financial contribution will be required to secure improvements to existing local facilities and/or access to strategic provision, within the catchment of the development proposed. A residual contribution will be sought, where only provision for children's play is required under criterion D. below.

C. Where 50 or more new dwellings will be further than 720 metres safe walking distance of a publicly accessible open space of 1.5 hectares or above, new on-site provision will be required at 37 square metres per person or 80 square metres per dwelling, with provision for children's play on the following basis:

Size of Development [i]	Type of play provision (or equivalent) [ii]	Minimum size of activity area for play [iii]
50 dwellings (or 109 residents) or more	Local Area for Play (LAP)	100 square metres
67 dwellings (or 160 residents) or more	Local Equipped Area for Play (LEAP)	400 square metres
167 dwellings (or 400 residents) or more	Neighbourhood Equipped Area for Play (NEAP)	1,000 square metres

i. The calculation of the number of persons per dwelling will be based on the average occupancy of equivalent sized dwellings from the latest national Census of population.
ii. The definition of Local Area for Play (LAPs), Local Equipped Area for Play (LEAPs) and Neighbourhood Equipped Area for Play (NEAPs) is set out in Fields in Trust guidance and in the Glossary at Appendix 1.
iii. Provided at a minimum of 2.5 square metres per person.

D. Where 50 or more new dwellings will be within 720 metres safe walking distance of a publicly accessible open space of 1.5 hectares or above but not within 400m safe walking distance of an appropriately equipped facility for children's play, appropriate provision for play in line with criterion C. above must be made on a site (or sites) of no less than 0.40 hectares.

E. Off-site provision will be accepted where this would secure an equivalent or better level of provision on an appropriate site. The cost of any agreed on-site or off-site provision will be deducted from the contribution to secure improvements to existing local or strategic facilities or strategic provision required under criterion A.

F. New on-site open space should, wherever possible, be provided as a single site for public recreation, centrally located to serve the development as a whole unless additional provision is required to secure appropriate access to safe children's play within 400m of each new dwelling. Where a facility for play or outdoor sport is provided, an appropriate distance must be maintained between the main activity area and the nearest residential property boundary, to protect the amenity of neighbouring residents.

G. Within Regeneration Areas, strategic provision should be identified within an appropriate masterplan or neighbourhood framework. Where appropriate on-site provision would not be achievable, alternative well-designed, high quality open space must be provided, which may include access to formal or informal areas for local recreation or play, waterfront access, tree lined streets, green roofs, access to community growing areas, bespoke approaches to community involvement in maintenance and improved access to appropriate strategic provision.

Outdoor Sports Provision

H. New residential development will also be required to contribute to the provision of appropriate facilities for outdoor sport and recreation in line with the needs identified per person within the latest Playing Pitch and Outdoor Sports Strategy for the Borough. Where on-site provision would not be appropriate or achievable, an appropriate financial contribution will be required to secure improvements to existing facilities and/or to support the delivery of appropriate strategic provision to serve the development proposed.

Implementation

6.139 The provision of the requirements set out in Policy WS 5 and Policy WD 24 on-site are expected to be made in a manner that enables multiple uses of the space provided in most instances. There is not an additional quantum standard for green and blue infrastructure over the standard for the provision of open space in Policy WD 24. A considered approach is therefore required to the design of open space including green and blue infrastructure and an explanation of how the proposal fulfils the requirements of Policy WS 5 and Policy WD 24 is expected to be provided as part of the Planning Statement for the application. This explanation is to include any off-site contributions in cases where it is not possible to fulfil the policy on-site. Further guidance will be provided by the Councilland Policy WD 1 Landscaping should also be addressed.

Contributions to Open Space

6.140 Open space requirements will only apply to proposals for net new residential dwellings within Use Class C3 and Use Class C4. Other residential uses will be expected to provide appropriate communal usable outside space within the site, in line with other policies in the Local Plan.

6.141 The standards for open space will be in addition to any other requirements to provide appropriate green and blue infrastructure or net gain in biodiversity unless it can be demonstrated that the proposals will be genuinely multi-functional and will not diminish provision for appropriate recreation or play. Areas of land that would be unable to provide safe, usable or accessible open space for residents will not be accepted to contribute to these requirements.

6.142 The need to make provision for on-site open space will be assessed by the walking distance to the site on the ground not as the crow flies, avoiding any obvious physical obstacles, such as railway lines or risks, such as major highways without appropriate pedestrian crossing facilities. Where a number of sites would combine to form a larger residential area, contributions may be required on a proportionate basis and pooled to secure provision to serve the development as a whole.

6.143 The facilities to be provided will need to be suitable for use before the relevant number of dwellings are occupied and arrangements for future maintenance must be secured prior to occupation of the development. Where provision on-site is not practical, there will be a contribution in lieu.

6.144 Within designated Regeneration Areas, the requirements for development are more likely to be qualitative as noted in criteria B. and G. They may also be set out within masterplans that identify provision for the specific site.

6.145 Where financial provision in lieu of on-site provision is to be made then this will be expected at a rate equivalent to the standard set out in criterion A. or criteria C. and/or D. for which costs will be annually updated. This will be spent on improvements to local sites in the first instance, and then to the improvement of strategic provision. Details will be contained in a published and annually monitored investment strategy that draws together investment in recreational space and other green and blue infrastructure.

6.146 When an application is received in 'outline', and the number and type of dwellings are unknown, permissions will only be granted subject to a condition and/or obligation ensuring that the appropriate provision is made in terms of the number of dwellings that will eventually be proposed.

Contributions to Outdoor Sport and Recreation

6.147 The need for additional outdoor sports facilities will be calculated using the Sport England Playing Pitch Calculator as set out in the latest Wirral Playing Pitch and Outdoor Sports Strategy[179]. Per person contributions for net new residential dwellings within Use Class C3 and Use Class C4 will be based on the likely demand generated for pitch sports and the annually updated associated capital and lifestyle costs of the new pitch provision required to accommodate that demand. The number of persons per dwelling will be based on the average occupancy of equivalent sized dwellings from the latest national Census of population.

179 currently the Wirral Playing Pitch and Outdoor Sports Strategy (KKP, 2021)

Part 7 Minerals and Waste Policies

Introduction to Minerals and Waste Policies

7.1 This Part of the Local Plan sets out policies for minerals development and waste management.

Minerals

7.2 Wirral currently has no workable or viable mineral reserves. Notwithstanding, national planning policy requires mineral planning authorities to incorporate planning policies to provide for mineral extraction and to ensure that permitted and proposed operations do not have unacceptable impacts.

7.3 Mineral resources are defined as natural concentrations of minerals or, in the case of aggregates, bodies of rock that are, or may become, of potential economic interest due, to their inherent properties. Since minerals are a finite natural resource, and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation.

7.4 The National Planning Policy Framework advises that it is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. Minerals extraction can only take place if the operator has obtained planning permission and any other permits and approvals. These include permits from bodies such as the Environment Agency, and licenses from Natural England and, in relation to hydrocarbons, the Oil and Gas Authority.

7.5 Planning for the supply of minerals has a number of special characteristics that are not present in other development:

1. minerals can only be worked, i.e. extracted, where they naturally occur, so location options for the economically viable and environmentally acceptable extraction of minerals may be limited;
2. mineral working is a temporary use of land, although it often takes place over a long period of time;
3. working may have adverse and positive environmental effects, but some adverse effects can be effectively mitigated; and
4. following working, land should be restored to make it suitable for beneficial after-use.

7.6 Wirral Council is a Mineral Planning Authority (MPA) and as such the Local Plan has to include policies to reflect the presence of viable mineral resources within the Borough and any potential future mineral development.

7.7 The Wirral Minerals Report[180] confirmed, following consultation with the mineral industry, that Wirral has no existing/ workable resources for land-won crushed rock, sand and gravel, brick clay or industrial minerals. It does have potential for landing marine won sand and gravel through wharves, although there has been no recent activity.

Proposals for Minerals Development

7.8 The term 'minerals development' refers to primary, secondary or recycled aggregate minerals, industrial minerals and energy minerals including hydrocarbons such as oil and gas.

7.9 Minerals are an important economic asset, but the working, storage, processing and distribution of minerals can have harmful effects on the environment and local amenity. In line with national policy, applicants will need to demonstrate that mineral sites can be sensitively designed and operated in a way to ensure there are no unacceptable adverse impacts on the environment or human health. The worked land should be reclaimed at the earliest opportunity, taking account of safety, in accordance with an aftercare scheme and a budget that makes provision for high quality restoration, aftercare and after-use consistent with the landscape character of the surrounding area in line with Policy WM 5 Restoration.

7.10 Proposals will also need to include consideration of sustainable means of transporting minerals, minimising road miles, where feasible. Applicants will be expected to demonstrate the effects of traffic on the environment, the character of the area and amenity can be satisfactorily minimised.

180 Wirral Local Plan Minerals Report (RPS, January 2022)

Policy WM 1

Proposals for Minerals Development

A. Planning permission will only be granted for minerals development where:

1. the proposal will not result in any unacceptable impact on the natural, geological or historic environment, water resources, amenity and/or on human health and safety; and
2. if the development involves extraction, the extraction is necessary; and
3. the proposal has taken account of the use of alternative, secondary or recycled materials; and
4. the proposal will not be unacceptably detrimental to local residents and businesses or to the character of the area as a result of noise, smell, dust, vibration, land stability, contamination or other nuisance or visual impact; and
5. the proposal contains a satisfactory scheme of working, which incorporates provision for site security and the containment, storage and management of materials and waste within the boundaries of the site; and
6. if applicable, there is clear provision for the restoration, aftercare and use of the land at the earliest opportunity, to high quality environmental standards which would be compatible with the character and setting and landscape character of the surrounding area and would not prejudice the flight path of Liverpool John Lennon Airport; and
7. the development will not lead to the permanent loss or reduction in quality of best and most versatile agricultural land; and
8. ecological/ nature conservation interests will not be permanently harmed.

B. Minerals, equipment and materials should be transferred by the most sustainable form of transport that would have the least impact on local communities and the environment.

C. Transportation by road will only be supported if there is no feasible alternative and the highway network and access arrangements can safely accommodate traffic to be generated without unacceptable impact on the environment or the living conditions of local communities along the routes to be used.

Implementation

7.11 Policy WM 1 is applicable to all minerals development, including primary, secondary or recycled aggregate minerals, industrial minerals and energy minerals including hydrocarbons such as oil and gas. Proposals involving development for hydrocarbons will also be assessed for compliance with Policy WM 4 Oil and Gas Development.

7.12 All proposals will need to effectively demonstrate their transport plans including providing a Transport Assessment as reflected in Policy WS 9 Strategy for Transport.

Maintaining a Supply of Aggregates

7.13 There are small deposits of sand and gravel within Wirral, but all lie beneath best and most versatile agricultural land, and/or built-up areas. Commercial use of sands extracted from the Mersey Estuary is limited by contamination from industrial pollution, and sand within the Dee Estuary and North Wirral foreshore are located within international nature conservation areas. Wirral currently has no workable sand and gravel reserves and no crushed rock reserves at all. Industry consultation, as part of the Wirral Minerals Report 2020, indicate that this situation is unlikely to change in the foreseeable future. Consequently, Wirral is not able to include a policy within the Local Plan, which commits the Borough to contributing to the sub-regional aggregates supply.

7.14 However, Wirral Council participates actively in the North West Aggregates Working Party (NWAWP) and subscribes to the national Managed Aggregate Supply System through market monitoring and co-production of an annual Local Aggregates Assessment (LAA). The LAA is produced jointly with other authorities to reflect an aggregates sub-region which includes Merseyside, Warrington and Greater Manchester. Matters related to minerals reserves and

land banks are therefore monitored and reported annually at this sub-regional level through the LAA. This is the principal component of the evidence base to inform Wirral's future role in facilitating the appropriate supply of aggregate minerals. Accordingly, Wirral will maintain its commitment to the Managed Aggregate Supply System through continued representation in the North West Aggregates Working Party.

7.15 Policy WM 2 deals with proposals for aggregate extraction, and more likely in the case of Wirral, the recycling of aggregates. In line with national planning policy, the Council will encourage the use of secondary and recycled aggregates in building projects.

7.16 The use of such materials, often perceived as "waste", as an alternative to natural aggregates, is in many cases, technically feasible and economically sound. It is also fully in line with the achievement of sustainable development, as it conserves valuable aggregate resources, and reduces the quantity of material requiring disposal.

Policy WM 2

Maintaining a Supply of Aggregates

Aggregate Supply

A. In determining proposals for the extraction of aggregate minerals, regard will be given to the following:

1. the contribution the proposal would make toward maintaining the sub-regional apportionment of the regional production of aggregates; and
2. the need to maintain a landbank of reserves with permissions within the sub-regional area, in accordance with the latest Local Aggregates Assessment recommendations.

Substitute, Secondary and Recycled Aggregates

B. The Council will encourage the use of substitute, secondary or recycled aggregates and mineral waste as alternative materials to primary land-won minerals, provided this is economically and environmentally acceptable.

Implementation

7.17 In respect of substitute, secondary and recycled aggregates, temporary facilities could be located on sites for major demolition or construction projects; whilst permanent recycling plants for construction and demolition waste may also be viable in appropriate locations. Developers are advised to refer to the Joint Waste Local Plan for Merseyside and Halton in this regard[181].

7.18 However, in implementing Policy WM 2 the Council will need to be satisfied that, in particular cases, such use of materials is economically justified, and that the implications of using recycled materials, including the recycling process itself, will not result in unacceptable impacts on the environment or local amenity.

Safeguarding Mineral Reserves and Infrastructure

7.19 The remaining workable site for clay extraction at Moreton Brickworks, Carr Lane, Moreton has now ceased operating and there is no reasonable prospect of mineral extraction restarting because the remaining clay is no longer of any economic value.

7.20 The Eastham Sand facility, originally part of the port-related area associated with the entrance to the Manchester Ship Canal was moved to a purpose-built facility along the Bromborough Coast, at Riverbank Road. There was also a previous legacy facility at Gillbrook Basin, Birkenhead Docks. The operator of the Bromborough Coast facility, which has now also ceased operation, has sought alternative uses but in representations at Regulation 18 consultation on the Local Plan, has indicated that the relevant permissions and licences are still in place and that the site is therefore capable of returning to use as a marine sand and gravel wharf.

181 Joint Waste Local Plan for Merseyside and Halton, adopted July 2013

7.21 Historically, annual landings have been as high as 124,000 tonnes. However, there has been no marine landing of aggregates in Wirral since 2010.

7.22 Policy WM 3 provides for this facility and other minerals infrastructure to be safeguarded in the interests of facilitating the continuing supply of minerals.

7.23 Existing facilities for landing marine-won sand and gravel and for other minerals related infrastructure at Wallasey, Moreton and Bromborough will be safeguarded within the boundaries shown on the Local Plan Policies Map.

Policy WM 3

Safeguarding Mineral Reserves and Infrastructure

A. Facilities for landing marine-won sand and gravel will be safeguarded at Riverbank Road, Bromborough (MSA-SA4.1) within the boundaries defined on the Policies Map subject to criterion C. below.

B. The following minerals infrastructure shown on the Policies Map will also be safeguarded subject to criterion C. below:

1. Ready-Mix Concrete Plant, Dock Road, Wallasey (MSA-SA2.1)
2. Asphalt Plant, Riverbank Road, Bromborough (MSA-SA4.2)
3. Ready-Mix Concrete Plant, Tarran Industrial Estate, Moreton (MSA-SA5.1)

C. Non minerals development will only be permitted within the safeguarded areas identified in criteria A. and B. if:

1. an alternative site can be provided within an acceptable distance, which is at least as appropriate for the use as the safeguarded site; or
2. it can be demonstrated that the infrastructure no longer meets the current or anticipated future needs of the minerals and/or construction industry.
3. where practical and environmentally feasible, minerals are extracted prior to non mineral development taking place.

Implementation

7.24 The Mineral Assessment for non mineral development in the MSA should be proportionate to the situation and should have regard to British Geological Survey advice[182] or any subsequent updates.

Oil and Gas Development

7.25 The exploratory, appraisal or production phase of hydrocarbon extraction can only take place in areas where a Petroleum Exploration and Development Licence (PEDL) has been issued under the Petroleum Act 1998.

7.26 Licences and maps showing area boundaries are issued, published and updated by the Government. The maps can viewed on the Government's website. While an existing PEDL licence covers a large part of the Borough, there have been no applications for active extraction since its issue in 2008.

7.27 The National Planning Policy Framework indicates that the minerals planning authorities should make a clear distinction between the three phases of development - exploration, appraisal and production. National Planning Practice Guidance for Minerals[183] advises that there exist a number of issues which are covered by other regulatory regimes and mineral planning authorities should assume that these regimes will operate effectively. Whilst these issues may be put before mineral planning authorities, they should not need to carry out their own assessment as they can rely on the assessment of other regulatory bodies. However, before granting planning permission they will need to be satisfied that these issues can, or will be, adequately

182 Mineral Safeguarding in England: Good Practice Advice (BGS, 2011)

183 Paragraphs 012 and 013

addressed by taking the advice from the relevant regulatory body. An environmental permit is required for hydrocarbon extraction, and this will require the operator to produce and implement a waste management plan.

Policy WM 4

Oil and Gas Development

Safety

A. Proposals for oil and gas development will only be permitted where it is clearly demonstrated that the safety of the process and the risk of adverse impacts have been fully addressed and subject to the following criteria.

Exploration and Appraisal

B. Proposals for the exploration and appraisal of hydrocarbons within areas benefiting from a Petroleum Development Licence (PEDL), will only be supported where it has been demonstrated that well sites and associated facilities including any underground working and lateral boreholes are sited in the least sensitive location from which the target reservoir can be accessed.

C. Where proposals for exploration and appraisal are approved, there will be no presumption that production from those wells will be permitted.

Production

D. Proposals for the production of hydrocarbons will only be supported where it has been demonstrated that the further works and the surface facilities are justified as being required to manage the output from the well(s), including facilities for the utilisation of energy, where relevant, and that they are sited in the least sensitive location from which the target reservoir can be accessed. Proposals should also be supported by a full appraisal programme for the hydrocarbon resource.

Overall Assessment

E. Proposals for the exploration, appraisal and production of hydrocarbons will only be granted approval where it has been clearly demonstrated that there are no unacceptable adverse impacts on human health, general amenity, the climate, safety, traffic management, water, air quality, ecology, geology, the landscape, archaeology and the natural and historic environment and:

1. the extent of the reservoir, boreholes and period of time in which development and operations would take place, are clearly identified; and
2. measures will be in place to prevent adverse impacts from vibration and induced seismicity and the underlying geological structure; and
3. operational processes and gas flaring, and arrangements for waste disposal, including unwanted gas or oil, will not cause unacceptable impacts on the living conditions of local communities and the operations of existing businesses; and
4. adequate provision is made for the supply of water and disposal of waste water without unacceptable adverse impacts on surface and groundwater flows, quantity and quality; and
5. pollution and contamination of the land, ground water, aquifers, and potable water supplies will be prevented; and
6. satisfactory arrangements will be in place to manage or dispose of any waste materials and returned water from the development; and
7. a full appraisal programme for the gas or oil resource has been completed to the satisfaction of the Mineral Planning Authority; and
8. a management plan with a comprehensive economic assessment and monitoring arrangements will be in place, for all operations and mitigation measures.

F. All proposals must include restoration and aftercare measures for each of the stages of development, including the treatment of any boreholes.

Implementation

7.28 Applications for energy mineral development require planning consent at each phase of onshore hydrocarbon development, and developers will be expected to approach the Council for pre-application discussions on the scope of information needed for each stage. Some exploration work or testing, such as initial seismic work, may not require consent from the planning authority.

Restoration

7.29 The National Planning Policy Framework requires that planning policies ensure land used for minerals extraction is reclaimed at the earliest opportunity, taking account of aviation safety and that high quality restoration and aftercare of mineral sites takes place. Therefore, in respect of proposals for mineral extraction the Council will request details of the restoration and aftercare of the site. The land should be restored at the earliest opportunity in accordance with an aftercare scheme and a budget that makes provision for high quality restoration, aftercare, after-use and a final landform consistent with the landscape character of the surrounding area.

Policy WM 5

Restoration

A. All proposals for mineral working will require the submission of a high quality restoration and aftercare plan for the reclamation of the affected land to secure appropriate after use at the earliest opportunity.

B. The plan should include:

1. details of the existing ground levels, top and sub-soil structure, hydrogeology and hydrology and how it will be handled over the course of the proposed development; and
2. details of the final restoration scheme including remediation, landscaping, ground levels, landform, and the proposed future land use; and
3. details for the improvements to water quality to be achieved as part of the restoration scheme where feasible; and
4. details of the timescales for the removal of obsolete development and completion of the restoration scheme; and
5. details of aftercare arrangements that are to be put in place to ensure the maintenance and management of the site once restoration is complete.

Implementation

7.30 The level of detail required on restoration and aftercare will depend on the circumstances of each specific site including the expected duration of operations on the site. It must be sufficient to clearly demonstrate that the overall objectives of the scheme are practically achievable, and it would normally include:

1. an overall restoration strategy, identifying the proposed management, aftercare and subsequent long term use of the site; and
2. information about soil resources, hydrogeology and hydrology, and how the topsoil/subsoil/overburden/soil making materials are to be handled when operations and development take place; and
3. information about any improvements to water quality that will be achieved through the restoration scheme; and
4. where the land is agricultural land, an assessment of the agricultural land classification grade; and
5. a landscape strategy.

Waste Management

7.31 National policy seeks to promote sustainable waste management in accordance with a hierarchy which will encourage waste prevention and minimisation, and re-use and recycling before treatment and disposal and to minimise landfill to protect the environment.

7.32 The spatial strategy, criteria for development management and site allocations for new waste management development in Wirral, based on a resource recovery led strategy and a sub-regional site approach, is set out in a separate, jointly prepared sub-regional Waste Local Plan for Merseyside and Halton.

7.33 The Joint Waste Local Plan identifies three additional sites for new waste management facilities; at Cammell Lairds in Tranmere and at Bidston adjacent to the existing recycling facilities at Wallasey Bridge Road; and areas of search for smaller scale facilities at Poulton and Tranmere, which reflect the scale and pattern of development anticipated in this Local Plan.

7.34 The delivery of the Joint Waste Local Plan strategy relies upon improved facilities for the minimisation, collection, re-use and recycling of waste on the site where the waste is generated, as an integral part of new development or through improvements to the facilities available at existing sites. Other off-site facilities for new waste management development will normally be expected to be provided in industrial locations away from residential property and other environmentally sensitive land uses, with good access to the Strategic Route Network or water access (wharfage) to encourage transport by water.

7.35 The Joint Waste Local Plan will need to be reviewed in the future in accordance with relevant planning legislation. Policy WM6 should therefore be read in conjunction with any future Plan documents that may supersede or supplement the Joint Waste Local Plan.

Policy WM 6

Waste Management

A. The Council will promote the sustainable management of waste in accordance with the waste hierarchy (as defined in national planning policy). In accordance with the Merseyside and Halton Joint Waste Local Plan 2013 (or any Plan that may supersede or supplement this), it will work to:

1. identify and safeguard (where appropriate) waste management sites in appropriate locations;
2. assist in the implementation of a resource recovery led strategy for sustainable waste management;
3. ensure that the Borough contributes to meeting the identified sub-regional needs for waste management facilities and sites;
4. encourage good design in new development in order to minimise waste, promote the use of reclaimed and recycled materials and to facilitate the storage, collection and recycling of waste;
5. encourage the sustainable transport of waste and promote the use of mechanisms such as waste audits and waste management plans to minimise the generation of waste; and
6. ensure that waste management facilities are developed whilst minimising any negative impacts on the environment and communities of the Borough.

Implementation

7.36 Additional guidance on the space that will be necessary to set aside to allow safe access for the on-site storage, collection and emptying of containers and on the control of litter is included in relevant Supplementary Planning Documents.

Appendix 1 Local Plan Glossary

Table A1.1 Local Plan Glossary

Terminology	Abbreviation	Explanation
Adoption		The stage at which the Council formally decides to make the Local Plan legally operative as policy.
Age-related housing need		Housing need related to older households downsizing or exiting the market, and younger households aspiring to enter the market. Relates to the position in the housing market. Refer Strategic Housing Market Assessment Update October 2021.
Albedo		The proportion of the incident light or radiation that is reflected by a surface.
Allocation		The identification of a specific piece of land for a specific type of development in a Local Plan or Neighbourhood Development Plan.
Ancient Monument	SAM	An identified area, site or structure designated by the Secretary of State on the basis of its national importance for archaeology. See also Scheduled Ancient Monument.
Area of Special Landscape Value	ASLV	An area of landscape designated by the Council and considered to be sensitive.
(Draft) Birkenhead Regeneration Framework 2040	BRF	A Plan in the form of a framework for the regeneration of Birkenhead that is well advanced but not yet adopted by the Council.
Department for Business, Energy and Industrial Strategy	BEIS	Government department with responsibilities for business, industrial strategy, science, innovation, energy, and climate change.
Best and Most Versatile Agricultural Land	BMV	Land in Grade 1, Grade 2, and Grade 3a, of the national Agricultural Land Classification.
Biodiversity		A collective term for the full variety of biological life on earth including plants, animals and eco-systems.
Biodiversity asset		A resource containing habitats and species, this can range from a single tree to a lake, field or forest.
Broad location		An area identified in which development is expected to happen over the Plan period but the precise location may not yet be certain enough to be an allocation. In this Local Plan the Broad Locations are another name for unallocated parts of the Regeneration Areas. Also known as Other Developable Areas.
Carbon life cycle assessment		An assessment of all of the carbon emissions associated with the construction, use, maintenance and demolition of a building across its full life.

Terminology	Abbreviation	Explanation
Carbon sink		A forest, ocean or other natural environment that can absorb carbon dioxide from the atmosphere.
Climate change adaptation		Adjustments made to natural or human systems in response to the actual or anticipated effects of climate change, to mitigate harm or exploit beneficial opportunities.
Climate change mitigation		Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Coastal Change Management Area	CCMA	An area identified in plans as likely to be affected by physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.
Combined Authority	CA	A formally constituted strategic authority with powers over transport, economic development and regeneration (in the case of Liverpool City Region).
Combined Heat and Power Network/ Combined Cooling Heat and Power Network	CHP/CCHP	Combined heat and power networks recover otherwise wasted thermal energy for heating whilst combined cooling heat and power networks use the wasted thermal energy for cooling or heating.
Community Infrastructure Levy	CIL	A financial charge that can be levied on new development to pay for local infrastructure to be provided.
Competent person (to prepare site investigation information)		A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of issue and membership of a relevant organisation.
Conservation (for heritage policy)		The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Conservation Area	CA	An identified area designated by the Council to allow the character and appearance of that area to be protected.
Corporate Plan		A public document prepared by a Council setting out the Council's main priorities for the future.
Cultural heritage-related housing need		Housing need related to matters such as religious beliefs, ethnic background, travelling heritage or other cultural background. Usually manifests as specific accommodation requirements. Refer Strategic Housing Market Assessment Update October 2021.
Decentralised energy network	DEN	A network of energy supply that is generate off the main grid.
Department for Environment, Food and Rural Affairs	DEFRA	The Government Department responsible for sustainable development, environmental protection and rural policy.

Terminology	Abbreviation	Explanation
Design Code		A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.
Development Plan		A statutory document that individual planning decisions must legally be made in accordance with unless material considerations indicate otherwise, including a Local Plan or Neighbourhood Development Plan.
Dock Estate		An area of land owned and operated by a port operator.
Duty to Cooperate		A legal test that requires cooperation between local planning authorities and other public bodies to maximise the effectiveness of policies for strategic matters in Local Plans.
East Float Parameter Plans		Wirral Waters has the benefit of outline planning permission with all detailed matters reserved for future consideration. In order to comply with the Town and Country Planning (Environmental Impact Assessment England and Wales) Regulations 1999 (as amended) the planning application and Environmental Statement was based on a series of development parameters/ principles and a working masterplan. The parameters for the outline planning permission are divided into five themes: Layout - set out the approximate location of buildings, routes and open spaces. this includes an indicative layout with development zones where appropriate; Scale - indication of the upper and lower limits for height width and length of each building; Use and Amount - the uses proposed for the development and any development zones and the amount of development in each use; Access - states these areas where the proposed access to each site will be situated; Landscape - the approximate amount of open space in each scheme; and Appearance. These principles will be implemented through conditions 77 and 78 of the outline planning approval reference OUT/09/06509.
Ecological Asset		A resource containing habitats and the living things (or species) that rely on them.
Ecological network		The basic, joined up infrastructure of existing and future habitat needed to allow populations of species and habitats to survive in fluctuating conditions.
Environment Agency	EA	A government body with responsibility for preventing harmful impacts on the environment.
Equalities Impact Assessment	EqIA	An assessment of the impact of policies on people with protected characteristics under the Equality Act, of age, gender reassignment, religion or belief, pregnancy and maternity, sexual orientation and, in certain circumstances, marriage and civil partnership.

Terminology	Abbreviation	Explanation
European sites for nature conservation		Previously referred to as 'Natura' sites. This recognises that Special Protection Area and Special Areas of Conservation (see definitions below) protect species and habitats shared across Europe and were originally designated under European legislation.
Family housing		Homes with three or more bedrooms.
Functionally linked habitat		Habitat that lies outside of the boundaries of a designated site (for conservation purposes) but nonetheless play an important role in supporting the value of the site because it is connected to the life and reproduction of a population for which a site has been designated. For example, locations for feeding for birds, which are not physically linked.
Fenestration		The arrangement of windows in a building.
Garden city		A planned town of limited size with broad streets and spacious layout, containing trees and open spaces and surrounded by a rural belt.
Gateway Area		The area in the immediate vicinity of a 'gateway' or 'arrival point' such as key road junctions, ferry terminals or railway stations. As identified on the Policies Map.
Green and Blue Infrastructure		A network of multi functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and well being benefits for nature, climate, local and wider communities and prosperity.
Greenhouse gas	GHG	A gas that absorbs and emits radiant energy within the thermal infrared range, causing the greenhouse effect. They include water vapour, carbon dioxide, nitrous oxide, methane, ozone.
Habitable Room		Any room used or intended to be used for sleeping or living which are not solely used for cooking purposes but does not include bath or toilet facilities, service rooms, corridors, laundry rooms, hallways or utilities rooms (UKSI 2020 no 632).
Habitats Regulations Assessment	HRA	An assessment of the impact of emerging policies and proposals on European designated sites.
Health-related housing need		Housing need related to physical disability or sensory impairment, learning disability, dementia or mental health. Usually manifests as a need for physical adaptation to home or 'domestic' support need. Refer Strategic Housing Market Assessment Update October 2021.
Heritage at Risk	HAR	A national record of designated heritage assets considered to be at serious risk of harm or damage, prepared by Historic England.
Historic England		A government body with responsibility for protecting and promoting the historic environment.

Terminology	Abbreviation	Explanation
Independent Examination		The process undertaken to examine the content of a Local Plan or Neighbourhood Development Plan before it can be adopted by the Council.
International sites for nature conservation		Sites of international importance for the habitat they provide such as Special Protection Areas and Ramsar Sites - see below.
Landmark		Any structure which through its design and quality provides a memorable and prominent element in a townscape, reinforces legibility and aids navigation.
Life experience-related housing need		Housing need related to matters including experience of : armed forces; offending; asylum; the care system; abuse and substance misuse. Usually manifests as a need for housing support to sustain a home. Refer Strategic Housing Market Assessment Update October 2021.
Local Area for Play	LAPSs	Play space close to home.
Local Equipped Area for Play	LEAPs	Equipped play space close to home.
LeftBank		The western bank of the Mersey river in Wirral.
Liverpool City Region	LCR	The functional economic area based around the City of Liverpool.
Local Aggregate Assessment	LAA	A jointly prepared assessment of the ongoing supply of mineral aggregates.
Local Development Scheme	LDS	A document setting out the timetable for the preparation of individual Local Plans.
Local Enterprise Partnership	LEP	A coalition of local partners working together to lead and drive economic growth and job creation across the Liverpool City Region.
Local Plan		A Plan for the future development of a local area, drawn up by the Local Planning Authority in consultation with the community. In law this is described as the development Plan documents adopted under the Planning and Compulsory Purchase Act 2004. A Local Plan can consist of either strategic or non strategic policies, or a combination of the two.
Local Wildlife Site		A site identified for its local importance for nature conservation as shown on the Policies Map.
Main Employment Uses		Main employment Uses are those uses normally found in industrial estates or business parks, requiring dedicated land or buildings. They include Use Classes B2 (General industrial) and Use Class B8 (Storage or distribution) from the Town and Country (Use Classes) Order 1987 (as amended) as well as aspects of Use Class E, such as purpose built offices (where not subject to a sequential test or having met the test), light industrial and research establishments. They do not include buildings designed or converted to allow, as their primary purpose, the selling of convenience or comparison retail goods to the general public or for main town centre uses.

Terminology	Abbreviation	Explanation
Main Town Centre Use		Retail development (including warehouse clubs and factory outlet centres); leisure , entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive- through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major Development		Unless otherwise stated in the Plan for housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m^2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
Marine Protected Area	MPA	Defined geographical areas of the Marine environment established and managed to achieve long term nature conservation and sustainable use. Types of Marine Protected Area include Special Protection Areas, Special Areas of Conservation, Ramsar Sites, and Sites of Special Scientific Interest. For definitions refer within this glossary.
Masterplan		Master Plan is a document and policy guide designed to help create a vision of a place or site for the future. They help engage communities and aid decision making on land use development and conservation. They are produced in varying levels of detail.
Materiality		Materiality is the use of materials or substances on buildings. It can relate to specific components, such as brick, or glass, but also relates to the increasing number of decorative or digitalised facades or exterior surfaces of buildings.
Meanwhile Use		The short term use of a temporarily empty building or vacant land.
Mersey Waters Enterprise Zone		An area designated by the Government around the Birkenhead Dock Estate, where incentives are offered to new and expanding businesses to support economic revitalisation.
Merseyside		The land area covered by the local Councils of Liverpool, Wirral, Sefton, Knowsley and St Helens.
Merseyside Environmental Advisory Service	MEAS	A jointly funded environmental advisory service provided on behalf of the Liverpool City Region district councils by Sefton Council.
Modern Methods of Construction	MMC	A blanket term to describe a process of innovation. It is not exclusive to any one material or method but a way to focus on developing new ways of building more high quality homes faster.
Morphology (as in water)		The shapes and forms of water bodies e.g. river morphology is the study of the shape of river channels and how they change in shape and direction over time.

Terminology	Abbreviation	Explanation
National Planning Policy Framework	NPPF	A statement of national planning policy, published by the Government, which all planning decisions should normally follow.
Nature Improvement Area	NIA	An area of land that has been identified for the opportunity it offers to restore nature at a landscape scale in conjunction with other land uses. In Wirral this is the Liverpool City Region NIA.
Nature Improvement Focus Area		A sub area of the Nature Improvement Area identified to focus delivery of nature recovery at a more local scale.
Neighbourhood Equipped Area for Play	NEAPs	An area for play close to home used by all ages of children/ young people.
Neighbourhood Development Plan	NDP	A Development Plan, prepared by the local community and adopted by the Council after a local referendum.
Neighbourhood Forum		A community group authorised by the Council to prepare local planning proposals.
Neighbourhood Framework		Informal planning documents which set out spatial guidance and urban design principles at a Neighbourhood scale. They can be prepared to provide more detail to broader strategic Frameworks such as the Draft Birkenhead 2040 Framework. They can be prepared as evidence documents to inform the Local Plan on such matters as to assess the development potential of brownfield sites and set out proposals for land use change; identify key development sites and opportunities and priorities for investment in public realm and other community infrastructure. They can also identify a site or sites which would benefit from more detailed site specific masterplans which should be prepared in support of planning applications. Where appropriate they will be subject to public consultation and approved by the Council as frameworks for investment and delivery action.
Neighbourhood Planning		The general name for a series of measures, introduced through the Localism Act 2011, to enable the community to have a greater say over development within their neighbourhood.
Net zero carbon		The term net zero means achieving a balance between the carbon emitted into the atmosphere, and the carbon removed from it. This balance – or net zero – will happen when the amount of carbon we add to the atmosphere is no more than the amount removed.
NOMIS	NOMIS	A database of official labour market statistics, run on behalf of the Office for National Statistics.
Other Developable Areas	ODA	Also known as Broad Locations, these areas are unallocated parts of Regeneration Areas, within which additional new residential development is expected to come forward during the Plan period.
Planning Inspector		A person appointed by the Secretary of State to carry out the Independent Examination of a Local Plan.

Terminology	Abbreviation	Explanation
Pastiche		An architectural style that imitates that of another work, artist, or period.
Pop up Shop		A temporary shop housed in a retail or other permanent premises.
Prescribed Bodies		The preparation of Local Plans is governed by the Town & Country Planning (Local Planning) (England) Regulations 2012 (as amended). This sets out a list of prescribed bodies to which the Duty to Cooperate applies.
Previously Developed Land	PDL	Land that is or was occupied by a permanent structure and associated fixed surface infrastructure, as defined in the National Planning Policy Framework.
Primarily Employment Area		An area of land set aside for land uses that primarily provide employment.
Primarily Residential Area		An area where the primary land use is residential.
Primary sector (employment)		The first phase of a manufacturing process involving the acquisition of raw materials representing a range of jobs from agriculture to mining.
Priority Habitats and Species		A habitat or species of Principle Importance for the conservation of biodiversity in England. They are included in the English Biodiversity List published by the Secretary of State under Section 41 of the Natural Environment and Rural Communities Act 2006.
Proposed Submission Draft		A preliminary version of a Local Plan that the Council intends to submit to the Secretary of State for Independent Examination.
Qualifying development		Under Policy WS 5 qualifying development is that which is applied by the Environment Act 2021 for the purposes of Biodiversity Net Gain.
Ramsar Site		Wetland of international importance, designated under the 1971 Ramsar Convention.
Regeneration Areas	RA	The Local Plan designates ten Regeneration Areas, each of which covers a specific urban area, identified for future regeneration and growth.
Registered Provider	RP	An organisation registered as a provider of housing to meet the needs of people unable to afford to own their own home.
Scheduled Monument	SAM	A scheduled monument is an historic building or site that is included in the Schedule of Monuments kept by the Secretary of State for Digital, Culture, Media and Sport. The regime is set out in the Ancient Monuments and Archaeological Areas Act 1979. It can be any building or structure, cave or excavation on the land or on the seabed within UK territorial waters, or the remains of one. It must be a human-created site.

Terminology	Abbreviation	Explanation
Secondary sector (employment)		Manufacturing and assembly process.
Secretary of State		The person appointed by the Prime Minister to have overall responsibility for the operation of the national planning system, currently the Secretary of State for Levelling Up, Housing and Communities (DLUCH).
Settlement Area	SA	A geographical area identified in the Local Plan, and used for monitoring purposes, to represent one of the eight main groups of settlements within the Borough.
Significance (for heritage policy)		The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from is setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.
Site of Special Scientific Interest	SSSI	A site designated by the Secretary of State on the basis of its scientific importance for nature conservation and/or earth science.
Social Gain		Social gain is an improvement in the social value experienced in an area and can be an environmental, social, health, cultural, economic or other benefit achieved as a result (in this context) of a development proposal being implemented.
Social Value		Social Value goes beyond using money as the main indicator of value and seeks to value the importance of people's experiences. The Councils adopted definition is "A commitment to using our influence and resources to help deliver the Wirral Plan; to drive economic growth, improve the local environment and support vulnerable people - whilst ensuring the best possible value for money when buying goods and services for the people of Wirral.
Soundness		The tests of soundness that a Plan is tested upon at examination are consistent with those set out by the Government in the National Planning Policy Framework (NPPF).
Spatial Development Strategy	SDS	A statutory land use planning framework prepared by the elected Mayor for the Liverpool City Region.
Special Area of Conservation	SAC	Area defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.
Special Protection Area	SPA	Area classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for breeding, feeding, wintering or the migration of rare and vulnerable species of birds.
Stakeholder		A person or organisation with an interest in the future planning and development of the Borough.

Terminology	Abbreviation	Explanation
Statement of Community Involvement	SCI	A statutory document setting local standards for community involvement in the preparation of policy documents and planning decisions.
Statutory		A document or process which has a special legal status, as set out in national law.
Strategic Regeneration Framework	SRF	A strategy that sets out the Council's corporate regeneration priorities.
Submission		The stage at which a proposed Local Plan is submitted to the Secretary of State for consideration at an Independent Examination.
Supplementary Planning Document	SPD	A Local Development Document which provides additional information to help landowners and developers prepare acceptable planning applications.
Sustainable drainage		An approach to the drainage of rainwater that seeks to mimic natural processes as far as possible.
Sustainability Appraisal		A process of assessment of the social, environmental, and economic effects of a plan, intended to be an iterative process that allows the appraisal to inform the final plan.
Tertiary sector (employment)		Services such as insurance, advertising and transport and other services such as health services.
Tests of Soundness		See 'Soundness' above.
Unitary Development Plan	UDP	An old-style Development Plan, which will be replaced by the Local Plan and Joint Waste Plan.
Use Class		A category of land use defined in the Town and Country Planning (Use Classes) Order 1987 as amended.
Water Framework Directive	WFD	Regulations controlling and protecting water resources.
Wheelchair accessible dwelling		A dwelling constructed for immediate occupation by a wheelchair user, which meets the requirements of Part M4 (3) (2) (b) of the Buildings Regulations 2010.
Wider Employment Generating Uses		Wider employment-generating uses are land uses generating permanent on-site employment. They may include certain 'non-residential institution' uses, where the scale or nature of the operation, or lack of the need for regular public access would make a location in a town centre or central to where people live less necessary. Examples might include training facilities of various sorts (Class F.1), or some Class E uses that are not in the main employment uses category, such as some trade counter retail operations or leisure businesses that are not suited to town centres, creches that serve people working in the employment areas themselves or types of health clinics that provide for specialised needs and are only occasionally visited. They may include sui generis uses which typically operate from employment sites such car repair garages, taxi firms, or home recycling centres. Unless in a

Terminology	Abbreviation	Explanation
		town centre location, they will exclude retail or leisure uses that fall within the category of main town centre uses; retail use can sometimes form an ancillary part of an employment proposal, such as a factory shop , which may be acceptable subject to other considerations such as access and parking. They would not include any of the C-Class residential-type uses.
Wirral Waters		A project to create an internationally recognised city waterfront, focused on the East Float of the Birkenhead and Wallasey dock system and part of the Mersey Waters Enterprise Zone.
World Heritage Status	WHS	World Heritage Sites are places of Outstanding Universal Value to Humanity. It is not a list of all properties of great interest, importance or value, but only a select list of the most outstanding of these from an international viewpoint.
Zero Carbon Ready by Design		Design that minimises the amount of energy needed to heat and cool buildings using layout, landform, orientation massing and landscaping. This means that no further adaptations are required to a building to make it net zero carbon beyond a low carbon heating system or energy supply that will be able to be installed at a later date, if required to reach net zero carbon.

Appendix 2 Policies to be Replaced by this Plan

The following policies from Unitary Development Plan for Wirral, adopted in February 2000, which were saved by Direction from the Secretary of State in September 2007, have been replaced by the policies now set out within this Local Plan.

Table A2.1 Unitary Development Plan Saved Policies September 2007 - Part One Policies

UDP Policy	UDP Policy Title	Replaced by:
URN1	Development and Urban Regeneration	WS 1
URN2	Planning Agreements for Urban Regeneration	WS 3, WS 5, WS 9, WS 10, WD 24, Appendix 10
EMP1	Provision of Employment Land	WS 1, WS 4
HSG2	Affordable Housing	WS 3
GBT1	Green Belt Boundaries	WS 1
GRE1	The Protection of Urban Greenspace	WS 5, WS 10
REC1	Principles for Sport and Recreation	WS 5, WS 10
TLR1	Principles for Tourism Development	WS 4
CHO1	The Protection of Heritage	WD 2
AGR1	The Protection of Agriculture	WP 8
NCO1	Principles for Nature Conservation	WS 5, WD 3
LAN1	Principles for Landscape	WS 5
TRT1	Provision for Public Transport	WS 9
TRT2	Safeguarding Land for Highway Schemes	WS 9
TRT3	Transport and the Environment	WS 9
SHO1	Principles for New Retail Development	WS 11
MIN1	Maintaining Minerals Supply	WM 2
MIN2	Safeguarding Mineral Reserves	WM 3
MIN3	Restoration & Aftercare of Mineral Extraction Sites	WM 5
WAT1	Fluvial and Tidal Flooding	WD 4
WAT2	Protection of the Water Environment	WD 4, WD 14
COA1	Principles for the Coastal Zone	WD 4
POL1	Restrictions for Polluting and Hazardous Uses	WD14, WD16
TEL1	Principles for Telecommunications	WD 13
REN1	Principles for Renewable Energy	WS 8, WS 10

Table A2.2 Unitary Development Plan Saved Policies September 2007 - Part Two Policies

UDP Policy	UDP Policy Title	Replaced by:
Section 5:	**Economy and Employment**	
EM1	Former Cammell Laird Shipyard, Tranmere	WS 4, WP 2
EM2	Conway Park, Birkenhead	WP 4
EM3	Land for General Employment Use	WS 1, WS 4, RA 3, RA 6-RA 8, WP 2-WP4, WP 5
EM4	Expansion Land for Existing Businesses	WS 4
EM5	Land at Dock Road South, Bromborough	WP 4
EM6	General Criteria for New Employment Development	WS 4, WS 6, WS 7, WS 9, WD 19, WD 22-WD 23
EM7	Environmental Criteria for New Employment Development	WS 5, WS 9, WD 1, WD 3
EM8	Development within Primarily Industrial Areas	WS 4
EM9	Non-Employment Uses in Industrial Areas	WS 4
EM12	Employment Development in Primarily Residential Areas	WD 10
Section 6:	**Housing**	
HS1	Land Allocated for Residential Development	RA 1, RA 3-RA 7, RA 9-RA 11, WP 1, WP 3-WP 7
HS4	Criteria for New Housing Development	WS 6, WS 7, WD 1, WD 22-WD 24
HS5	Density and Design Guidelines	WS 3
HS6	Principles for Affordable Housing	WS 3
HS7	Sheltered Housing	WS 3, WD 8
HS8	Nursing Homes/Residential Care Homes	WS 3, WD 8
HS9	Mobility Housing	WD 23
HS10	Backland Development	WS 6, WS 7
HS11	House Extensions	WD 5
HS12	Pre-School Day Care	WD 10
HS13	Self-Contained Flat Conversions	WD 6
HS14	Houses in Multiple Occupation	WD 7
HS15	Non- Residential Uses in Primarily Residential Areas	WD 10
Section 7:	**Green Belt**	
GB1	Amendments to the Green Belt Boundary	N/A

UDP Policy	UDP Policy Title	Replaced by:
GB2	Guidelines for Development in the Green Belt	WS 1
GB3	Re-Use of Buildings in the Green Belt	WS 1
GB4	Replacement of Existing Dwellings in the Green Belt	WS 1
GB5	Extension of Existing Dwellings in the Green Belt	WS 1, WD 5
GB6	Development in Infill Villages in the Green Belt	WS 1, WS 6, WS 7
GB7	Infill Villages in the Green Belt	WS 1, WS 6, WS 7
GB8	Guidelines for Major Developed Sites in the Green Belt	WS 1, WS 6, WS 7
GB9	Major Developed Sites in the Green Belt	WS 1, WS 6, WS 7
GB10	Key Workers Dwellings in the Green Belt	WS 1
GB11	Removal of Agricultural Occupancy Conditions	WS 1
Section 8:	**Urban Greenspace**	
GR1	The Protection of Urban Greenspace	WS 5, WS 10
GR2	Land Designated as Urban Greenspace	WS 5, WS10
GR3	The Protection of Allotments	WS 5, WS 10
GR4	Allotments to be Protected from Development	WS 5, WS 10
GR5	Landscaping and New Development	WD 1
GR6	Greenspace within New Family Housing Development	WD 24
GR7	Trees and New Development	WS 5, WD 1
Section 9:	**Sport and Recreation**	
RE1	Criteria for Urban Recreation Facilities	WS 6, WS 7
RE2	Land for New Recreation Facilities	N/A
RE6	Sports Grounds for Protection from Development	WS 10
RE8	Criteria for Artificial Playing Pitches	WS 7
RE9	Criteria for Floodlighting at Sports Facilities	WS 7, WD 14
RE10	Criteria for Community Centres and Facilities	WS 6, WS 7, WD 10
RE11	Criteria for Children's Play Facilities	WS 5, WS 6, WD 24
RE12	Sites for New Children's Play Equipment	WS 5, WD 24
RE13	Criteria for Sports Facilities in the Green Belt	WS 1, WS 6, WP 8

UDP Policy	UDP Policy Title	Replaced by:
Section 10:	**Tourism and Leisure**	
TL1	The Protection of Urban Tourist Resources	WS 4, RA 1-RA 4, RA 10, WP 3, WP 4, WP 6, WD 2, Appendix 7
TL2	Criteria for Urban Tourism	WS 4, WS 6, WS 7
TL4	Land for Tourism Development at New Brighton	WS 4, RA 10
TL5	The Control of Tourism in West Kirby	WS 4, WS 6, WS 7, WP 6
TL7	Criteria for Hotels and Guest Houses	WS 4
TL9	The Protection of Rural Tourist Attractions and Resources	WS 1, WS 4, WS 5, WS 10, WP 8
TL10	Criteria for Tourism Development in the Green Belt	WS1, WS 4, WS 6, WS 7, WP 8
TL11	Development at Countryside Recreation Sites	WS 10
TL12	North Wirral Coastal Park Visitor Centre	N/A
TL13	The Camp Site Amenity Block, Royden Park	N/A
TL14	Protecting and Extending Public Rights of Way	WP 8
Section 11:	**Heritage and Conservation**	
CH1	Development Affecting Listed Buildings and Structures	WD 2
CH2	Development Affecting Conservation Areas	WD 2, WP 1-WP 4, WP 6-WP 8
CH3	Demolition Control within Conservation Areas	WD 2
CH4	Bidston Village Conservation Area	WP 3
CH5	Hamilton Square Conservation Area	WP 3
CH6	Birkenhead Park Conservation Area	WP 3
CH7	Oxton Village Conservation Area	WP 3
CH8	Rock Park Conservation Area	WP 3
CH9	Port Sunlight Conservation Area	WP 4
CH10	Eastham Village Conservation Area	WP 8
CH11	Caldy Conservation Area	WP 6
CH12	Frankby Village Conservation Area	WP 8
CH13	Gayton Conservation Area	WP 7
CH14	Heswall Lower Village Conservation Area	WP 7
CH15	Thornton Hough Conservation Area	WP 8

UDP Policy	UDP Policy Title	Replaced by:
CH16	West Kirby Old Village Conservation Area	WP 6
CH17	Saughall Massie Conservation Area	WP 8
CH18	Wellington Road, (New Brighton) Conservation Area	WP 1
CH19	Thurstaston Conservation Area	WP 8
CH20	Bromborough Village Conservation Area	WP 4
CH21	Barnston Village Conservation Area	WP 8
CH22	Bromborough Pool Conservation Area	WP 4
CH23	Flaybrick Cemetery Conservation Area	WP 3
CH24	Development Affecting Scheduled Ancient Monuments	WD 2
CH25	Development Affecting Non-Scheduled Remains	WD 2
CH26	The Preservation of Historic Parks and Gardens	WD 2
Section 12:	**Agriculture**	
AG1	Development and Agriculture	WP 8
AG2	The Protection of Best Quality Agricultural Land	WP 8
AG3	The Control of Agricultural Permitted Development	N/A
AG4	The Control of Agricultural Development	WS 1
AG5	Criteria for Agricultural Nuisances	WS 6, WD 14, WD 21
AG6	Development Near Agricultural Nuisances	WS 7, WD 21
AG7	Agricultural and Horticultural Retailing	WS 1
AG8	Criteria for Equestrian and Livery Activities	WS 1
AG9	Fender Farm Riding School and Stables, Moreton	N/A
Section 13:	**Nature Conservation**	
NC1	The Protection of Sites of International Importance for Nature Conservation	WS 5, WD 3
NC2	Sites of International Importance for Nature Conservation	WS 5, WD 3
NC3	The Protection of Sites of National Importance for Nature Conservation	WS 5, WD 3
NC4	Sites of National Importance for Nature Conservation	WS 5, WD 3
NC5	The Protection of Sites of Local Importance for Nature Conservation	WS 5, WD 3
NC6	Sites of Biological Importance	WS 5, WD 3

UDP Policy	UDP Policy Title	Replaced by:
NC7	Species Protection	WS 5, WD 3
NC8	Local Nature Reserves	WS 5, WD 3
NC10	The Protection of Sites of Importance for Earth Science	WS 5, WD 3
NC11	Sites of Importance for Earth Science	WS 5, WD 3
Section 14:	**Landscape**	
LA1	Protection for Areas of Special Landscape Value	WS 5
LA2	Areas of Special Landscape Value	WS 5
LA3	Priorities for Areas Requiring Landscape Renewal	N/A
LA4	Areas Requiring Landscape Renewal	N/A
LA5	Criteria for Horse Shelters and Stables	WS 1
LA6	Criteria for Advertisements Outside the Urban Area	WS 1, WS 7
LA7	Criteria for Development at the Urban Fringe	WS 6, WS 7
Section 15:	**Transport**	
TR1	New Railway Stations	WS 9, Appendix 9
TR2	New Park and Ride Facilities	N/A
TR3	New or Extended Railway Car Parks	N/A
TR5	Major Highway Schemes	WS 9, Appendix 9
TR6	Minor Highway Improvements	WS 9, Appendix 9
TR7	Transport Corridor Environmental Improvements	WS 9, Appendix 9
TR8	Criteria for the Design of Highway Schemes	N/A
TR9	Requirements for Off Street Parking	WD 22, Appendix 8
TR10	Cycle Routes	WS 9, Appendix 9
TR11	Provision for Cyclists in Highway and Development Schemes	WS 7, WS 9
TR12	Requirements for Cycle Parking	WD 22, Appendix 8
TR13	Requirements for Disabled Access	WS 7, WD 22, Appendix 8
Section 16:	**Shopping**	
SH1	Criteria for Development in Key Town Centres	WS 7, WS 11, WD 11, WD 12
SH2	Criteria for Development in Traditional Suburban Centres	WS 7, WS 11, WD 11, WD 12

UDP Policy	UDP Policy Title	Replaced by:
SH3	Ground Floor Residential Uses in Key Town Centres and Traditional Suburban Centres	WS 11, WD 11
SH4	Small Shopping Centres and Parades and Parades in Primarily Residential Areas	WS 7, WS 11, WD 11, WD 12
SH5	Residential Development in Small Shopping Centres and Parades in Primarily Residential Areas	WS 11, WD 10, WD 11
SH6	Development Within Primarily Commercial Areas	WS 11, RA 3, RA4, WP 6
SH7	Upper Floor Uses in Retail Premises	WS 7, WS 11
SH8	Criteria for Shop Fronts	WD 11
SH9	Criteria for Out-Of-Centre and Edge-of-Centre Retail Development	WS 11, WS 9
SH10	Design and Location of Out-of-Centre and Edge-of-Centre Retail Development	WS 1, WS 7, WD 22
SH11	The Expansion of Out-Of-Centre Retail Developments	WS1, WS 7, WS 9, WD 22
SH12	Amusement Centres	WS 7, WS 11, WD 11, WD 23
Section 18:	**Minerals**	
MI1	The Control of Clay Extraction	WM 1
MI2	The Control of Oil and Gas Facilities	WM 4
MI3	Facilities for Marine-Won Sand and Gravel	WM 3
MI4	Sand, Gravel and Sandstone Extraction	WM 1
MI5	Development Control Criteria for Mineral Extraction	WM 1, WM 5
MI6	Use of Secondary and Recycled Aggregates	WM 2
Section 19:	**Water**	
WA1	Development and Flood Risk	WD 4
WA2	Development and Land Drainage	WD 4
WA3	Development and Ground Water Protection	WD 14
WA4	Safeguarding Water Resources	WS 3, WD 23
WA5	Protecting Surface Waters	WS 10, WD 4
WA6	Development Within River Corridors	WD 4
Section 20:	**Coastal Zone**	
CO1	Development Within the Developed Coastal Zone	WS 4, WD 4
CO2	Development Within the Un-Developed Coastal Zone	WS 1, WS 4, WD 4
CO4	Criteria for Coastal Protection and Sea Defence Works	WD 4

UDP Policy	UDP Policy Title	Replaced by:
CO5	Development Requiring Additional Coastal Defence Works	WD 4
CO6	Development Within Areas at Risk of Coastal Erosion	WD 4
CO7	Criteria for Development in the Inter-Tidal Zone	N/A
CO8	Development in the Coastal Zone Requiring Environmental Assessment	N/A
Section 21:	**Pollution and Hazards**	
PO1	Potentially Polluting Development	WD 14, WD 21
PO2	Development Near Existing Sources of Pollution	WS 7, WD 14, WD 21
PO3	Noise	WD 14, WD 21
PO4	Noise-Sensitive Development	WD 14, WD 21
PO5	Criteria for the Development of Contaminated Land	WD 15
PO6	Migration of Landfill Gas	WD 15
PO7	Development on Unstable Land	WD 15
PO8	Hazardous Installations and Substances	WD 16, WD 21
PO9	Criteria for Development Near Notifiable Hazards	WD 16, WD 21
Section 22:	**Telecommunications**	
TE1	Criteria for Telecommunications Apparatus	WD 13
TE2	Criteria for Television Satellite Dishes	WD 13

Appendix 3 Objectives and Policies

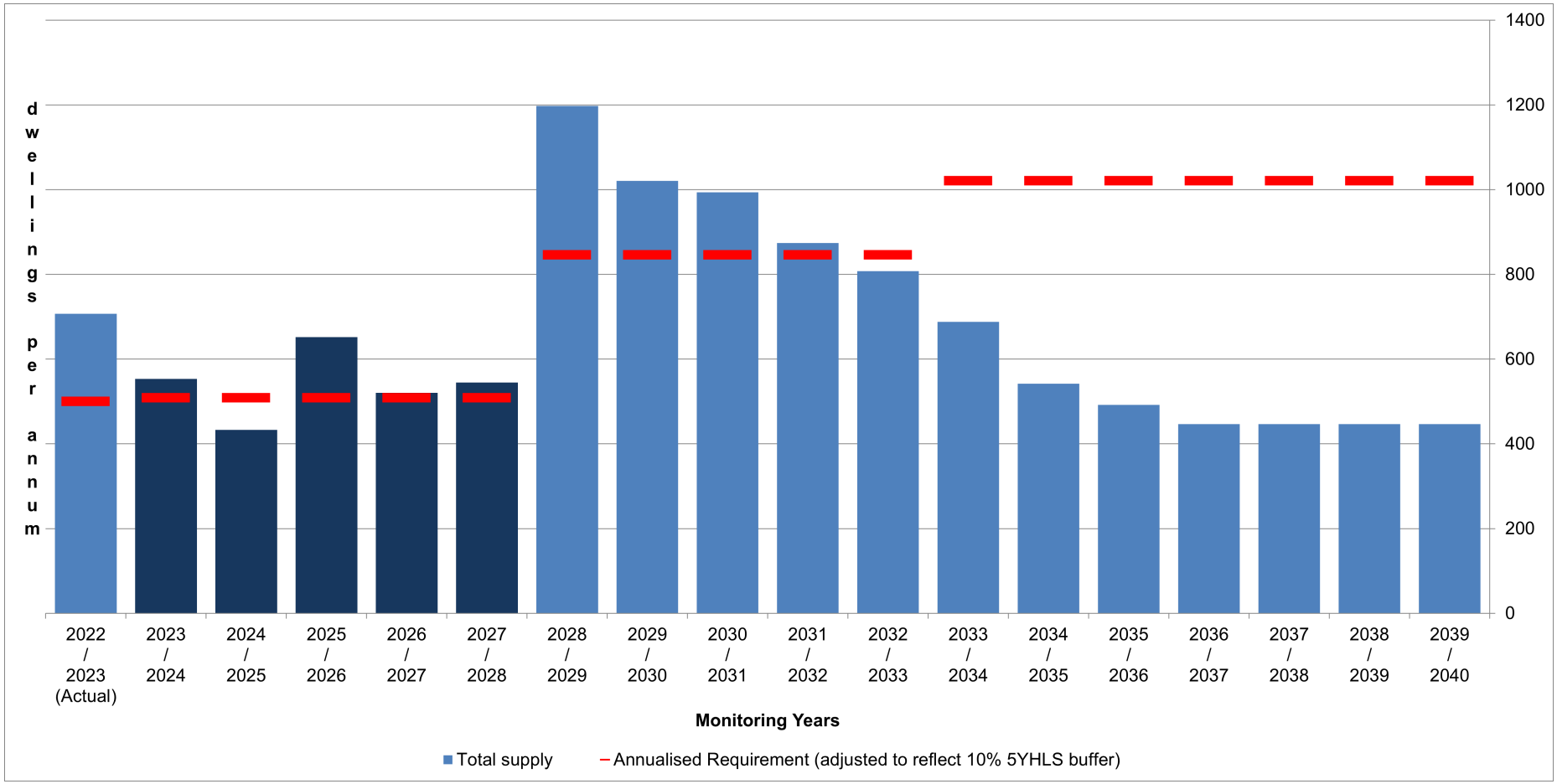
Table A3.1 Relationship between Strategic Objectives and Policies of the Local Plan

Strategic Objective	Strategic Policy	Regeneration Policy	Place Policy	Detailed Policy
1. Support sustainable approaches to the location, design, construction, operation and impact of new development and infrastructure, to help secure the extremely rapid reduction in local emissions needed to stay compatible with the latest international climate change agreement and nationally legally binding targets to reach net zero carbon.	WS 1 -WS 11	RA 1 - RA 11	WP 1 – WP 8	WD 1, WD 3, WD 4, WD 14, WD 15, WD 16, WD 23, WM 1, WM 2
2. Realise the potential of our industrial legacy , including its previously developed land, and our waterside and heritage assets to deliver comprehensive urban regeneration of Birkenhead and other urban areas.	WS 1, WS 6, WS 7	RA 1- RA 11	WP 1 - WP 8	WD 2
3. Secure sustainable travel, improve accessibility, connectivity and ease of movement and direct new development to locations which will provide easiest access to existing centres, high-frequency public transport corridors, and pedestrian and cycle routes. Thus reducing both the need to travel and the reliance on private cars and helping to ensure local travel is largely fossil fuel free by 2030.	WS 1, WS 5, WS 6, WS 7, WS 9, WS 10, WS 11	RA 1 – RA 11	WP 1- WP 8	WD 10, WD 22
4. Make responsible use of land and natural resources to mitigate and adapt to climate change and enhance natural carbon stores and promote the transition to a low carbon Borough and circular economy, reusing and recycling waste and minerals.	WS 1, WS 5, WS 8	RA 1- RA 11	WP 1- WP 8	WD 1, WD 3, WD 4, WD 14, WD 15, WD 16, WD 19, WD 23, WM 1 - WM 5
5. Protect and enhance the connectivity, quality and accessibility of urban and rural green space, and multifunctional green and blue infrastructure. Protect nature by ensuring development delivers measurable net gains for biodiversity and the blue and green infrastructure network continues to grow.	WS 1, WS 5, WS 6, WS 7, WS10	RA 1- RA 11	WP 1-WP 8	WD 1, WD 2, WD 3, WD 4, WD 24
6. Manage flood risk through an approach which: directs incompatible development away from high risk coastal , river or surface flooding areas; makes space for water; and prioritises nature based solutions to slowing the flow of water such as sustainable drainage systems	WS 1, WS 5	RA 1-RA 11	WP 1- WP 8	WD 4

Strategic Objective	Strategic Policy	Regeneration Policy	Place Policy	Detailed Policy
7. Enable the provision of sufficient housing to meet identified local housing needs and a choice of housing, including social and affordable housing, for people at all stages of life and incomes.	WS 1, WS 3, WS 6, WS 7	RA 1 - RA 11	WP 1-WP 8	WD 1, WD 5, WD 6, WD 7, WD 8, WD 9, WD 10, WD 18, WD 23
8. Ensure that high quality new development integrates with and respects our peninsula's distinctive character, natural environment, valued landscapes and locally distinctive heritage to create high quality of design for vibrant, healthy places and local communities - whilst protecting and enhancing the historic character of places and buildings in Wirral.	WS 1, WS 5, WS 6, WS 7, WS 9, WS 10	RA 1 – RA 11	WP 1 – WP 8	WD 1 – WD 4, WD 12, WD14 – WD 16, WD 18 – WD 19, WD 21, WD 23
9. Ensure the provision and promotion of essential local infrastructure, including emergency services, community, cultural, faith, education, transport, health, and leisure facilities, shops and services; all within easy reach of local communities.	WS 1, WS 5, WS 9, WS 10, WS 11	RA 1 - RA 11	WP 1-WP 8	WD 8, WD 13, WD 17, WD 24
10. Reduce social, economic and environmental deprivation, especially in the eastern part of the peninsula, through development that achieves social value in housing renewal, reducing unemployment, improving skills, education, community and environmental conditions including maintaining good air quality for good health.	WS 1, WS 3, WS 5, WS 6, WS 7, WS 9, WS 10, WS 11	RA 1 – RA 11	WP 1-WP 8	WD 1, WD 14 – WD 16, WD 18, WD 20
11. Provide a range of employment and mixed use sites to meet needs, attracting inward investment, provide work opportunities for our residents and foster an environment where existing businesses and new, innovative start ups can prosper, whilst supporting a thriving and diverse rural and visitor economy.	WS 1, WS 3, WS 4, WS 9	RA 1 – RA 11	WP 1 - WP 8	WD 10, WD 11, WD 21
12. Enable Birkenhead and the Borough's other town, district and local centres to adapt to changing shopping patterns to become a vibrant mixed use focus for each of our peninsula's communities.	WS 1, WS 9, WS10, WS 11	RA 1 - RA 11	WP 1 - WP 8	WD 11

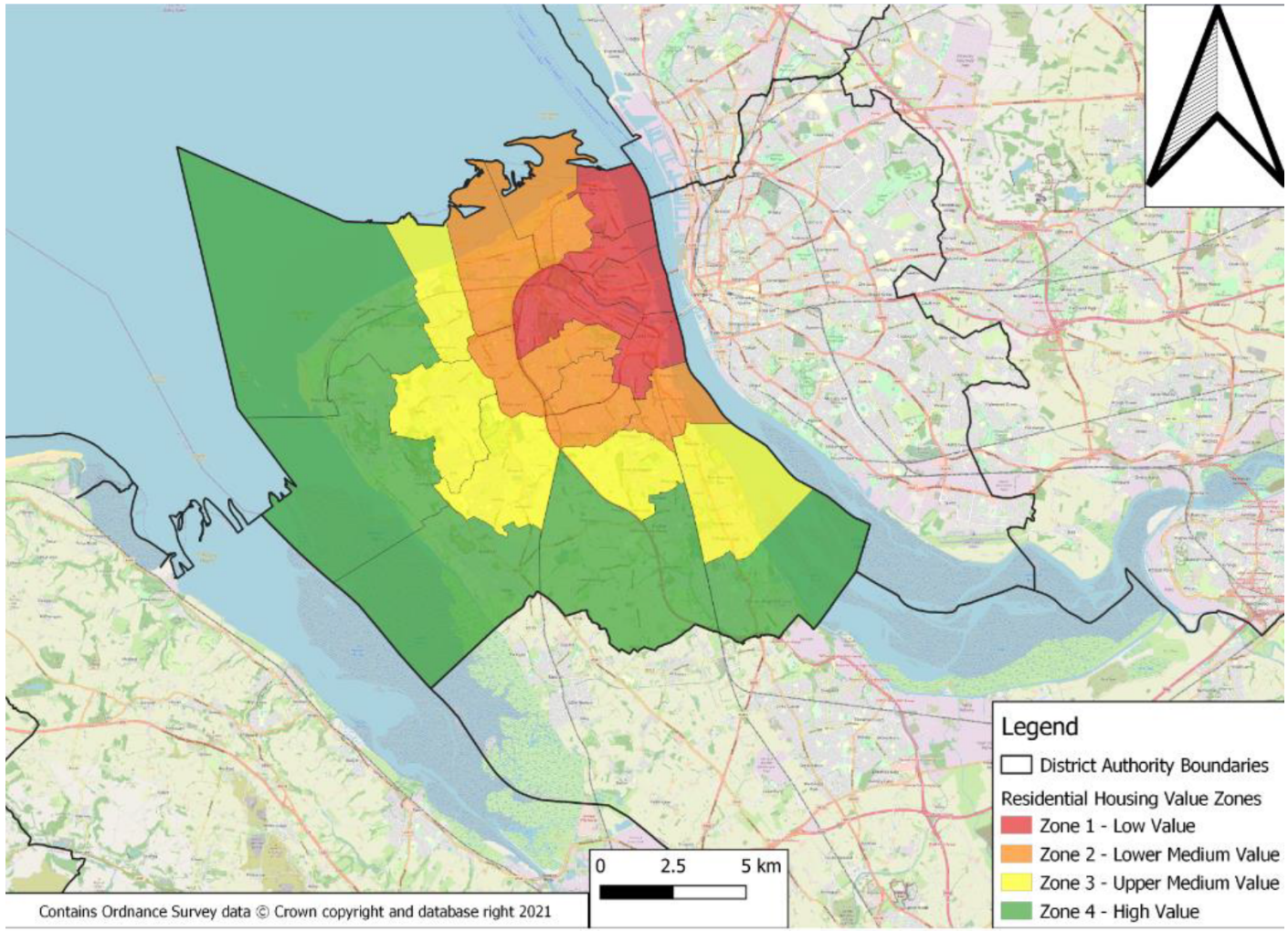
Appendix 4 Housing Trajectory

Figure A4.1 Housing Trajectory



Appendix 5 Viability Zones

Figure A5.1 Recommended Housing Values Zones Map



5.1 Source: Wirral Local Plan CIL and Viability Assessment Final Report (Aspinall Verdi, June 2022), page 45, Figure 5.1, Housing Market Zones Map

Table A5.1 Electoral Wards in Viability Zones

Value/Viability Zone	Electoral Ward
Viability Zone 1 (Low Value)	New Brighton Liscard Seacombe Bidston and St James Birkenhead and Tranmere
Viability Zone 2 (Lower Medium Value)	Wallasey Leasowe and Moreton East Upton Claughton Oxton Prenton Rock Ferry
Viability Zone 3 (Upper Medium Value)	Moreton West and Saughall Massie Greasby Frankby and Irby Pensby and Thingwall Bebington Bromborough
Viability Zone 4 (High Value)	Hoylake and Meols West Kirby and Thurstaston Heswall Clatterbridge Eastham

Appendix 6 Employment Trajectory

Table A6.1 Employment Trajectory

Location	Local Plan Site Reference	Use Class	Total Net Developable Area (ha)	2022/3 -2027/28 (ha)	2028/9 -2033/34 (ha)	2034/5 -2039/40 (ha)
Regeneration Areas						
Seacombe River Corridor	*RA1*					
Birkenhead Waterfront	***RA3***		***1.58***	***1.58***		
Twelve Quays, south of Morpeth Wharf, Birkenhead	EMP-RA3.1	B2/B8/Port use	1.58	1.58		
Central Birkenhead	***RA4***					
Hind Street and St Werburgh's	*RA5*					
Wirral Waters	***RA6***		***17.38***	***5.69***	***11.70***	
MEA Park West, Beaufort Road, Birkenhead	EMP-RA6.1	B2/B8/R&D	0.30	0.30		
MEA Park West, Wallasey Bridge Road, Birkenhead	EMP-RA6.2	B2/B8	5.35	2.68	2.68	
MEA Park East, Beaufort Road, Birkenhead	EMP-RA6.3	B2/B8/Port use	9.02		9.02	
MEA Park Phase 2, Beaufort Road, Birkenhead	EMP-RA6.4	B2/B8/Sui Generis	1.76	1.76		
Former Hydraulic Tower, Tower Road, Seacombe	EMP-RA6.5	R&D	0.95	0.95		
Hamilton Park	***RA7***		***0.98***			***0.98***
Kern's Warehouse, Cleveland Street, Birkenhead	EMP-RA7.1	B2/B8	0.98			0.98

Location	Local Plan Site Reference	Use Class	Total Net Developable Area (ha)	2022/3 -2027/28 (ha)	2028/9 -2033/34 (ha)	2034/5 -2039/40 (ha)
Northside	***RA8***		***11.66***		***11.66***	
Northside West, Dock Road, Poulton	EMP-RA8.1	B2/B8/Sui generis	6.28		6.28	
SMM Business Park, Dock Road, Seacombe	EMP-RA8.2	B2/B8	5.38		5.38	
Liscard	***RA9***					
New Brighton	***RA10***					
New Ferry	***RA11***					
Settlement Areas						
Wallasey	***SA 1***					
Suburban Birkenhead	***SA3***		***0.58***	***0.58***		
Land west of Prenton Way, North Cheshire TE, Prenton	EMP-SA3.1	B2/B8	0.58	0.58		
Birkenhead Commercial Core	***SA2***		***6.58***	***6.58***		
Cammell Laird South, Campbeltown Road, Birkenhead	EMP-SA2.1	B2/B8/Port use	5.52	5.52		
Twelve Quays, north of Tower Wharf, Birkenhead	EMP-SA2.2	B2/B8/Port use	1.06	1.06		
Bebington, Bromborough and Eastham	***SA 4***		***15.66***	***3.36***	***4.64***	***7.66***
Land south of Riverbank Road, Bromborough	EMP-SA4.1	B2/B8	1.01	1.01		
Sun Valley expansion, Commercial Road, Bromborough	EMP-SA4.2	B2/B8	0.97			0.97

Location	Local Plan Site Reference	Use Class	Total Net Developable Area (ha)	2022/3 -2027/28 (ha)	2028/9 -2033/34 (ha)	2034/5 -2039/40 (ha)
Land north of Caldbeck Road, east of Welton Road, Bromborough	EMP-SA4.3	B2/B8	2.35	2.35		
Tulip expansion, Plantation Road, Bromborough	EMP-SA4.4	B2/B8	2.05			2.05
North Road Business Park, North Road, Eastham	EMP-SA4.5	B2/B8	9.28		4.64	4.64
Leasowe, Moreton, Upton, Greasby and Woodchurch	***SA5***		***4.74***	**0.25**	**3.39**	***1.10***
Peninsula Business Park, Reeds Lane, Moreton	EMP-SA5.1	B2/B8	1.10			1.10
Land north of Premier/Typhoo access Road, Reeds Lane, Moreton	EMP-SA5.2	B2/B8	1.46		1.46	
Land south of Premier/Typhoo access Road, Reeds Lane, Moreton	EMP-SA5.3	B2/B8	1.93		1.93	
Land south of Tarran Way North, Moreton	EMP-SA5.4	B2/B8	0.25	0.25		
West Kirby and Hoylake	***SA6***					
Irby, Thingwall, Pensby, Heswall and Gayton	***SA7***					
TOTAL SUPPLY			59.16	18.04	31.39	9.74

Appendix 7 Urban Tourism Areas

Table A7.1 Sites Designated for Protection for Visitors and Tourism subject to Policy WS 4

Local Plan Site Reference	Site Name	Proposed Designation
SA1 - Wallasey		
TLR-SA1.1	Seacombe and New Brighton Waterfront	Urban Tourism Area
SA2 - Commercial Core		
TLR-SA2.1	Woodside Waterfront	Urban Tourism Area
SA4 - Bebington, Bromborough and Eastham		
TLR-SA4.1	New Ferry Waterfront	Urban Tourism Area
SA6 - West Kirby, Hoylake and Meols		
TLR-SA6.1	Hoylake and Meols Waterfront	Urban Tourism Area
TLR-SA6.2	West Kirby Waterfront	Urban Tourism Area

Appendix 8 Parking Standards, Transport Assessment and Travel Plan Thresholds

8.1 In line with national policy the Council has produced Borough wide guidelines for a number of land uses.

Residential Parking Standards

8.2 Guidelines for parking provision within residential development are included as minimum standards in Table A8.1. In Sub-Regional, Town, District, and Local Centres within Regeneration Areas in Birkenhead*, the Council will support flexible and innovative approaches to car parking, where supported by investment in sustainable transport, parking beat survey evidence, management mechanisms, and robust travel planning.

Table A8.1 Residential Parking Standards

	Minimum Parking Standards		
	Outside of Regeneration Areas in Birkenhead*, Town, and District Centres	**Parking for People with Disabilities**	**Cycle Parking**
Houses	2 spaces per 2-3 bedroom house 3 spaces per 4 or more bedroom house	Wheelchair housing – 1 space per dwelling, with dimensions suitable for use by people with disabilities. General housing – where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities.	2 covered and secure spaces per house (can include garages and sheds)
Flats	1 space per 1-2 bedroom flat 2 spaces per 3 bedroom flat	1 space per 10 units (minimum 1 space)	1 internal covered and secure space per flat, where appropriate

* Seacombe River Corridor (RA 1), Birkenhead Waterfront (RA 3), Central Birkenhead (RA 4), Hind Street and St Werburgh's (RA 5), Wirral Waters (RA 6), and Hamilton Park (RA 7).

8.3 The Council may consider provision below the standards, in highly accessible areas, where alternative modes of transport are available that can meet the likely demand. For example, where the development would be:

- within 400m safe and convenient walking distance of a designated Town, District or Local Centre shown on the Policies Map; and/or
- within 400m of a bus stop or railway station, with a regular service, with a frequency of 20 minutes or greater; and/or
- initiatives to reduce the level of traffic through significant investment in walking and cycling and public transport are planned, or are being introduced within the locality; and/or
- adequate off-street parking is already available, within 400m safe walking distance; and/or
- there is potential for the shared use of spaces, for example as part of a mixed use development.

8.4 The developer must be able to demonstrate the above through, for example, the provision of the following (methodology to be agreed with the Council):

- a parking statement;
- parking beat surveys;
- parking management mechanisms e.g. Traffic Regulation Orders;
- accompanying transport assessment, and robust travel planning measures e.g. car clubs.

8.5 Each application will be judged on its merits.

Electric Vehicle Charging

8.6 Electric vehicle charging will be provided in line with Government requirements set out in the Building Regulations[184] and any successor.

Non Residential Parking Standards

8.7 Guidelines for car parking provision within non-residential development are included as maxima standards in Table A8.2.

8.8 Guidelines for non residential car parking standards are included as maxima and as such lower levels of parking may be considered acceptable particularly in highly accessible areas, as defined above.

8.9 In designated Town, District and Local Centres shown on the Policies Map the Council would expect non residential uses where appropriate and supported by a parking statement and parking beat survey (methodology to be agreed with the Council) to use existing facilities or new shared facilities to ensure the efficient use of land.

8.10 Each application will be judged on its merits.

Electric Vehicle Charging

8.11 Electric vehicle charging will be provided in line with Government requirements set out in the Building Regulations[185], and any successor.

Parking Bay Dimensions

8.12 Parking bays will normally be expected to be 2.4 metres wide by 5.5 metres long with 6 metres clearance between rows for manoeuvring. In cases of parallel bays lined end to end with side access only, the length of each bay must be increased to at least 6 metres, to allow cars to enter and leave safely.

8.13 Parking bays for disabled people should be aligned to level access points and must be marked out with additional 1.2 metre access strips, to enable wheelchair users to gain access from both sides and the rear for boot access. Garages which do not meet the minimum dimensions should not be included in the calculation of car parking spaces.

Cycle Parking

8.14 Minimum cycle parking standards are included within Table A8.1 and Table A8.2. Cycle parking must be considered at an early stage of development in the same way as car parking provision. Through Transport Assessments developers should make provision for inclusive cycling through providing an element of secure parking suitable for inclusive cycles, cargo cycles and tricycles, within general cycle parking, that is accessed via a step-free route, including charging for e-bikes as appropriate.

184 Building Regulations 2010, Infrastructure for the charging of electric vehicles, Approved Document S (2021 edition). This document outlines electric charging provision for new residential, mixed use, and other buildings, as well as for material changes of use, and major renovations. It also provides standards for electric vehicle charging points, and cable routes

185 Building Regulations 2010, Infrastructure for the charging of electric vehicles, Approved Document S (2021 edition). This document outlines electric charging provision for new residential, mixed use, and other buildings, as well as for material changes of use, and major renovations. It also provides standards for electric vehicle charging points, and cable routes

Table A8.2 Non-Residential Car Parking Standards

Use Class	Specific Land Use	Sub-Regional, Town, District and Local Centres and Regeneration Areas within Birkenhead*	Elsewhere	Disabled Parking Standard	Motorcycle	Bicycles
B2	**General Industry**	1 space per 45m2	1 space per 45m2	Visitors 10% of total capacity (minimum of 1)	1 space per 1000 sqm (minimum of 2 spaces)	1 space per 450 sqm (minimum 2 spaces)
B8	**Storage and Distribution**	1 space per 45m2	1 space per 45m2	Visitors 10% of total capacity (minimum of 1)	1 space per 2000 sqm (minimum of 2 spaces)	1 space per 850 sqm (minimum of 2 spaces)
C1	**Hotels**	1 space per bedroom	1 space per bedroom	Visitors 10% of total capacity (minimum of 1)	1 space per 25 guest rooms (minimum of 2 spaces)	1 space per 10 guest rooms (minimum of 2 spaces)
C2	**Hospital**	2 patient and visitor space per bed or per 100m2 plus 1 space per 2 staff or per 60m2	2 patient and visitor space per bed or per 100m2 plus 1 space per 2 staff or per 60m2	Visitors 10% of total capacity (minimum of 1)	1 space per 20 staff (minimum of 2 spaces)	1 space per 5 staff (minimum of 2 spaces)
C2	**Residential Care Homes, Nursing Homes**	1 space per 3 staff plus 1 visitor space per 6 residents	1 space per 3 staff plus 1 visitor space per 6 residents	Visitors 10% of total capacity (minimum of 1)	1 space per 100 beds (minimum of 2 spaces)	1 space per 40 beds (minimum of 2 spaces)
	Extra Care/Sheltered Housing	1 space per 3 staff plus 1 visitor space per 6 residents	1 space per 3 staff plus 1 visitor space per 6 residents	Visitors 10% of total capacity (minimum of 1)	1 space per 50 beds (minimum of 2 spaces)	1 space per 2 beds (minimum of 2 spaces)
C4	**Houses in Multiple Occupation**	1 space per 4 bedrooms	1 space per 3 bedrooms	To be determined on a case by case basis	To be determined on a case by case basis	1 space per 2 bedrooms (can include garages)
E	**Food Retail**	1 space per 16m2	1 space per 14m2	Visitors 10% of total capacity (minimum of 1)	1 space per 350 sqm (minimum of 2)	1 space per 140 sqm (minimum of 2)

Use Class	Specific Land Use	Sub-Regional, Town, District and Local Centres and Regeneration Areas within Birkenhead*	Elsewhere	Disabled Parking Standard	Motorcycle	Bicycles
E	**Non Food Retail**	1 space per 22m2	1 space per 20m2	Visitors 10% of total capacity (minimum of 1)	1 space per 500 sqm (minimum of 2 spaces)	1 space per 200 sqm (minimum of 2 spaces)
E	**Café or Restaurant**	1 space per 7m2 Public Floor Area	1 space per 5m2 Public Floor Area	Visitors 10% of total capacity (minimum of 1)	1 space per 50 sqm (minimum of 2 spaces)	1 space per 25 sqm (minimum of 2 spaces)
E	**Financial and Professional Services (non medical)**	1 space per 35sqm	1 space per 30sqm	Visitors 10% of total capacity (minimum of 1)	1 space per 500 sqm (minimum of 2 spaces)	1 space per 200 sqm (minimum of 2 spaces)
E	**Gymnasiums and Indoor Recreation (not involving vehicles or firearms)**	1 space per 25 sqm	1 space per 25 sqm	Visitors 10% of total capacity	1 space per 50 seats (minimum of 2 spaces)	1 space per 50 sqm (minimum of 2 spaces)
E	**Clinics and Health Centres**	1 space per 2 staff plus 5 per consulting room	1 space per 2 staff plus 5 per consulting room	Visitors 10% of total capacity (minimum of 1)	1 space per 2 consulting rooms (minimum of 2 spaces)	2 spaces per consulting room (minimum of 2 spaces)
E	**Creche, Day Nursery, Day Centre**	1 space per 2 staff members plus 1 dropping off and picking up space per 6 children attending premises	1 space per 1 staff member plus 1 dropping off and picking up space per 6 children attending premises	Visitors 10% of total capacity	1 space per 20 staff	1 secured covered space and locker per 5 staff (minimum of 2 spaces), plus 2 visitor cycle stands

Use Class	Specific Land Use	Sub-Regional, Town, District and Local Centres and Regeneration Areas within Birkenhead*	Elsewhere	Disabled Parking Standard	Motorcycle	Bicycles
E	**Office, Research and Development, and any other industrial process (which can be carried out in any residential area)**	1 space per 35 m2 (Single Offices) 1 space per 40 m2 (Business Areas)	1 space per 35m2	Visitors 10% of total capacity (minimum of 1)	1 space per 750 sqm (minimum of 2 spaces)	1 space per 300 sqm (minimum 2 spaces)
F1	**Schools (Primary and Secondary)**	1 space per staff member	1 space per staff member	Visitors 10% of total capacity	1 space per 20 staff	1 secure covered space and locker space per 5 staff plus 1 secure covered space and locker space per 3 students. For primary schools up to 50% of spaces should be suitable for scooter parking
F1	**Higher and Further Education**	1 space per staff member plus 1 spaces per 10 students	1 space per staff member plus 1 space per 5 students	Visitors 10% of total capacity	1 space per 20 staff plus 1 space per 30 students	1 space per 5 staff plus 1 space per 6 students.
F1	**Art Galleries, Museums, Libraries**	1 space per 40sqm	1 space per 25 sqm	Visitors 10% of total capacity	1 space per 500 sqm (minimum of 2 spaces)	1 per 200 sqm (minimum of 2 spaces)
F1	**Halls and Places of Worship**	1 space per 8sqm	1 space per 7 sqm	Visitors 10% of total capacity	1 space per 125 sqm (minimum of 2 spaces)	1 space per 50 sqm (minimum of 2 spaces)

Use Class	Specific Land Use	Sub-Regional, Town, District and Local Centres and Regeneration Areas within Birkenhead*	Elsewhere	Disabled Parking Standard	Motorcycle	Bicycles
F2	**Shops not more than 280sqm**	1 space per 16m2	1 space per 14m2	Visitors 10% of total capacity (minimum of 1)	1 space per 350 sqm (minimum of 2)	1 space per 140 sqm (minimum of 2)
F2	**Community Halls, Swimming Baths, and Skating Rinks and Built Facilities for Outdoor Sport and Recreation**	1 space per 25 sqm	1 space per 25 sqm	Visitors 10% of total capacity	1 space per 50 seats (minimum of 2 spaces)	1 space per 50 sqm (minimum of 2 spaces)
Sui Generis	**Pub or Drinking Establishments**	1 space per 7m2 Public Floor Area	1 space per 5m2 Public Floor Area	Visitors 10% of total capacity (minimum of 1)	1 space per 125 sqm (minimum of 2 spaces)	1 space per 50 sqm (minimum of 2 spaces)
Sui Generis	**Takeaway**	1 space per 8.5m2 Public Floor Area	1 space per 7.5m2 Public Floor Area	Visitors 10% of total capacity (minimum of 1)	1 space per 50 sqm (minimum of 2 spaces)	1 space per 25 sqm (minimum of 2 spaces)
Sui Generis	**Cinema, Bingo, Casinos, Theatres, Conference Centres, Music and Concert Halls**	1 space per 8 seats	1 space per 5 seats	Visitors 10% of total capacity	1 space per 50 seats (minimum of 2 spaces)	1 per 20 seats (minimum of 2 spaces)
Sui Generis	**Stadia**	To be determined through a Transport Assessment	To be determined through a Transport Assessment	Visitors 10% of total capacity	To be determined through a transport assessment	To be determined through a transport assessment

Use Class	Specific Land Use	Sub-Regional, Town, District and Local Centres and Regeneration Areas within Birkenhead*	Elsewhere	Disabled Parking Standard	Motorcycle	Bicycles
Sui Generis	**Motor Car Showrooms**	2 spaces, plus 1 space every 45 sqm per car sales display area.	2 spaces, plus 1 space every 45sqm per car sales display area.	Visitors 10% of total capacity	To be determined case-by-case	To be determined case-by-case
Sui Generis	**Petrol Filling Stations**	1 space per pump	1 space per pump	Visitors 10% of total capacity	To be determined case-by-case	To be determined case-by-case
Sui Generis	**Car Wash**	4 parking/ standing spaces per wash	4 parking/ standing spaces per wash		To be determined case-by-case	To be determined case-by-case
Sui Generis	**Student Accommodation**	To be determined through a Transport Assessment	To be determined through a Transport Assessment	Visitors 10% of total capacity (minimum of 1)	To be determined through a Transport Assessment	To be determined through a Transport Assessment

* Seacombe River Corridor (RA 1), Birkenhead Waterfront (RA 3), Central Birkenhead (RA 4), Hind Street and St Werburgh's (RA 5), Wirral Waters (RA 6), and Hamilton Park (RA 7).

Service Vehicles, Coaches and Taxis

8.15 Service vehicle parking bays will be required in accordance with Table A8.3.

Table A8.3 Service Vehicle, Coach and Taxi Bay Standards

Use Class	Specific Land Use	Standard	Taxis	Threshold over which the Standard Applies
B2	**General Industry**	One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.	-	2,500sqm
B8	**Storage and Distribution**	One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.	-	2,500sqm
C1	**Hotels**	One 3.5m x 8m bay	2 pick up/ set down bays	2,500sqm
C2	**Hospital**	One 3.5m x 8m bay A Transport Assessment to consider the requirement for ambulances and other patient transport vehicles.	2 pick up/ set down bays	Above 100 beds
C2	**Residential Care Homes, Nursing Homes**		2 pick up/ set down bays	Above 100 beds
E	**Food Retail**	One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.	1 pick up/ set down bay	1,000sqm
E	**Non Food Retail**	One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.	1 pick up/ set down bay	1,000sqm
E	**Café or Restaurant**	One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.	1 pick up/ set down bay	1,000sqm
E	**Office, Research and Development and any other industrial process**	One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.	-	1,000sqm
Sui Generis	**Pub**	One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.	1 pick up/ set down bay	1,000sqm

8.16 For land uses where coach parking may be required, such as hotels, leisure, outdoor recreation, and stadia, a Transport Assessment will be required to consider the need for space for coaches to pick up/set down and wait.

Transport Assessments and Travel Plan Thresholds

8.17 Table A8.4 sets out the requirements for Transport Assessments and Travel Plans by Use Class and the thresholds for size of development.

Table A8.4 Transport Assessment and Travel Plan Thresholds

Use Class	Specific Land Use	Transport Statement	Transport Assessment and Travel Plan
B2	**General Industry**	>_2500sqm	>_4000sqm
B8	**Storage and Distribution**	>_3000sqm	>_5000sqm
C1	**Hotels**	>_75 bedrooms	>_100 bedrooms
C2	**Hospital**	>_30 beds	>_50 beds
C2	**Residential Care Homes, Nursing Homes**	>_30 beds	>_50 beds
	Extra Care/Sheltered Housing	>_30 beds	>_50 beds
C3	**Dwelling Houses**	>_50 units	>_80 units
C4	**Houses in Multiple Occupation**	Discuss with highway authority	Discuss with highway authority
E	**Food Retail**	>_250sqm	>_800sqm
E	**Non Food Retail**	>800sqm	>_1500sqm
E	**Café or Restaurant**	>_300sqm	>_600sqm
E	**Financial and Professional Services (non medical)**	>_1000sqm	>_2500sqm
E	**Gymnasiums and Indoor Recreation (not involving vehicles or firearms)**	>_500sqm	>_1500sqm
E	**Clinics and Health Centres**	>_500sqm	>_1000sqm
E	**Creche, Day Nursery, Day Centre**	>_500sqm	>_1000sqm
E	**Office, Research and Development and any other industrial process (which can be carried out in any residential area)**	>_1500sqm	>_2500sqm
F1	**Schools (Primary and Secondary)**	>_500sqm	>_1000sqm

Use Class	Specific Land Use	Transport Statement	Transport Assessment and Travel Plan
F1	Higher and Further Education	>_500sqm	>_1000sqm
F1	Art Galleries, Museums, Libraries	>_500sqm	>_1000sqm
F1	Halls and Places of Worship	>_500sqm	>_1000sqm
F2	Shops not more than 280sqm	>_250sqm	>_800sqm
F2	Swimming Baths, Skating Rinks, and Outdoor Sport and Recreation	>_500sqm	>_1500sqm
F2	General Leisure: Community Halls, Dance Halls, and Gymnasiums	>_500sqm	>_1500sqm
Sui Generis	Pub or Drinking Establishments	>_300sqm	>_600sqm
Sui Generis	Takeaway	>_250sqm	>_500sqm
Sui Generis	Cinema, Bingo, Casinos, Theatres, Conference Centres, Music and Concert Halls	>_500sqm	>_1500sqm
Sui Generis	Stadia	Discuss with highway authority	Discuss with highway authority
Sui Generis	Motor Car Showrooms	Discuss with highway authority	Discuss with highway authority
Sui Generis	Petrol Filling Stations	Discuss with highway authority	Discuss with highway authority
Sui Generis	Car Wash	Discuss with highway authority	Discuss with highway authority
Sui Generis	Student Accommodation	>_50 students	>_150 students

Appendix 9 Transport and Infrastructure Schemes

A. The delivery of the following key transport infrastructure will be progressed over the Local Plan period:

i. Active travel networks for walking and cycling, that enable safe, healthy, access to jobs, leisure, and community facilities, and throughout the Borough:

a. Dock Branch Park - Green Lane to Tower Road. A strategic active travel corridor through Dock Branch Park, connecting Wirral Waters and new neighbourhoods to the north and south of Birkenhead Town Centre (TPT-RA5.1);

b. Liverpool City Region Cycling and Walking Investment Plan:

i. Phase 1 Leasowe Station to Hamilton Park, via the River Birket (TPT-RA6.1)

ii. Phase 2a Birkenhead to Liscard (not yet defined);

iii. Phase 2b Liscard to New Brighton (not yet defined);

iv. Phase 3 Birkenhead to Eastham (not yet defined).

c. Argyle Street (TPT-RA4.1);

d. Conway Street (TPT-RA4.2);

e. Price Street (TPT-RA7.1);

f. Enhanced access, improvements and expansion of the Wirral Circular Trail route: Northbank to Duke Street Connect (TPT-RA6.2), Woodside to Four Bridges (TPT-RA3.1), and Tower Road to Seacombe Ferry (TPT-RA2.1);

g. Implementation of a Birkenhead 2040 Framework Active Travel network, including active travel improvements at junctions included within the Birkenhead 2040 Framework, and Neighbourhood Frameworks, to facilitate Wirral Waters, and the redevelopment of Birkenhead:

i. A5139 Dock Road/ A5088 Wallasey Bridge Road (TPT-RA6.4)

ii. A5030 Beaufort Road/ A5088 Wallasey Bridge Road (TPT-RA6.5)

iii. A5027 Gorsey Lane/ Kingsway Tunnel (TPT-RA6.6)

iv. A5139 Dock Road/ A5027 Duke Street/ Gorsey Lane (TPT-RA6.7)

v. A5027 Duke Street/ B5146 Corporation Road (TPT-RA6.8)

vi. A5139 Dock Rd/ A544 Tower Rd/ Birkenhead Road (TPT-RA6.9)

vii. Canning Street/ A544 Tower Road/ Rendel Street (TPT-RA6.10)

viii. Europa Boulevard/ A553 Conway Street (TPT-RA4.3)

ix. A5029 Charing Cross/ Grange Road (TPT-SA2.4)

h. Enhanced highway and active travel connections, between Greasby, Meols and West Kirby (TPT-SA8.1);

ii. Schemes to facilitate the greater use of public transport:

a. A mass transit system, including mobility hubs, for the LeftBank area (not yet defined);

b. New rail stations, at Beechwood (TPT-SA3.1), Woodchurch (TPT-SA3.2), and Town Meadow, Moreton (TPT-SA5.1);

c. New Shore Road entrance to Hamilton Square Station (TPT-RA3.2);

d. Remodelling of Birkenhead Bus Station, to support redevelopment proposals in Birkenhead Town Centre (TPT-RA4.4);

e. Renewal of pontoon, and upgrade to Woodside Ferry terminal building (TPT-RA3.3);

f. Improvements to rolling stock, and accessibility, to stations between Bidston and Wrexham; and

g. Improved sustainable access, and accessibility, to stations on the Merseyrail network.

iii. Schemes to reduce the overengineering, and connect communities within Birkenhead:

a. Removal of flyovers, rescaling of the Queensway Tunnel Toll Plaza, and replacement highway network (TPT-RA5.2);
b. Reconfiguration of the Kingsway Tunnel approaches (TPT-SA1.1);
c. Remodelling of Woodside Gyratory (TPT-RA3.4).

iv. Replacement of bridge infrastructure:
a. Replacement of Poulton Bridge, with a fixed structure (TPT-RA6.11);
b. Replacement of Duke Street Bridge (TPT-RA6.12).

B. Land is safeguarded in the Local Plan for the delivery of a District Heat Network for Birkenhead. District Heat Network Energy Centres will be delivered at the following locations:

i. Marcus Street Car Park (ENG-SA2.1);
ii. Canning Street (ENG-SA2.2); and
iii. Woodside Waterfront (ENG-SA2.3).

Water extraction/ discharge locations will be:

i. Birkenhead Waste Water Treatment Works;
ii. Shore Road Pumping Station;
iii. East Float Dock.

Appendix 10 Developer Contributions

Introduction

10.1 The following Appendix sets out Wirral Council's approach to assessing the impacts of new development and determining developer contributions to be sought, towards meeting the infrastructure and/or mitigation needs arising from development. The Appendix provides guidance regarding a number of policies in the Local Plan. Table A10.1 provides a link to where the requirements can be found in a policy or its supporting text. Proposals for development should, where appropriate, have regard to the Infrastructure Delivery Plan, which sets out the infrastructure required for the implementation of the Local Plan. Latest relevant demographic data and costs for use when calculating developer contributions will be published on the Council's website.

Table A10.1 Developer Contribution Type and Local Plan Policy Reference

	Relevant policies
Affordable Housing	WS 3
Biodiversity Net Gain	WS 5 (and WD 3)
Open Space	WD 24
Sport	WS 10 and WD 24
Education	WS 10
Health	WS 10
Recreational Pressure	WS 5
Transport	WS 9 and Appendix 8
Other Infrastructure	WS 10

10.2 The types of infrastructure and mitigation, and the means of securing them through planning conditions or planning obligations, addressed in this Appendix are not an exhaustive list of all infrastructure or measures that may be sought to ensure development meets the relevant statutory tests. The Council may need to negotiate other forms of planning obligations depending on the individual circumstances of a site and proposal, where obligations are necessary, directly related to the development and fairly and reasonably related in scale and kind to the development in question. In certain circumstances the Council may pool developer contributions from a range of sources towards a project.

10.3 Planning obligations will be secured via a planning obligation agreement, which could be a Section 106 agreement or 278 agreement for highways. Contributions may be financial or 'in kind' (where a developer builds or directly provides the infrastructure or mitigation necessary to fulfil the obligation) negotiated as part of planning applications.

10.4 A Community Infrastructure Levy (CIL) charge has not yet been introduced in Wirral. However, the Levy is viewed by the Council as a positive tool, which could help to fund required infrastructure to support sustainable development. It is possible that should a CIL charge be introduced in Wirral, it is used in part towards the types of infrastructure identified in the appendices. The Council will monitor and report on developer contributions and any CIL in accordance with the Regulations and Planning Practice Guidance to ensure transparency and accountability.

10.5 Notwithstanding the advice provided in this Appendix, Wirral Council encourages early pre-application discussions to help identify the impacts of development and potential mitigation measures, which may be necessary, including in respect of planning obligations. Prospective

applicants are encouraged to utilise the Council's Pre-application Enquiry Service before applications are submitted, and for larger or more complicated sites to enter into Planning Performance Agreements with the Council, to ensure that the Council can coordinate consultation with relevant services and organisations responsible for infrastructure respectively. This can prevent delays in the granting of planning permissions which are subject to the completion of planning obligation agreements.

10.6 The requirement or method of calculation for developer contributions included within this Appendix may be updated with revised guidance due to national guidance or local evidence base studies.

Timing of Payments and Indexation

10.7 The Council will usually seek all financial contributions to be paid prior to the occupation of the first dwelling or according to an agreed payment schedule. Such schedules seek to ensure the delivery of the required measures at the time they are needed during the course of development. Where a developer can demonstrate that a proposed payment schedule cannot be fulfilled on account of changes in development viability and/or cash flow, the Council may negotiate an alternative phasing of payments. Payment profiles will vary according to the specific circumstances of an application.

10.8 Costs per infrastructure item for use when calculating developer contributions will be published on the Council's website. These costs will be annually reviewed and will be linked to an appropriate nationally recognised index. The particular index that is used may vary according to the type of contribution.

10.9 In addition, in order to maintain the value of contributions from the date of a planning obligation agreement to the date that development is commenced, or an agreed alternative financial payment trigger is reached, all contributions will be amended in line with an appropriate cost index or indices. This review mechanism will not allow for downward adjustments. Details of cost index or indices to be used to ensure costs remain up-to-date can be found on the Council's website.

Legal and Monitoring Fees

10.10 Developers will be expected to meet all reasonable legal costs incurred by the Council associated with drafting planning obligation agreements. Developers who enter into a planning obligation agreement will also be required to pay a Section 106 monitoring fee, in order to mitigate additional costs incurred by the Council in the administration and monitoring of planning obligations. Details of the Council's legal fees and monitoring fees for planning obligation agreements can be found on the Council's website or by contacting the Council's Planning Service.

10.11 The Council can also assist applicants by signposting them to relevant guidance, advising on relevant consultation, and providing template/ model agreements.

Appendix 10.1 Open Space

10.12 Policy WD 24 provides for the securing of a mix of on-site provision and off-site contribution depending on the size, type and location of the development proposed. The basic level of requirement will be equivalent of providing 34.5sqm of new open space, and 2.5sqm for play for children and youth per person.

10.13 All residential development will be required to contribute to open space provision. The level of off-site financial contribution will be reduced by the cost of equivalent open space provision to be provided on-site.

10.14 To calculate the financial contribution required from a residential development, the following formula will be applied:

Cost per person for open space =

Estimated population of the development (using Census data for average occupancy per bedroom) X (Cost of Provision of 34.5sqm of Open Space + Cost of Provision of 2.5sqm for Children's Play)

Or

Cost per dwelling for open space =

Number of dwellings X (Cost of Provision of 74sqm of Open Space + Cost of Provision of 6sqm for Children's Play)

10.15 Open space costs and Census data for use when calculating developer contributions will be published on the Council's website. Costs will be reviewed periodically and adjusted in line with a relevant appropriate cost index or indices to ensure they remain up-to-date.

10.16 Obligations providing for new on-site provision will be required to include a Management Plan securing appropriate arrangements for ongoing maintenance throughout the lifetime of the development.

Appendix 10.2 Sports Provision

10.17 Policy WD 24 and Policy WS 10 provide for the securing of the provision of playing pitches and outdoor sport and indoor and built facilities including developer contributions.

10.18 The Council will use the Sport England Playing Pitch Calculator and Facilities Calculator to calculate the required off-site playing pitch contribution, or indoor and built facility contribution per dwelling (based on a typical scheme of 100 dwellings), respectively.

Appendix 10.3 Education

10.19 To calculate the financial contribution required from a residential development, the following formula will be applied to Primary, Secondary and SEND:

(Estimated pupil yield of the development type x the average construction cost per pupil).

10.20 Any requirement will be underpinned by pupil yield data. The past pupil yield from housing development has been calculated for primary, secondary, and SEND education. The Council does not anticipate any need for pre-school or post 16 education provision in the short term, however this will be monitored.

10.21 The respective cost per pupil place (rounded to nearest whole figure) will be calculated, by reference to the latest up-to-date evidence of local delivery costs or the Department for Education Scorecards. These costs and pupil yield and school capacity information will be published on the Council's website. It should be noted that where developer contributions are to go to a particular project where the authority can evidence higher costs, these may be used in preference to other evidence of average costs.

Appendix 10.4 Health

10.22 To calculate the financial contribution required from a residential development, the following formula will usually be applied:

(Estimated population of the development using Census data for average occupancy per bedroom)[186] x the proportion of GPs per person x (the required sqm floorspace per GP x average construction cost per sqm)

10.23 Applicants should refer to the latest available best practice, published by the NHS when assessing how healthcare needs arising from proposed development will need to be catered for. This will include the average GP list size of patients per GP, and relevant floorspace requirements to accommodate additional needs likely to be generated and cost benchmarks.

10.24 Where developer contributions are to go to a particular project and where the authority can evidence higher costs for that project on the basis of a feasibility study or known service specific issues (e.g. two storey premises with access constraints), these costs may be used to determine appropriate developer contributions in preference to the calculated general averages.

Appendix 10.5 Affordable Homes/First Homes/Mobility Housing

10.25 Policy WS 3 requires for provision to be made via a S106 agreement to meet affordable housing requirements for development.

186 Population specific factors relevant to the proposed development in question should be taken into account where necessary.

10.26 The commuted sum for affordable housing to be delivered off-site is calculated as follows:

1. The Council accept that the units would be transferred to a Registered Social Landlord at 80% of the open market value. The 'cost' to the developer is therefore 20%;
2. The policy requirement for affordable housing is either 10% or 20%, depending on the location;
3. Therefore, the commuted sum will constitute:
    i. In areas subject to 10% provision: **2.65%** of the total open market value of the site.
    ii. In areas subject to 20% provision: **7.75%** of the total open market value of the site.

10.27 This contribution calculation will be subject to regular review both in terms of the mix and percentage of open market value calculations.

10.28 The open market value of each type of property should be based on the most up-to-date Land Registry average Ward-based house price data or other verifiable source.

Appendix 11 Sport and Recreation

Table A11.1 Sites Designated for the Protection of Urban Sport and Recreation subject to Policy WS10 and National Planning Policy

Local Plan Site Reference	Site Name	Proposed Designation	Typology	Area (hectares)
SA1 - Wallasey				
Urban Sports Facilities				
SR-SA1.1	The Warren Golf Course	Sport and Recreation	Urban Sports Facility	17.15
SR-SA1.2	New Brighton Cricket Club	Sport and Recreation	Urban Sports Facility	1.92
SR-SA1.3	Delph Recreation Ground	Sport and Recreation	Urban Sports Facility	1.86
SR-SA1.4	Victoria Park Poulton	Sport and Recreation	Urban Sports Facility	1.38
SR-SA1.5	Wallasey Manor Tennis Club	Sport and Recreation	Urban Sports Facility	0.55
SR-SA1.6	Thorndale Tennis Club	Sport and Recreation	Urban Sports Facility	0.36
SR-SA1.7	North Cheshire Tennis Club	Sport and Recreation	Urban Sports Facility	0.27
SR-SA1.8	Peers Bowling Green	Sport and Recreation	Urban Sports Facility	0.23
SR-SA1.9	Poulton Bowling Club	Sport and Recreation	Urban Sports Facility	0.21
SR-SA1.10	Manor Road Bowling Green	Sport and Recreation	Urban Sports Facility	0.18
SR-SA1.11	Magazine Bowling Club	Sport and Recreation	Urban Sports Facility	0.17
SR-SA1.11A	Guinea Gap Recreation Centre	Sport and Recreation	Urban Sports Facility	0.71
School Playing Fields				
SR-SA1.12	Oldershaw School	Sport and Recreation	School Playing Field	1.56
SR-SA1.13	St Georges Primary	Sport and Recreation	School Playing Field	0.81
SR-SA1.14	St Joseph's Primary Seacombe	Sport and Recreation	School Playing Field	0.70
SR-SA1.15	Liscard Primary	Sport and Recreation	School Playing Field	0.60
SA2 - Birkenhead Commercial Core				
Urban Sports Facilities				
SR-SA2.1	Wirral Sports Centre Bidston	Sport and Recreation	Urban Sports Facility	5.08

Local Plan Site Reference	Site Name	Proposed Designation	Typology	Area (hectares)
SA3 - Suburban Birkenhead				
Urban Sports Facilities				
SR-SA3.1	Wirral Golf Course, Noctorum	Sport and Recreation	Urban Sports Facility	24.13
SR-SA3.2	Solly Recreation Ground	Sport and Recreation	Urban Sports Facility	4.80
SR-SA3.3	Oxton Sports Ground	Sport and Recreation	Urban Sports Facility	3.99
SR-SA3.4	Borough Road Playing Fields	Sport and Recreation	Urban Sports Facility	3.98
SR-SA3.5	Prenton Park	Sport and Recreation	Urban Sports Facility	3.67
SR-SA3.6	Parkonians Sports Ground	Sport and Recreation	Urban Sports Facility	3.62
SR-SA3.7	Birkenhead Park Rugby Club	Sport and Recreation	Urban Sports Facility	2.77
SR-SA3.8	Shaftesbury Youth Club	Sport and Recreation	Urban Sports Facility	2.05
SR-SA3.9	St Peters Sports Ground	Sport and Recreation	School Playing Field	1.17
SR-SA3.10	Birkenhead Tennis Club	Sport and Recreation	Urban Sports Facility	0.82
SR-SA3.11	Prenton Tennis Club	Sport and Recreation	Urban Sports Facility	0.59
SR-SA3.12	Tixall Bowling Club	Sport and Recreation	Urban Sports Facility	0.33
SR-SA3.13	Prenton Bowling Club	Sport and Recreation	Urban Sports Facility	0.22
SR-SA3.14	Oxton Conservatives Bowling Club	Sport and Recreation	Urban Sports Facility	0.20
SR-SA3.15	Albany Bowling Club	Sport and Recreation	Urban Sports Facility	0.17
School Playing Fields				
SR-SA3.16	Ridgeway High	Sport and Recreation	School Playing Field	6.82
SR-SA3.17	McAllister Memorial Playing Fields	Sport and Recreation	School Playing Field	5.71
SR-SA3.18	St Anselm's Sports Ground	Sport and Recreation	School Playing Field	3.33
SR-SA3.19	Townfield Primary	Sport and Recreation	School Playing Field	3.23
SR-SA3.20	Manor Primary	Sport and Recreation	School Playing Field	1.86
SR-SA3.21	Prenton Primary	Sport and Recreation	School Playing Field	1.45

Local Plan Site Reference	Site Name	Proposed Designation	Typology	Area (hectares)
SR-SA3.22	Beresford Road Playing Field	Sport and Recreation	School Playing Field	1.37
SR-SA3.23	Sandy Way Sports Ground	Sport and Recreation	School Playing Field	1.03
SR-SA3.24	Hillside Primary	Sport and Recreation	School Playing Field	1.03
SR-SA3.25	St Peters Primary Noctorum	Sport and Recreation	School Playing Field	0.73
SR-SA3.26	St Saviours Primary	Sport and Recreation	School Playing Field	0.61
SR-SA3.27	Bedford Drive Primary	Sport and Recreation	School Playing Field	0.51
SR-SA3.28	St Werburgh's Primary	Sport and Recreation	School Playing Field	0.37
SA4 - Bebington, Bromborough and Eastham				
Urban Sports Facilities				
SR-SA4.1	Bebington Oval Sports Centre	Sport and Recreation	Urban Sports Facility	8.60
SR-SA4.2	Octel Sports Ground	Sport and Recreation	Urban Sports Facility	3.82
SR-SA4.3	Bromborough Pool Cricket Ground	Sport and Recreation	Urban Sports Facility	2.58
SR-SA4.4	Lever Club, Port Sunlight	Sport and Recreation	Urban Sports Facility	0.24
School Playing Fields				
SR-SA4.5	Wirral Grammar Schools	Sport and Recreation	School Playing Field	10.45
SR-SA4.6	South Wirral High	Sport and Recreation	School Playing Field	2.80
SR-SA4.7	Mendell Primary	Sport and Recreation	School Playing Field	1.66
SR-SA4.8	St John Plessington High	Sport and Recreation	School Playing Field	1.16
SR-SA4.9	Higher Bebington Junior	Sport and Recreation	School Playing Field	1.15
SR-SA4.10	Heygarth Primary	Sport and Recreation	School Playing Field	1.14
SR-SA4.11	Poulton Lancelyn Primary	Sport and Recreation	School Playing Field	1.12
SR-SA4.12	Woodslea Primary	Sport and Recreation	School Playing Field	0.99
SR-SA4.13	Raeburn Primary	Sport and Recreation	School Playing Field	0.90
SR-SA4.14	Christ the King Primary	Sport and Recreation	School Playing Field	0.68
SR-SA4.15	Millfields Primary	Sport and Recreation	School Playing Field	0.62

Local Plan Site Reference	Site Name	Proposed Designation	Typology	Area (hectares)
SR-SA4.16	Brookhurst Primary	Sport and Recreation	School Playing Field	0.56
SR-SA4.17	Stanton Road Primary	Sport and Recreation	School Playing Field	0.47
SA5 - Leasowe, Moreton, Upton, Greasby, Woodchurch and Saughall Massie				
Urban Sports Facilities				
SR-SA5.1	Leasowe Recreation Centre	Sport and Recreation	Urban Sports Facility	7.44
SR-SA5.2	New Brighton Rugby Club	Sport and Recreation	Urban Sports Facility	3.93
SR-SA5.3	Upton Cricket Club	Sport and Recreation	Urban Sports Facility	3.22
SR-SA5.4	Fender Farm Riding School	Sport and Recreation	Urban Sports Facility	1.86
SR-SA5.5	Upton Victory Hall	Sport and Recreation	Urban Sports Facility	1.48
SR-SA5.6	Millcroft Sports Ground	Sport and Recreation	Urban Sports Facility	1.36
School Playing Fields				
SR-SA5.7	Overchurch Schools	Sport and Recreation	School Playing Field	3.55
SR-SA5.8	Castleway Primary	Sport and Recreation	School Playing Field	3.15
SR-SA5.9	Claremount School	Sport and Recreation	School Playing Field	2.37
SR-SA5.10	Fender Primary	Sport and Recreation	School Playing Field	1.68
SR-SA5.11	Our Lady of Pity Primary	Sport and Recreation	School Playing Field	1.23
SR-SA5.12	Greasby Junior	Sport and Recreation	School Playing Field	0.90
SR-SA5.13	Eastway Primary	Sport and Recreation	School Playing Field	0.82
SR-SA5.14	Sacred Heart Primary	Sport and Recreation	School Playing Field	0.76
SR-SA5.15	Lingham Primary	Sport and Recreation	School Playing Field	0.73
SR-SA5.16	Upton Hall	Sport and Recreation	School Playing Field	0.65
SR-SA5.17	Brookdale Primary	Sport and Recreation	School Playing Field	0.65
SR-SA5.18	Greasby Infants	Sport and Recreation	School Playing Field	0.63
SR-SA5.19	Kingsway Academy	Sport and Recreation	School Playing Field	0.41
SR-SA5.20	Leasowe Primary	Sport and Recreation	School Playing Field	0.25
SR-SA5.21	Church Road Playing Field	Sport and Recreation	School Playing Field	0.24

Local Plan Site Reference	Site Name	Proposed Designation	Typology	Area (hectares)
SA6 - West Kirby, Hoylake and Meols				
Urban Sports Facilities				
SR-SA6.1	Hoylake Tennis Club	Sport and Recreation	Urban Sports Facility	0.57
SR-SA6.2	Bertram Tennis Club	Sport and Recreation	Urban Sports Facility	0.29
SR-SA6.3	Alderely Tennis Club	Sport and Recreation	Urban Sports Facility	0.28
School Playing Fields				
SR-SA6.4	Hilbre High	Sport and Recreation	School Playing Field	3.08
SR-SA6.5	Kingsmead School	Sport and Recreation	School Playing Field	2.63
SR-SA6.6	Calday Grammar Grammar School Lane	Sport and Recreation	School Playing Field	1.69
SR-SA6.7	Calday Grammar Column Road	Sport and Recreation	School Playing Field	0.85
SR-SA6.8	West Kirby Grammar	Sport and Recreation	School Playing Field	0.63
SR-SA6.9	Great Meols Primary	Sport and Recreation	School Playing Field	0.58
SA7 - Irby, Thingwall, Pensby, Heswall and Gayton				
Urban Sports Facilities				
SR-SA7.1	Heswall British Legion	Sport and Recreation	Urban Sports Facility	0.95
SR-SA7.2	Heswall Tennis Club	Sport and Recreation	Urban Sports Facility	0.62
SR-SA7.3	Thingwall Recreation Centre	Sport and Recreation	Urban Sports Facility	0.55
SR-SA7.4	Pensby Recreation Centre	Sport and Recreation	Urban Sports Facility	0.46
SR-SA7.5	Pinewood Tennis Club	Sport and Recreation	Urban Sports Facility	0.38
SR-SA7.6	Poll Hill Bowling Green	Sport and Recreation	Urban Sports Facility	0.16
School Playing Fields				
SR-SA7.7	Irby Primary	Sport and Recreation	School Playing Field	1.20
SR-SA7.8	Pensby Primary	Sport and Recreation	School Playing Field	0.84
SR-SA7.9	Gayton Primary	Sport and Recreation	School Playing Field	0.72
SR-SA7.10	Barnston Primary	Sport and Recreation	School Playing Field	0.71
SR-SA7.11	Ladymount Primary	Sport and Recreation	School Playing Field	0.65
SR-SA7.12	St Peters Primary Heswall	Sport and Recreation	School Playing Field	0.51

Local Plan Site Reference	Site Name	Proposed Designation	Typology	Area (hectares)
SR-SA7.13	Thingwall Primary	Sport and Recreation	School Playing Field	0.48

Appendix 12 Open Space

Table A12.1 Sites Designated for the Protection of Urban Open Space Subject to Policy WS10 and National Planning Policy

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
SA1 - Wallasey					
Strategic Open Space					
OS-SA1.1	Central Park, Liscard	Urban Open Space	Park and Garden with Play Area, Allotments and Urban Sports Facilities	24.07	Yes
OS-SA1.2	Cross Lane Open Space and Playing Fields	Urban Open Space	Natural and Semi Natural, Allotments and Urban Sports Facilities	20.02	
OS-SA1.3	North Wirral Coastal Park (Derby Pool)	Urban Open Space	Park and Garden and Countryside Recreation Facility	9.52	
Sites Above 1.5 hectares					
OS-SA1.4	Rake Lane Cemetery, Earlston Gardens and Allotments	Urban Open Space	Cemetery, Amenity Greenspace, Play Area and Allotments	12.09	Yes
OS-SA1.5	Vale Park	Urban Open Space	Park and Garden with Play Area	4.00	Yes
OS-SA1.6	Kings Parade (Red and Yellow Noses)	Urban Open Space	Natural and Semi Natural	5.70	
OS-SA1.7	Kings Parade	Urban Open Space	Amenity Greenspace	3.65	
OS-SA1.8	Rycroft Road Playing Fields and Play Area	Urban Open Space	Amenity Greenspace and Urban Sports Facility	2.42	Yes
OS-SA1.9	Kings Parade Minature Golf Course	Urban Open Space	Urban Sports Facility	3.71	
Sites Below 1.5 hectares					
OS-SA1.10	Wallacre Open Space and Allotments	Urban Open Space	Amenity Open Space	2.40	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA1.11	Marine Park New Brighton	Urban Open Space	Park and Garden and Urban Sports Facility	1.30	
OS-SA1.12	Gorse Hill Park	Urban Open Space	Natural and Semi Natural	0.49	
OS-SA1.13	Burford Avenue Wood	Urban Open Space	Natural and Semi Natural	0.49	
OS-SA1.14	Citrine Park	Urban Open Space	Amenity Greenspace and Play Area	1.22	Yes
OS-SA1.15	Oakdale Recreation Ground	Urban Open Space	Amenity Greenspace and Play Area	1.20	Yes
OS-SA1.16	Limekiln Lane Community Park	Urban Open Space	Amenity Greenspace and Play Area	0.97	
OS-SA1.17	Folly Lane Open Space	Urban Open Space	Amenity Greenspace	0.92	
OS-SA1.18	Quarry Recreation Ground	Urban Open Space	Amenity Greenspace and Urban Sports Facility	0.76	Yes
OS-SA1.19	St George's Park	Urban Open Space	Amenity Greenspace	0.45	
OS-SA1.20	Bayswater Gardens	Urban Open Space	Amenity Greenspace	0.38	
OS-SA1.21	Brookthorpe Close Open Space	Urban Open Space	Amenity Greenspace	0.36	
OS-SA1.22	Captains Pit	Urban Open Space	Amenity Greenspace	0.35	
OS-SA1.23	St Hilary's Gardens	Urban Open Space	Amenity Greenspace	0.27	
OS-SA1.24	Wallacre Play Area	Urban Open Space	Play Area	0.44	Yes
OS-SA1.25	Luke Street Play Area	Urban Open Space	Play Area	0.36	Yes
OS-SA1.26	Bridle Road Play Area	Urban Open Space	Play Area	0.27	Yes
OS-SA1.27	Urmson Road Play Area	Urban Open Space	Play Area	0.17	Yes

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA1.28	Woodview Avenue Play Area	Urban Open Space	Play Area	0.13	Yes
OS-SA1.29	Scott's Field Linear	Urban Open Space	Amenity Greenspace	0.75	
OS-SA1.30	Egremont Promenade Plantations	Urban Open Space	Amenity Greenspace	0.62	
OS-SA1.31	Sandon Promenade Open Space	Urban Open Space	Amenity Greenspace	0.12	
OS-SA1.32	Sandon Road Recreation Ground	Urban Open Space	Amenity Greenspace	0.18	
OS-SA1.33	Magazine Promenade Plantations	Urban Open Space	Amenity Greenspace	0.34	
OS-SA1.34	Oakland Vale Plantations	Urban Open Space	Amenity Greenspace	0.20	
Allotments					
OS-SA1.35	Ilford Avenue Allotments	Urban Open Space	Allotments	1.50	
OS-SA1.36	Buckingham Avenue Allotments	Urban Open Space	Allotments	0.88	
OS-SA1.37	Belvidere Allotments	Urban Open Space	Allotments	0.44	
SA2 - Birkenhead Commercial Core					
Sites Above 1.5 hectares					
OS-SA2.7	Dock Branch Park (Proposed)	Urban Open Space	Linear Park and Greenway	3.97	
Sites Below 1.5 hectares					
OS-SA2.1	Hamilton Square Gardens	Urban Open Space	Historic Park and Garden	1.40	
OS-SA2.2	Wirral Waters - Northbank Green	Urban Open Space	Amenity Greenspace	0.63	
OS-SA2.3	Wirral Waters - Festival Square	Urban Open Space	Amenity Greenspace	0.45	
OS-SA2.4	Wirral Waters - Duke Street Plaza	Urban Open Space	Amenity Greenspace	0.24	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA2.5	Gallaghers Hill Play Area	Urban Open Space	Amenity Greenspace	0.77	Yes
OS-SA2.6	Church Street Play Area	Urban Open Space	Play Area	0.05	Yes
SA3 - Suburban Birkenhead					
Strategic Open Space					
OS-SA3.1	Birkenhead Park	Urban Open Space	Historic Park and Garden with Play Area, Allotments and Urban Sports Facilities	57.80	Yes
OS-SA3.2	Bidston Hill	Urban Open Space	Natural and Semi Natural with Urban Farm, Allotments and Urban Sports Facility	55.77	
OS-SA3.3	Bidston Moss Community Woodland	Urban Open Space	Natural and Semi Natural	36.26	
OS-SA3.4	Victoria Park, Tranmere	Urban Open Space	Park and Garden with Play Areas and Urban Sports Facilities	11.35	Yes
Sites Above 1.5 hectares					
OS-SA3.5	Holm Lane Recreation Ground and the Arno	Urban Open Space	Park and Garden with Play Area and Allotments	17.81	Yes
OS-SA3.6	Mersey Park	Urban Open Space	Park and Garden with Play Area	8.32	Yes
OS-SA3.7	Walker Park	Urban Open Space	Park and Garden	5.41	
OS-SA3.8	Bidston Court Gardens and Thermopylae Pass	Urban Open Space	Park and Garden with Natural and Semi Natural	4.88	
OS-SA3.9	Boundary Road Open Space, Bidston	Urban Open Space	Natural and Semi Natural	5.39	
OS-SA3.10	Bidston Moss Linear Nature Reserve	Urban Open Space	Natural and Semi Natural	4.68	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA3.11	Compton Road Open Space	Urban Open Space	Natural and Semi Natural	3.91	
OS-SA3.12	Fender Way Linear	Urban Open Space	Amenity Greenspace with Play Areas	4.51	Yes
OS-SA3.13	Lennox Lane Open Space	Urban Open Space	Amenity Greenspace	3.98	
OS-SA3.14	Gautby Road Recreation Ground	Urban Open Space	Amenity Greenspace and Boating Lake	3.87	
OS-SA3.15	Conway Playing Field	Urban Open Space	Amenity Greenspace and Urban Sports Facility	2.17	
OS-SA3.16	Manor Way Linear	Urban Open Space	Amenity Greenspace	2.07	
OS-SA3.17	Beechwood Park	Urban Open Space	Amenity Greenspace and Play Area	2.03	Yes
OS-SA3.18	Townfield Close Open Space	Urban Open Space	Amenity Greenspace	1.81	
OS-SA3.19	Noctorum Way Open Space	Urban Open Space	Amenity Greenspace	1.49	
OS-SA3.20	Noctorum Way Woodland	Urban Open Space	Natural and Semi Natural	1.25	
Sites Below 1.5 hectares					
OS-SA3.21	Cheviot Road Wood	Urban Open Space	Natural and Semi Natural	0.86	
OS-SA3.22	Flaybrick Linear Open Space	Urban Open Space	Natural and Semi Natural	0.81	
OS-SA3.23	Former Royal Rock Hotel	Urban Open Space	Natural and Semi Natural	0.74	
OS-SA3.24	Rock Park Linear Woodland	Urban Open Space	Natural and Semi Natural	0.71	
OS-SA3.25	Larch Grove Woodland	Urban Open Space	Natural and Semi Natural	0.61	
OS-SA3.26	Bidston Approach Open Space	Urban Open Space	Natural and Semi Natural	0.43	
OS-SA3.27	Valley Road Open Space	Urban Open Space	Natural and Semi Natural	0.31	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA3.28	Eleanor Road Woodland	Urban Open Space	Natural and Semi Natural	0.26	
OS-SA3.29	Devisdale Grove Woodland	Urban Open Space	Natural and Semi Natural	0.25	
OS-SA3.30	Broadheath Avenue Woodland	Urban Open Space	Natural and Semi Natural	0.14	
OS-SA3.31	Shavington Avenue Open Space	Urban Open Space	Amenity Greenspace	1.35	
OS-SA3.32	Delta Road Open Space	Urban Open Space	Amenity Greenspace	1.13	
OS-SA3.33	Bentham Close Open Space	Urban Open Space	Amenity Greenspace	0.81	
OS-SA3.34	Rock Park Esplanade Open Space	Urban Open Space	Amenity Greenspace	0.61	
OS-SA3.35	Sorrell Close Open Space	Urban Open Space	Amenity Greenspace	0.61	
OS-SA3.36	Davenham Avenue Open Space	Urban Open Space	Amenity Greenspace	0.50	
OS-SA3.37	Hanover Close Open Space	Urban Open Space	Amenity Greenspace	0.49	
OS-SA3.38	Olivia Close Open Space	Urban Open Space	Amenity Greenspace	0.43	
OS-SA3.39	Bentinck Street Open Space	Urban Open Space	Amenity Greenspace	0.42	
OS-SA3.40	Farndon Way Open Space	Urban Open Space	Amenity Greenspace	0.32	
OS-SA3.41	Gilbrook Square	Urban Open Space	Amenity Greenspace	0.27	
OS-SA3.42	Bidston Village Road Open Space	Urban Open Space	Amenity Greenspace	0.27	
OS-SA3.43	Grove Open Space Oxton	Urban Open Space	Amenity Greenspace	0.25	
OS-SA3.44	Deakin Street Open Space	Urban Open Space	Amenity Greenspace	0.24	
OS-SA3.45	Connaught Way Open Space	Urban Open Space	Amenity Greenspace	0.23	
OS-SA3.46	Rock Park Pocket Park	Urban Open Space	Amenity Greenspace	0.21	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA3.47	Osmaston Road War Memorial	Urban Open Space	Amenity Greenspace	0.20	
OS-SA3.48	Wilfred Owen Drive Open Space	Urban Open Space	Amenity Greenspace	0.20	
OS-SA3.49	Solway Street Open Space	Urban Open Space	Amenity Greenspace	0.19	
OS-SA3.50	Melford Drive Open Space	Urban Open Space	Amenity Greenspace	0.17	
OS-SA3.51	Broadfield Avenue Open Space	Urban Open Space	Amenity Greenspace	0.13	
OS-SA3.52	Strathlorne Close Open Space	Urban Open Space	Amenity Greenspace	0.13	
OS-SA3.53	Farmfield Drive Open Space	Urban Open Space	Amenity Greenspace	0.12	
OS-SA3.54	School Lane Open Space	Urban Open Space	Amenity Greenspace	0.11	
OS-SA3.55	Kelsall Close Open Space	Urban Open Space	Amenity Greenspace	0.11	
OS-SA3.56	Statham Road Open Space	Urban Open Space	Amenity Greenspace	0.07	
OS-SA3.57	Nursery Close Open Space	Urban Open Space	Amenity Greenspace	0.03	
OS-SA3.58	Ilchester Square Play Area	Urban Open Space	Play Area	1.33	Yes
OS-SA3.59	Tollemache Road Play Area	Urban Open Space	Play Area	0.99	Yes
OS-SA3.60	Woodlands Play Area	Urban Open Space	Play Area	0.56	Yes
OS-SA3.61	Lincoln Gardens Play Area	Urban Open Space	Play Area	0.37	Yes
OS-SA3.62	Gautby Road Play Area	Urban Open Space	Play Area	0.37	Yes
OS-SA3.63	Merlin Road Play Area	Urban Open Space	Play Area	0.32	Yes
OS-SA3.64	Prenton Hall Road Play Area	Urban Open Space	Play Area	0.22	Yes
OS-SA3.65	Thorsway Play Area	Urban Open Space	Play Area	0.18	Yes

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA3.66	Pembroke Court Play Area	Urban Open Space	Play Area	0.15	Yes
OS-SA3.67	Union Street Play Area	Urban Open Space	Play Area	0.07	Yes
OS-SA3.68	Vulcan Close Play Area	Urban Open Space	Play Area	0.04	Yes
Cemeteries					
OS-SA3.69	Flaybrick Memorial Gardens	Urban Open Space	Historic Cemetery	10.96	
Allotments					
OS-SA3.70	Bebington Road Allotments	Urban Open Space	Allotments	7.44	
OS-SA3.71	Harris Allotments	Urban Open Space	Allotments	5.94	
OS-SA3.72	Hill Road Allotments	Urban Open Space	Allotments	1.20	
OS-SA3.73	Carrodus Allotments	Urban Open Space	Allotments	1.03	
OS-SA3.74	Tollemache Road Allotments	Urban Open Space	Allotments	0.85	
OS-SA3.75	Fairview Allotments	Urban Open Space	Allotments	0.68	
OS-SA3.76	Mountwood Allotments	Urban Open Space	Allotments	0.59	
OS-SA3.77	Upton Road Allotments	Urban Open Space	Allotments	0.58	
OS-SA3.78	Molyneux Allotments	Urban Open Space	Allotments	0.53	
OS-SA3.79	Church Road Allotments	Urban Open Space	Allotments	0.37	
OS-SA3.80	Bedford Avenue Allotments	Urban Open Space	Allotments	0.34	
OS-SA3.81	Sumner Road Allotments	Urban Open Space	Allotments	0.31	
OS-SA3.82	Manor Lane Allotments	Urban Open Space	Allotments	0.22	
OS-SA3.83	Landsdown Place Allotments	Urban Open Space	Allotments	0.15	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA3.84	St James Allotments	Urban Open Space	Allotments	0.09	
SA4 - Bebington, Bromborough and Eastham					
Strategic Open Space					
OS-SA4.1	Port Sunlight River Park and Dibbin Valley	Urban Open Space	Natural and Semi Natural	32.83	
OS-SA4.2	Brotherton Park and Dibbinsdale Nature Reserve	Urban Open Space	Natural and Semi Natural	21.65	
OS-SA4.3	Eastham Country Park (Urban)	Urban Open Space	Park and Garden and Natural and Semi Natural	14.90	
OS-SA4.4	Bebington Cemetery, Oval Playing Fields and Higher Bebington Recreation Ground	Urban Open Space	Cemetery, Park and Garden, Play Area and Urban Sports Facilities	32.55	Yes
Sites Above 1.5 hectares					
OS-SA4.5	Plymyard Cemetery, Allotments and Playing Fields	Urban Open Space	Amenity Greenspace, Cemetery, Allotments and Urban Sports Facility	18.30	Yes
OS-SA4.6	Plymyard Playing Fields	Urban Open Space	Amenity Greenspace and Urban Sports Facility	9.30	
OS-SA4.7	Shorefields and Mayfields Playing Field	Urban Open Space	Amenity Greenspace, Natural and Semi Natural and Urban Sports Facility	9.48	
OS-SA4.8	Kings Lane Playing Fields and Dawson Allotments	Urban Open Space	Amenity Greenspace, Allotments and Urban Sports Facility	9.43	
OS-SA4.9	Mayer Park	Urban Open Space	Park and Garden with Play Area	7.47	Yes

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA4.10	New Ferry Park	Urban Open Space	Park and Garden with Play Area and Urban Sports Facility	4.64	Yes
OS-SA4.11	Bromborough Court House	Urban Open Space	Scheduled Monument and Amenity Greenspace	4.56	
OS-SA4.12	South View Playing Fields, Bromborough Pool	Urban Open Space	Amenity Greenspace and Urban Sports Facility	4.04	
OS-SA4.13	Bromborough Recreation Ground	Urban Open Space	Park and Garden with Play Area and Urban Sports Facilities	2.39	Yes
OS-SA4.14	Brookhurst Park	Urban Open Space	Park and Garden with Play Area	2.07	Yes
OS-SA4.15	Storeton Quarry and Prospect Hill Open Space	Urban Open Space	Amenity Greenspace	1.98	
OS-SA4.16	Marfords Park	Urban Open Space	Park and Garden	1.75	Yes
OS-SA4.17	Bromborough Road Woodland and Cycleway	Urban Open Space	Natural and Semi Natural and Cycleway	11.46	
OS-SA4.18	Bromborough Road Woodland	Urban Open Space	Natural and Semi Natural	2.09	
OS-SA4.19	New Ferry Butterfly Park	Urban Open Space	Natural and Semi Natural	1.97	
OS-SA4.20	Allport Common	Urban Open Space	Natural and Semi Natural	1.77	
OS-SA4.21	Bradmoor Recreation Ground and Forwood Road Allotments	Urban Open Space	Amenity Greenspace and Allotments	1.57	
Sites Below 1.5 hectares					
OS-SA4.22	The Diamond and The Causeway War Memorial	Urban Open Space	Historic Park and Garden	1.68	
OS-SA4.23	The Dell Port Sunlight	Urban Open Space	Historic Park and Garden	1.16	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA4.24	Owen Street Open Space, Port Sunlight	Urban Open Space	Amenity Open Space	0.85	
OS-SA4.25	Walker Street Open Space, Port Sunlight	Urban Open Space	Amenity Greenspace	1.10	
OS-SA4.26	Windy Bank Open Space, Port Sunlight	Urban Open Space	Amenity Greenspace	0.69	
OS-SA4.27	Queen Marys Drive Open Space, Port Sunlight	Urban Open Space	Amenity Greenspace	0.43	
OS-SA4.28	Knox Close Backland, Port Sunlight	Urban Open Space	Amenity Greenspace	0.39	
OS-SA4.29	Osbourne Court Open Space, Port Sunlight	Urban Open Space	Amenity Greenspace	0.34	
OS-SA4.30	Lodge Lane Open Space, Port Sunlight	Urban Open Space	Amenity Greenspace	0.33	
OS-SA4.31	Lower Road Backland, Port Sunlight	Urban Open Space	Amenity Greenspace	0.33	
OS-SA4.32	Bolton Road Open Space, Port Sunlight	Urban Open Space	Amenity Greenspace and Urban Sports Facility	0.30	
OS-SA4.33	Pool Bank Backland, Port Sunlight	Urban Open Space	Amenity Greenspace	0.26	
OS-SA4.34	Wharf Street Linear, Port Sunlight	Urban Open Space	Amenity Greenspace	0.18	
OS-SA4.35	Poets Corner Open Space, Port Sunlight	Urban Open Space	Amenity Greenspace	0.16	
OS-SA4.36	The Ginnel Port Sunlight, Port Sunlight	Urban Open Space	Amenity Open Space	0.83	
OS-SA4.37	Church Drive Open Space, Port Sunlight	Urban Open Space	Amenity Open Space	0.43	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA4.38	Bath Street Open Space, Port Sunlight	Urban Open Space	Amenity Open Space	0.14	
OS-SA4.39	Boundary Road Open Space	Urban Open Space	Natural and Semi Natural	0.40	
OS-SA4.40	Stanley Park, New Ferry	Urban Open Space	Park and Garden and Urban Sports Facility	1.00	
OS-SA4.41	Paradise Wood, Poulton Spital	Urban Open Space	Natural and Semi Natural	1.49	
OS-SA4.42	Benty Hey Woodland	Urban Open Space	Natural and Semi Natural	1.42	
OS-SA4.43	Eastham Rake Woods	Urban Open Space	Natural and Semi Natural	0.87	
OS-SA4.44	Brimstage Road Woodland	Urban Open Space	Natural and Semi Natural	0.64	
OS-SA4.45	Samaria Avenue Woodland	Urban Open Space	Natural and Semi Natural	0.52	
OS-SA4.46	Dibbins Green Woodland	Urban Open Space	Natural and Semi Natural	0.41	
OS-SA4.47	Dibbinsview Grove Woodland	Urban Open Space	Natural and Semi Natural	0.37	
OS-SA4.48	Colmore Avenue Woodland	Urban Open Space	Natural and Semi Natural	0.32	
OS-SA4.49	Poulton Road Woodland	Urban Open Space	Natural and Semi Natural	0.32	
OS-SA4.50	Heygarth Road Open Space	Urban Open Space	Amenity Greenspace	1.16	
OS-SA4.51	Poulton Spital Walkways	Urban Open Space	Amenity Greenspace	1.05	
OS-SA4.52	Civic Way Open Space	Urban Open Space	Amenity Greenspace	0.80	
OS-SA4.53	Wirral Gardens	Urban Open Space	Amenity Greenspace	0.63	
OS-SA4.54	Park View Open Space	Urban Open Space	Amenity Greenspace	0.63	
OS-SA4.55	Warren Lane	Urban Open Space	Amenity Greenspace	0.62	
OS-SA4.56	Stanton Road Open Space	Urban Open Space	Amenity Greenspace	0.47	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA4.57	Earl Street Open Space	Urban Open Space	Amenity Greenspace	0.47	
OS-SA4.58	Radford Avenue Linear	Urban Open Space	Amenity Greenspace	0.38	
OS-SA4.59	Onslow Park	Urban Open Space	Amenity Greenspace	0.38	
OS-SA4.60	Thorburn Close Open Space	Urban Open Space	Amenity Greenspace	0.34	
OS-SA4.61	Mill Park Drive Open Space	Urban Open Space	Amenity Greenspace	0.32	
OS-SA4.62	Kings Close Open Space	Urban Open Space	Amenity Greenspace	0.27	
OS-SA4.63	The Avenue Linear	Urban Open Space	Amenity Greenspace	0.27	
OS-SA4.64	The Oaks Open Space	Urban Open Space	Amenity Greenspace	0.25	
OS-SA4.65	Poulton Road Open Space	Urban Open Space	Amenity Greenspace	0.24	
OS-SA4.66	Brome Green	Urban Open Space	Amenity Greenspace	0.24	
OS-SA4.67	Crescent Plantations, Bebington	Urban Open Space	Amenity Greenspace	0.24	
OS-SA4.68	Lyndale Avenue Open Space	Urban Open Space	Amenity Greenspace	0.24	
OS-SA4.69	Kelsall Avenue Open Space	Urban Open Space	Amenity Greenspace	0.21	
OS-SA4.70	Magazine Road Open Space	Urban Open Space	Amenity Greenspace	0.20	
OS-SA4.71	Inley Close Open Space	Urban Open Space	Amenity Greenspace	0.19	
OS-SA4.72	Abbot's Drive Open Space	Urban Open Space	Amenity Greenspace	0.19	
OS-SA4.73	Donne Green	Urban Open Space	Amenity Greenspace	0.12	
OS-SA4.74	Granby Crescent Open Space	Urban Open Space	Amenity Greenspace	0.11	
OS-SA4.75	Fulbrook Close Open Space	Urban Open Space	Amenity Greenspace	0.07	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA4.76	Donne Close Open Space	Urban Open Space	Amenity Greenspace	0.05	
OS-SA4.77	Bromborough Pool Open Space	Urban Open Space	Play Area	0.91	Yes
OS-SA4.78	Eastham Rake Play Area	Urban Open Space	Play Area	0.87	Yes
OS-SA4.79	Cooks Acre Play Area	Urban Open Space	Play Area	0.64	Yes
OS-SA4.80	Port Causeway Play Area	Urban Open Space	Play Area	0.56	Yes
OS-SA4.81	Kelsall Avenue Play Area	Urban Open Space	Play Area	0.35	Yes
OS-SA4.82	Cressida Avenue Play Area	Urban Open Space	Play Area	0.27	Yes
OS-SA4.83	Kings Hill Play Area	Urban Open Space	Play Area	0.09	Yes
Allotments					
OS-SA4.84	Teehey Road Allotments	Urban Open Space	Allotments	2.08	
OS-SA4.85	Beaconsfield Allotments	Urban Open Space	Allotments	0.57	
OS-SA4.86	Wingate Road Allotments	Urban Open Space	Allotments	0.38	
OS-SA4.87	Corniche Road Allotments	Urban Open Space	Allotments	0.31	
OS-SA4.88	Woodhead Road Allotments	Urban Open Space	Allotments	0.19	
SA5 - Leasowe, Moreton, Upton, Greasby, Woodchurch and Saughall Massie					
Sites Above 1.5 hectares					
OS-SA5.1	Upton Meadow and Arrowe Brook Linear	Urban Open Space	Natural & Semi Natural	16.27	
OS-SA5.2	Lingham Park	Urban Open Space	Park and Garden with Play Area and Urban Sports Facilities	9.14	Yes

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA5.3	Coronation Park Greasby	Urban Open Space	Park and Garden with Play Area, Allotments and Urban Sports Facilities	8.86	Yes
OS-SA5.4	Overchurch Park, Upton	Urban Open Space	Park and Garden with Natural and Semi Natural and Scheduled Monument	6.41	
OS-SA5.5	Arrowe Brook Linear Park Moreton	Urban Open Space	Amenity Greenspace with Play Area	6.14	Yes
OS-SA5.6	Warwick Hey Park, Upton	Urban Open Space	Park and Garden with Play Area	1.94	Yes
OS-SA5.7	Yew Tree Green Play Area	Urban Open Space	Play Area	1.46	Yes
Sites Below 1.5 hectares					
OS-SA5.8	Jellico Gardens	Urban Open Space	Park and Garden	0.34	
OS-SA5.9	Paulsfield Drive Woodland	Urban Open Space	Natural and Semi Natural	2.64	
OS-SA5.10	Arrowe Brook Road Woodland	Urban Open Space	Natural and Semi Natural	1.67	
OS-SA5.11	Weybourne Close Woodland	Urban Open Space	Natural and Semi Natural	1.32	
OS-SA5.12	Meols Meadows SSSI, Moreton	Urban Open Space	Natural and Semi Natural	1.00	
OS-SA5.13	Saughall Massie Road Woodland	Urban Open Space	Natural and Semi Natural	0.86	
OS-SA5.14	Hambledon Drive Open Space	Urban Open Space	Natural and Semi Natural	0.77	
OS-SA5.15	Norwich Drive Woodland	Urban Open Space	Natural and Semi Natural	0.69	
OS-SA5.16	Thorns Drive Woodland	Urban Open Space	Natural and Semi Natural	0.62	
OS-SA5.17	Salacre Crescent Woodland	Urban Open Space	Natural and Semi Natural	0.53	
OS-SA5.18	Headington Road Woodland	Urban Open Space	Natural and Semi Natural	0.36	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA5.19	Nuffield Close Woodland	Urban Open Space	Natural and Semi Natural	0.29	
OS-SA5.20	Mereheath Wood	Urban Open Space	Natural and Semi Natural	0.29	
OS-SA5.21	Hazelwood Greasby	Urban Open Space	Natural and Semi Natural	0.18	
OS-SA5.22	Locker Park Pond	Urban Open Space	Natural and Semi Natural	0.12	
OS-SA5.23	Birket River Corridor	Urban Open Space	Amenity Greenspace	3.38	
OS-SA5.24	Arrowe Brook Linear Upton	Urban Open Space	Amenity Greenspace	1.90	
OS-SA5.25	Common Field Road Linear	Urban Open Space	Amenity Greenspace	1.36	
OS-SA5.26	Broadway Open Space	Urban Open Space	Amenity Greenspace	0.93	
OS-SA5.27	Arrowe Brook Linear Saughall Massie	Urban Open Space	Amenity Greenspace	0.84	
OS-SA5.28	Greasby Brook Linear South	Urban Open Space	Amenity Greenspace	0.76	
OS-SA5.29	Woodpecker Close Ponds	Urban Open Space	Amenity Greenspace	0.70	
OS-SA5.30	Berwick Close Open Space	Urban Open Space	Amenity Greenspace	0.69	
OS-SA5.31	Saughall Grange Recreation Ground	Urban Open Space	Amenity Greenspace and Urban Sports Facility	0.56	
OS-SA5.32	Bromsgrove Road Open Space	Urban Open Space	Amenity Greenspace	0.46	
OS-SA5.33	Athol Duncan Drive Linear	Urban Open Space	Amenity Greenspace	0.41	
OS-SA5.34	Curlew Way Open Space	Urban Open Space	Amenity Greenspace	0.38	
OS-SA5.35	Carr Bridge Road Backland	Urban Open Space	Amenity Greenspace	0.35	
OS-SA5.36	Greenwood Road Backland	Urban Open Space	Amenity Greenspace	0.33	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA5.37	Mere Park Road Open Space	Urban Open Space	Amenity Greenspace	0.28	
OS-SA5.38	New Hey Road Open Space	Urban Open Space	Amenity Greenspace	0.26	
OS-SA5.39	Mallard Way Open Space	Urban Open Space	Amenity Greenspace	0.26	
OS-SA5.40	Bullrush Drive Open Space	Urban Open Space	Amenity Greenspace	0.26	
OS-SA5.41	Circular Drive Open Space	Urban Open Space	Amenity Greenspace	0.26	
OS-SA5.42	Royden Road Open Space	Urban Open Space	Amenity Greenspace	0.24	
OS-SA5.43	Wolferton Close Open Space	Urban Open Space	Amenity Greenspace	0.24	
OS-SA5.44	Kingfisher Way Open Space	Urban Open Space	Amenity Greenspace	0.24	
OS-SA5.45	Greasby Brook Linear North	Urban Open Space	Amenity Greenspace	0.21	
OS-SA5.46	Home Farm Close Open Space	Urban Open Space	Amenity Greenspace	0.20	
OS-SA5.47	Langstone Avenue Linear	Urban Open Space	Amenity Greenspace	0.20	
OS-SA5.48	Oakdale Drive Open Space	Urban Open Space	Amenity Greenspace	0.18	
OS-SA5.49	Oak Close Open Space	Urban Open Space	Amenity Greenspace	0.16	
OS-SA5.50	Burtons Attenuation Basin	Urban Open Space	Amenity Greenspace	0.15	
OS-SA5.51	Gilwell Avenue Open Space	Urban Open Space	Amenity Greenspace	0.15	
OS-SA5.52	Cheltenham Crescent Open Space	Urban Open Space	Amenity Greenspace	0.14	
OS-SA5.53	Thorns Drive Linear	Urban Open Space	Amenity Greenspace	0.13	
OS-SA5.54	Fendale Avenue Open Space	Urban Open Space	Amenity Greenspace	0.39	
OS-SA5.55	Knutsford Green	Urban Open Space	Amenity Greenspace	0.37	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA5.56	Carr House Lane Open Space	Urban Open Space	Amenity Greenspace	0.16	
OS-SA5.57	Whiteheath Park Play Area	Urban Open Space	Play Area	1.06	Yes
OS-SA5.58	Burtons New Open Space	Urban Open Space	Amenity Greenspace with Play Area	0.50	Yes
OS-SA5.59	Twickenham Drive Play Area	Urban Open Space	Play Area	0.43	Yes
OS-SA5.60	Cornflower Way Open Space	Urban Open Space	Play Area	0.27	Yes
OS-SA5.61	Grovedale Drive Play Area	Urban Open Space	Play Area	0.25	Yes
OS-SA5.62	Fulford Park Play Area	Urban Open Space	Play Area	0.22	Yes
OS-SA5.63	Upton Pines Play Area	Urban Open Space	Play Area	0.20	Yes
OS-SA5.64	Cameron Road Play Area	Urban Open Space	Play Area	0.11	Yes
OS-SA5.65	Farnworth Avenue Play Area	Urban Open Space	Play Area	0.07	Yes
Allotments					
OS-SA5.66	Salacre Allotments	Urban Open Space	Allotments	0.93	
OS-SA5.67	Leasowe Allotments	Urban Open Space	Allotments	0.66	
OS-SA5.68	Manor Drive Allotments	Urban Open Space	Allotments	0.51	
SA6 - West Kirby, Hoylake and Meols					
Strategic Open Space					
OS-SA6.1	Wirral Way (Urban)	Urban Open Space	Park and Garden	3.64	
OS-SA6.2	North Wirral Coastal Park (Bennets Lane)	Urban Open Space	Natural and Semi Natural	0.19	
OS-SA6.3	Hilbre Islands Nature Reserve	Urban Open Space	Natural and Semi Natural	9.99	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
Sites Above 1.5 hectares					
OS-SA6.4	Caldy Hill	Urban Open Space	Natural and Semi Natural and Scheduled Monument	26.95	
OS-SA6.5	Grange Hill, Greenbank Cemetery and Community Park	Urban Open Space	Natural and Semi Natural, Allotments, Amenity Greenspace and Play Area	15.16	Yes
OS-SA6.6	Queens Park	Urban Open Space	Park and Garden with Play Area and Urban Sports Facility	3.01	Yes
OS-SA6.7	Newton Common	Urban Open Space	Natural and Semi Natural	4.99	
OS-SA6.8	Roman Road Open Space	Urban Open Space	Natural and Semi Natural	2.76	
OS-SA6.9	Dovepoint Common	Urban Open Space	Amenity Greenspace	1.89	
OS-SA6.10	Meols Lower Green	Urban Open Space	Park and Garden and Play Area	1.53	Yes
Sites Below 1.5 hectares					
OS-SA6.11	Meols Parade Gardens	Urban Open Space	Park and Garden and Urban Sports Facilities	1.39	
OS-SA6.12	Coronation Gardens, West Kirby	Urban Open Space	Park and Garden	0.93	
OS-SA6.13	Sandlea Park	Urban Open Space	Park and Garden	0.52	
OS-SA6.14	Victoria Gardens, West Kirby	Urban Open Space	Park and Garden and Urban Sports Facility	0.34	
OS-SA6.15	Monkey Wood	Urban Open Space	Natural and Semi Natural	0.26	
OS-SA6.16	Lartonwood Woodland	Urban Open Space	Natural and Semi Natural	0.22	
OS-SA6.17	Meols Parade Open Space	Urban Open Space	Amenity Greenspace	0.82	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
OS-SA6.18	Devonshire Road Playing Field	Urban Open Space	Amenity Greenspace and Urban Sports Facility	0.76	
OS-SA6.19	Hoylake Promenade Open Space	Urban Open Space	Amenity Greenspace	0.36	
OS-SA6.20	Goose Green	Urban Open Space	Amenity Greenspace	0.27	
OS-SA6.21	Forest Road Open Space	Urban Open Space	Amenity Greenspace	0.25	
OS-SA6.22	Paton Close Open Space	Urban Open Space	Amenity Greenspace	0.25	
OS-SA6.23	Grange Farm Crescent Open Space	Urban Open Space	Amenity Greenspace	0.21	
OS-SA6.24	Barn Hey Crescent Open Space	Urban Open Space	Amenity Greenspace	0.20	
OS-SA6.25	Mereworth Open Space	Urban Open Space	Amenity Greenspace	0.19	
OS-SA6.26	Newbold Crescent Open Space	Urban Open Space	Amenity Greenspace	0.17	
OS-SA6.27	Hoylake Promenade Boating Lake	Urban Open Space	Amenity Greenspace	0.16	
OS-SA6.28	Shaws Drive Open Space	Urban Open Space	Amenity Greenspace	0.13	
OS-SA6.29	China Farm Lane Linear	Urban Open Space	Amenity Greenspace	0.12	
OS-SA6.30	Macdona Drive Waterfront	Urban Open Space	Amenity Greenspace	0.20	
OS-SA6.31	Carr Lane Play Area	Urban Open Space	Play Area	0.97	Yes
OS-SA6.32	Grove Play Area, Hoylake	Urban Open Space	Play Area	0.38	Yes
Cemeteries					
OS-SA6.33	Hoylake Graveyard, Trinity Road	Urban Open Space	Cemetery	0.79	

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)	Children's Play
Allotments					
OS-SA6.34	Ashton Park Allotments	Urban Open Space	Allotments	0.16	
SA7 - Irby, Thingwall, Pensby, Heswall and Gayton					
Strategic Open Space					
OS-SA7.1	Heswall Dales and Cleaver Heath Nature Reserves	Urban Open Space	Natural and Semi Natural	31.97	
Sites Above 1.5 hectares					
OS-SA7.2	Ridgewood Park Pensby	Urban Open Space	Park and Garden with Play Area and Urban Sports Facilities	5.24	Yes
Sites Below 1.5 hectares					
OS-SA7.3	Telegraph Road Open Space	Urban Open Space	Amenity Greenspace	0.50	
OS-SA7.4	Denning Drive Open Space	Urban Open Space	Amenity Greenspace	0.15	

Appendix 13 Local Green Space

Table A13.1 Sites Designated for Protection as Local Green Space Subject to Policy WS10 and National Planning Policy

Local Plan Site Reference	Proposed Designation	Site Name	Open Space Typology	Area (hectares)	Children's Play
SA1 - Wallasey					
LGS-SA1.1	Local Green Space	Belvidere Recreation Ground	Amenity Open Space and Urban Sports Facility	3.49	
LGS-SA1.2	Local Green Space	School Lane Playing Fields	Amenity Greenspace and Urban Sports Facility	6.25	
LGS-SA1.3	Local Green Space	Elleray Park	Amenity Greenspace	1.73	
LGS-SA1.4	Local Green Space	Flynn's Piece	Amenity Greenspace	0.64	
LGS-SA1.5	Local Green Space	Harrison Park	Park and Garden with Play Area and Urban Sports Facilities	9.45	Yes
LGS-SA1.6	Local Green Space	Breck Recreation Ground	Natural and Semi Natural	1.92	
LGS-SA1.8	Local Green Space	Kings Parade	Amenity Greenspace	15.44	
LGS-SA1.9	Local Green Space	Tower Grounds	Park and Garden with Play Area and Urban Sports Facilities	5.06	Yes
LGS-SA1.10	Local Green Space	Wallacre Playing Fields	Amenity Open Space and Urban Sports Facility	4.26	
LGS-SA1.11	Local Green Space	Wallasey Oval Cricket Ground	Urban Sports Facility	1.37	
LGS-SA1.12	Local Green Space	Kings Parade Recreation Ground	Urban Sports Facility	3.91	
LGS-SA1.13	Local Green Space	Pilots Way Open Space	Amenity Greenspace	1.10	
SA3 - Suburban Birkenhead					
LGS-SA3.1	Local Green Space	Borough Road Linear	Amenity Open Space	0.27	

Local Plan Site Reference	Proposed Designation	Site Name	Open Space Typology	Area (hectares)	Children's Play
LGS-SA3.2	Local Green Space	Holt Hill Quarry Open Space	Amenity Greenspace	0.29	Yes
LGS-SA3.3	Local Green Space	Noctorum Lane Sports Ground	School Playing Field	2.24	
LGS-SA3.4	Local Green Space	Whetstone Lane Open Space	Amenity Greenspace	0.11	
LGS-SA3.5	Local Green Space	Highfield South Playing Fields	Amenity Greenspace	3.65	
LGS-SA3.6	Local Green Space	Callister Gardens, Slatey Road	Park and Garden	0.23	
LGS-SA3.7	Local Green Space	Oulton Close Linear	Amenity Greenspace	0.92	
LGS-SA3.8	Local Green Space	Little Arno	Amenity Greenspace	0.08	
LGS-SA3.9	Local Green Space	Bedford Road Play Area	Children and Youth	0.55	Yes
LGS-SA3.10	Local Green Space	Howson Street Play Area	Children and Youth	1.14	Yes
SA4 - Bebington, Bromborough and Eastham					
LGS-SA4.1	Local Green Space	Monks Way Open Space	Amenity Greenspace	0.12	
SA5 - Leasowe, Moreton, Upton, Greasby, Woodchurch and Saughall Massie					
LGS-SA5.1	Local Green Space	Ditton Lane Nature Area	Natural and Semi Natural	13.60	
LGS-SA5.2	Local Green Space	Epsom Road Open Space	Amenity Greenspace and Play Area	0.86	Yes
LGS-SA5.3	Local Green Space	Greasby Road Open Space	Amenity Greenspace	0.45	
LGS-SA5.4	Local Green Space	Greasby Village Open Space	Amenity Greenspace	0.32	
LGS-SA5.5	Local Green Space	Pump Lane Open Space	Amenity Greenspace	0.26	
SA6 - West Kirby, Hoylake and Meols					
LGS-SA6.1	Local Green Space	Ashton Park	Park and Garden with Play Area and Urban Sports Facilities	5.70	Yes

Local Plan Site Reference	Proposed Designation	Site Name	Open Space Typology	Area (hectares)	Children's Play
LGS-SA6.2	Local Green Space	Rectory Road Paddocks	Conservation Area Paddocks	1.41	
LGS-SA6.4	Local Green Space	St Bridget's Primary Field	School Playing Field	0.60	
SA7 - Irby, Thingwall, Pensby, Heswall and Gayton					
LGS-SA7.1	Local Green Space	Feather Lane Woodland	Natural and Semi Natural	1.47	
LGS-SA7.2	Local Green Space	Dawstone Park	Park and Garden with Play Area	0.74	Yes
LGS-SA7.3	Local Green Space	Heswall Library Bowling Green	Park and Garden with Urban Sports Facility	0.23	
LGS-SA7.4	Local Green Space	Hill House Gardens	Park and Garden	0.73	
LGS-SA7.5	Local Green Space	Glenwood Drive Open Space	Amenity Greenspace	0.13	
LGS-SA7.6	Local Green Space	Oaklea Road Open Space	Amenity Greenspace	0.19	
LGS-SA7.7	Local Green Space	Pensby Wood	Natural and Semi Natural	1.41	
LGS-SA7.8	Local Green Space	Heswall Pinewoods	Natural and Semi Natural	1.43	
LGS-SA7.9	Local Green Space	Heswall Beacons	Natural and Semi Natural	4.37	
LGS-SA7.10	Local Green Space	Puddy Dale	Amenity Greenspace	1.62	Yes
LGS-SA7.11	Local Green Space	Whitfield Common	Natural and Semi Natural with Play Area and Urban Sports Facilities	7.06	Yes
LGS-SA7.12	Local Green Space	Poll Hill	Natural and Semi Natural	2.52	
LGS-SA7.13	Local Green Space	Boundary Lane Open Space	Amenity Greenspace	0.12	
LGS-SA7.14	Local Green Space	Irby Village Copse	Natural and Semi Natural	0.10	
LGS-SA7.15	Local Green Space	Irby Scout Field	Amenity Greenspace	0.44	

Local Plan Site Reference	Proposed Designation	Site Name	Open Space Typology	Area (hectares)	Children's Play
LGS-SA7.16	Local Green Space	Irby Park	Park and Garden with Play Area and Urban Sports Facilities	3.94	Yes

Appendix 14 Countryside Recreation Sites

Table A14.1 Sites Designated for Countryside Recreation Subject to Policy WS 10 and National Planning Policy

Local Plan Site Reference	Site Name	Proposed Designation	Open Space Typology	Area (hectares)
CREC-SA8.1	North Wirral Coastal Park	Countryside Recreation	Park and Garden	82.53
CREC-SA8.2	Royden Park and Thurstaston Common	Countryside Recreation	Park and Garden and Natural and Semi Natural	109.50
CREC-SA8.3	Arrowe Country Park	Countryside Recreation	Park and Garden	110.10
CREC-SA8.4	Wirral Country Park	Countryside Recreation	Park and Garden	43.52
CREC-SA8.5	Dibbinsdale Nature Reserve	Countryside Recreation	Natural and Semi Natural	33.66
CREC-SA8.6	Eastham Country Park	Countryside Recreation	Park and Garden	31.25

Appendix 15 Monitoring Framework

Wirral Local Plan Monitoring Framework

15.1 The Monitoring Framework for the Wirral Local Plan is set out in two sections. Part 1 of the Monitoring Framework, below, includes data that will be collected and reported on an annual basis from the adoption of the Local Plan including policy indicators and contextual indicators. This includes indicators that relate to conditions for an early review found in Policy WS 12 of the Local Plan. Part 2 of the Monitoring Framework, below, includes data that will also be collected to inform any early review or future five-year review of the Local Plan including policy indicators, contextual indicators, and the approach relating to the use of appeals information to monitor policy effectiveness. Indicators that also assist in the monitoring of the Sustainability Appraisal are noted.

Part 1 - Indicators for Annual Monitoring

Table A15.1 Annual Monitoring - Policy Indicators

Code	Definition	Data Source	Purpose	Target
Housing Delivery				
HD1	Net change in new build dwellings	Local authority monitoring of planning applications, demolition consents, Building Control Records, and Council Tax records where necessary verified by site visit	To monitor housing delivery against Policy WS 1 and sustainability appraisal	Annual net gain of C3 dwellings Years 0- 5 = 500 dpa Years 6 -10 = 850 dpa Years 11 onward = 1,025 dpa
HD1a	Net change in dwellings from conversions and changes of use	Analysis of local authority planning applications, Building Control, Council Tax records and Local Land and Property Gazetteer, where necessary verified by site visit	To monitor housing delivery against Policy WS 1	Annual allowance of net gain 100 dpa from year 4 of Plan Period.
HD1b	Net change in bedspaces in communal accommodation excluding those for the elderly (C2), converted to C3 equivalents	Local authority monitoring of planning applications, demolition consents, Building Control Records, and Council Tax records and Local Land and Property Gazetteer where necessary verified by site visit	To monitor housing delivery against Policy WS 1	N/A contributes to HD 1
HD2	Net housing delivery by Regeneration Area and 'Outside Regeneration Areas'	Local authority monitoring of planning applications, demolition consents, Building Control Records, and Council Tax records where necessary verified by site visit	To monitor progress against Policies WS 1, RA 1, RA 3-7, RA 9-11 and WP 1-7	Annual net gain of C3 dwellings Years 0- 5 = 500 dpa Years 6 -10 = 850 dpa Years 11 onward = 1,025 dpa

Code	Definition	Data Source	Purpose	Target
HD3	Net change in bedspaces in specialist C2 accommodation for elderly people	Local authority monitoring of planning applications, demolition consents, Building Control Records, and Council Tax records and Local Land and Property Gazetteer where necessary verified by site visit	To monitor housing delivery against Policies WS 1 and WS 3	68 new C2 bedspaces per annum 1,149 new bedspaces by 2040
HD4	Delivery of net new build windfalls outside Regeneration Areas on sites not identified within the Local Plan Housing Trajectory (by dwelling type, tenure, size and previous use, including self and custom build where known.	Local authority monitoring of planning applications, demolition consents, Building Control Records, and Council Tax records where necessary verified by site visit	To monitor additions to the housing supply against Policy WS 1	Annual allowance of 30 dpa from year 4 of Plan Period.
HD5	National Housing Delivery Test Result (HDT)	Nationally reported dataset	To report on HDT result	As a minimum remain above 75% (Trigger for early review if HDT result is less than 75% for three consecutive years)
HD6	Commentary on expected progress against Housing Trajectory	Local authority monitoring of expected housing delivery	To monitor overall progress against Local Plan Housing Trajectory Appendix 4	Delivery broadly on track with Housing Trajectory Appendix 4
Affordable Housing				
AH1	Total affordable housing units completed (by dwelling type, tenure, size and location and source by Registered Provider or market).	Local authority monitoring of housing delivery	To monitor progress against Policy WS 3 and Sustainability Appraisal	10% in viability zones 1 & 2 20% in viability zones 3 & 4
Housing Mix				
HM1	Percentage of market homes delivered with 3 or more bedrooms	Local authority monitoring of housing delivery	To monitor progress against Policy WS 3 and sustainability appraisal	30% in Regeneration Areas 70% elsewhere

Code	Definition	Data Source	Purpose	Target
Housing Land Supply				
HLS1	Housing Land Supply	Local authority monitoring of planning applications and land supply	To monitor progress on the future housing land supply to meet Policy WS1 and sustainability appraisal	Meet five-year housing land supply with 10% buffer at the time.
Masterplans				
MP1	Progress on masterplan production - narrative	Local authority monitoring of masterplan preparation stages	To monitor progress against Policy WS 6	Masterplan production in step with Housing Trajectory
Employment Delivery				
E1	Delivery of new B2, B8 and sui generis commercial uses (including site area and floorspace, by location, sector, previous use and designation)	Local authority monitoring of planning applications, Building Control and Business Rate Records, where necessary verified by site visit	To monitor delivery against Policy WS 1, Appendix 6, economic activity and sustainability appraisal	2022/23-2027/28 = 18.04ha 2028/29-2033/34 = 31.39ha 2034/35- 2039/40 = 9.74ha
E2	Change from commercial use to residential or other non-commercial use (including by site area and floorspace, by location, sector, previous use and designation)	Local authority monitoring of planning applications	To accurately monitor net change in commercial land	N/A
Neighbourhood Planning				
NP1	Progress on Neighbourhood Plans - narrative	Local authority records	To monitor activity on Neighbourhood Planning	N/A
Strategic Planning				
SP1	Activity on cross boundary strategic planning matters - alignment test	Local authority records	To monitor strategic planning activity	N/A

Table A15.2 Annual Monitoring - Contextual Indicators

Code	Definition	Data Source	Purpose	Target
C1	Population by age	ONS Sub-national Mid-Year Estimates	To monitor population change	Increase

Code	Definition	Data Source	Purpose	Target
C2	Index of multiple deprivation scores	ONS Mid-Year Estimate by LSOA for small area populations when available	To monitor levels of deprivation	Reduction
C3	Regeneration related funding attracted in the year	Council records of successful bids	To monitor the success of the Council to attract funding related to the regeneration of the Borough	Maximise external funding opportunities
C4	Changes in land and property prices	Published sources such as the UK House Price Index, Price Paid data and rental prices. Commercial land and property prices, price paid, and rental values from transactions.	To track land and property prices	Trend of increasing land and property values within Regeneration Areas.

Part 2 Indicators for Future Review of the Local Plan

15.2 Part 2 sets out the indicators which will additionally be monitored to inform any future review of the Local Plan. Hence, should an early review be triggered this data will be considered in establishing whether an update is needed, and it will be considered for any five-year review.

Table A15.3 Policy Indicators for Future Review

Code	Definition	Data Source	Purpose	Target
Housing delivery				
RH1	Review of Progress on Housing Trajectory by Regeneration Area and Settlement Area	Local authority monitoring of housing delivery	To monitor progress against Policies WS 1, RA 1, RA 3-7, RA 9-11 and WP 1-7 and anticipated delivery of housing set out in Appendix 4	Progress aligned with Housing Trajectory Appendix 4.
RH2	Required plots for Self and Custom build dwellings by location, and delivery of plots	Local authority Self and custom build housing register and completions	To monitor progress against meeting demand on the self and custom build register	Meet demand
Housing Design Standards				
RHDS1	Percentage of new dwellings permitted and delivered meeting NDSS	Local authority monitoring of housing delivery	To monitor the effectiveness of Policy WS 3	100% of relevant schemes
RHDS2	Percentage of new dwellings permitted and delivered to enhanced water efficiency standard	Local authority monitoring of housing delivery	To monitor the effectiveness of Policy WS 3	100% of relevant schemes

Code	Definition	Data Source	Purpose	Target
RHDS3	Percentage of new dwellings permitted and delivered at M4(2)	Local authority monitoring of housing delivery	To monitor the effectiveness of Policy WS 3	Sites of 16 or less=100% of units Sites of 17 or more= 94% of units
RHDS4	Percentage of new dwellings permitted and delivered at M4(3)	Local authority monitoring of housing delivery	To monitor the effectiveness of Policy WS 3	Sites of 17 or more= 6% of units. 50 dwellings per annum
Housing Density				
RHD	Percentage of developments meeting requirements of each Density Zone	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WS 3	90% of relevant schemes meeting the minimum appropriate density (to allow for impact on character) Zone 1 = 70dph Zone 2= 60dph Zone 3= 50dph Zone 4= 40dph Outside zones 1 Ha+ sized sites = 30dph
Town and Local Centres				
RTC1	Proportion of units in non-retail uses within Primary Shopping Areas	Surveys to be undertaken every 2 years	To assess the health of the centre and effectiveness of Policy WS11	N/A
RTC2	Percentage of new retail development that occurs in Town, District and Local Centres	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WS11	The majority of new retail development occurs in Town, District and Local Centres
RTC3	Vacancy rates in Town and District Centres	Town/ District Centre surveys to be undertaken every 2 years	To assess the health of the centre	N/A
Tourism, Open Space and Recreation				
RTL1	New tourist development by location and type (Regeneration Area/ Settlement Area outside Regeneration Area/ bedspaces/ other facilities	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WS 4	N/A

Code	Definition	Data Source	Purpose	Target
RTL2	Proportion of relevant schemes delivering new public access along the waterfront	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WS 4	100%
RTL3	New publicly accessible open space delivered by size (ha), location (Regeneration Area/ Masterplan Area/ Settlement Area outside Regeneration Area) and type.	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WD 24	Increase
RTL4	Net loss of designated open space to development by size (ha), location (Regeneration Area/ Masterplan Area/ Settlement Area outside Regeneration Area) and type including Local Green Space.	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WS 10	Zero without commensurate increase in quality of space
RTL5	Percentage of new dwellings within 400m of an equipped open access facility for children's play	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WD 24 and sustainability appraisal	100% of relevant development
RTL6	Percentage of new dwellings within 720m of a publicly accessible open space or designated Tourism Area of 1.5ha or above	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WD 24 and sustainability appraisal	100% of relevant development
RTL7	New or improved outdoor sports provision delivered by size, location and type - narrative	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WD 24	N/A
RTL8	Loss of designated outdoor sports provision to non-sports related development by size, location and type	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WD 24	No net loss without appropriate reprovision
Green and Blue Infrastructure, Biodiversity and Geodiversity				
RGBI1	Delivery of new green and blue infrastructure by location (including new woodland and public access) (ha)	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WS 5 and WD 3	Increase

Code	Definition	Data Source	Purpose	Target
RGBI2	Gross area of new habitat created from the application of biodiversity net gain within and outside Nature Improvement Areas.	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WS 5 and WD 3 and sustainability appraisal	Increase
RGBI3	Loss or harm to geodiversity assets to development by type and location - narrative	Wirral Local Sites Partnership data	To monitor the effectiveness of Policy WS 5 and WD 3	Zero
Infrastructure				
RIN1	Progress against the Infrastructure Delivery Plan including gains and losses (due to development) of facilities for education, health and emergency services, community, sport, leisure and cultural facilities delivered by size, type, and location	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WS 10 and sustainability appraisal	Net increase in required facilities, positive progress on IDP
Water Quality				
RWQ1	Number of planning applications approved contrary to Environment Agency advice relating to water quality	Local authority monitoring of planning applications and consents. Nationally updated datasheet published by the Environment Agency at https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk	To monitor the effectiveness of Policy WD 4	Zero
Flood Risk Management				
RFRM1	Number of planning applications approved contrary to Environment Agency advice relating to flood risk	Local authority monitoring of planning applications and consents. Nationally updated datasheet published by the Environment Agency at https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk	To monitor the effectiveness of Policy WD 4	Zero

Code	Definition	Data Source	Purpose	Target
RFRM2	Number of planning applications approved contrary to Lead Local Flood Authority Advice relating to surface water drainage	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WD 4	Zero
RFRM3	Number of planning applications incorporating SuDS and/or Natural Flood Management Measures	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WD 4	100% of relevant applications
Hazards				
RHZ1	Number of planning applications approved contrary to Health and Safety Executive Advice	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WD 16	Zero
Minerals				
RMIN1	Number of new facilities for minerals development by type, size, capacity and location	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WM 1	N/A
RMIN2	Number of planning applications for non-mineral uses permitted within Minerals Safeguarded Area without complying with criterion C. of Policy WM3	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WM 3	Zero
RMIN3	Schemes where restoration has been implemented	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WM 5	N/A
Social Gain				
RSG1	Number of planning agreements containing social gain criteria	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WD20	100% of relevant major applications
RSG2	Number of relevant planning applications approved with a Health Impact Assessment	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WD18	100% of relevant applications
Transport				
RTR1	Percentage of dwellings/ new commercial space within 800m (10 minute walk) of a railway station or high frequency bus route	Local authority monitoring of planning applications and consents	To monitor the effectiveness of Policy WS9	100% of relevant applications

Table A15.4 Contextual Indicators for Future Review

Code	Definition	Data Source	Purpose	Target
Population				
RCON1	Population by ethnicity	Census	To monitor baseline demographic changes	N/A
RCON2	Small area populations	ONS Mid-Year Estimate by LSOA for small area populations, when available	To monitor baseline demographic changes	N/A
RCON3	Population with a limiting long-term illness	Census	To monitor baseline demographic changes	N/A
RCON4	Life expectancy (difference in years across the Borough)	ONS/ Wirral Intelligence Service Life Expectancy in Wirral Reports	To monitor baseline demographic changes	N/A
Employment				
RCON5	Job density (with Merseyside, North West and GB comparators)	NOMIS Labour Market Profiles for Wirral and Merseyside	To monitor baseline economic conditions in the Borough	N/A
RCON6	Employee jobs by industry (with Merseyside, North West and GB comparators)	NOMIS Labour Market Profiles for Wirral and Merseyside	To monitor baseline economic conditions in the Borough	N/A
RCON7	Business Counts by number and size (Enterprise and Local Units with North West comparator)	NOMIS Labour Market Profiles for Wirral and Merseyside	To monitor baseline economic conditions in the Borough	N/A
RCON8	Economic activity (with Merseyside, North West and GB comparators)	NOMIS Labour Market Profiles for Wirral and Merseyside	To monitor baseline economic conditions in the Borough and sustainability appraisal	N/A
RCON9	Number and percentage of workless households (with Merseyside, North West and GB comparators)	NOMIS Labour Market Profiles for Wirral and Merseyside	To monitor baseline economic conditions in the Borough	N/A

Code	Definition	Data Source	Purpose	Target
Travel				
RCON10	Proportion of economically active residents living and working in Wirral Borough	Census	To monitor travel patterns and levels of commuting in the Borough	N/A
RCON11	Mode of Travel to Work	Census	To monitor travel patterns and levels of commuting in the Borough	N/A
RCON12	Levels of car ownership	Census	To monitor travel patterns and levels of car ownership in the Borough	N/A
Green and Blue Infrastructure, Biodiversity				
RCON13	Percentage of Sites of Special Scientific Interest in favourable or recovering condition	National dataset published by Natural England at https://designatedsites.naturalengland.org.uk/	To monitor condition, and effectiveness of Policy WD 3	Improvement
RCON14	Change in number, area and condition of Local Wildlife Sites	Wirral Local Sites Partnership data	To monitor condition, and effectiveness of Policy WD 3	Improvement
RCON15	Percentage tree canopy cover in the Borough (refer Wirral Tree Strategy)	Woodland Trust measure uk.Treeequityscore.org and Forest Research Canopy Cover Webmap https://www.forestresearch.gov.uk/research/i-tree-eco/uk-urban-canopy-cover/	To monitor the effectiveness of Policy WD1, WS5 and other measures and sustainability appraisal	Improvement in tree equity scores and increase in canopy cover
Heritage				
RCON16	Change in number of heritage assets on Historic England's 'At Risk Register' within Wirral	National dataset published by Historic England at https://historicengland.org.uk/advice/heritage-at-risk/search-register/	To monitor status of heritage assets and sustainability appraisal	Reduction
Energy and Carbon Emissions				
RCON 17	Total energy use by sector (domestic, transport and industry and commerce)	National dataset published by Department for Energy Security and Net Zero at https://www.gov.uk/government/collections/	To monitor emissions and sustainability appraisal	Reduction in total

Code	Definition	Data Source	Purpose	Target
		total-final-energy-consumption-at-sub-national-level		
RCON18	Renewable electricity: installations, capacity and generation	National dataset published by Department for Energy Security and Net Zero at https://www.gov.uk/government/statistics/regional-renewable-statistics	To monitor emissions and the effectiveness of Policy WS 8	Increase
RCON19	Household energy efficiency (energy company obligation measures)	National dataset published by Department for Energy Security and Net Zero at https://www.gov.uk/government/collections/household-energy-efficiency-national-statistics	To monitor emissions	Increase
RCON20	Households in fuel poverty	National dataset published by Department for Energy Security and Net Zero at https://www.gov.uk/government/collections/fuel-poverty-statistics	To monitor fuel poverty levels	Decrease
RCON21	On site renewable energy capacity delivered by size, type, capacity and location	Local authority monitoring of planning applications and consents	To monitor emissions and effectiveness of Policy WS 8	Increase
RCON22	Delivery of new heat and power networks by type, capacity and location and percentage from renewable or low carbon sources	Local authority monitoring of planning applications and consents	To monitor emissions and effectiveness of Policy WS 8	Increase
RCON23	Number of heat and power network connected properties by type, size and location	Local authority monitoring of planning applications and consents	To monitor emissions and effectiveness of Policy WS 8	Increase
RCON24	Standalone renewable energy schemes delivered by size, type, capacity and location.	Local authority monitoring of planning applications and consents	To monitor emissions and effectiveness of Policy WS 8	Increase

Code	Definition	Data Source	Purpose	Target
RCON25	Progress on Carbon Budget - narrative	Tyndall Centre data https://carbonbudget.manchester.ac.uk/reports	To monitor the impact of the spatial strategy where attributable	Positive progress

Other Policy Implementation Indicators for Future Review

15.3 The remaining policies in the Plan will be monitored against their performance in appeal decisions, in relation to decisions upheld or lost on policy grounds. They will be measured by the number of times the policy is cited in appeal and the proportion of appeals upheld or lost due to the policy requirement.

Appendix 16 Heritage Designations

16.1 Appendix 16 is a reflection of sites designated at the time of the submission of the Local Plan. These are subject to change. The latest information can be found on the websites for Wirral Council and English Heritage.

Table A16.1 Heritage Designations

Conservation Areas subject to Policy WD 2 and relevant Settlement Area Policies	Local Plan Site Reference
SA1 - Wallasey subject to Policy WP 1 criteria A.-B.	
Wellington Road Conservation Area	CON-SA1.1
Magazines Conservation Area	CON-SA1.2
SA2 - Birkenhead Commercial Core subject to Policy WP 2 criteria A.-B.	
Hamilton Square Conservation Area	CON-SA2.1
SA3 - Suburban Birkenhead subject to Policy WP 3 criteria A.-G.	
Bidston Village Conservation Area	CON-SA3.1
Birkenhead Park Conservation Area	CON-SA3.2
Oxton Village Conservation Area	CON-SA3.3
Rock Park Conservation Area	CON-SA3.4
Flaybrick Cemetery Conservation Area	CON-SA3.5
Clifton Park Conservation Area	CON-SA3.6
Mountwood Conservation Area	CON-SA3.7
SA4 - Bebington, Bromborough and Eastham subject to Policy WP 4 criteria A.-D.	
Port Sunlight Conservation Area	CON-SA4.1
Bromborough Village Conservation Area	CON-SA4.2
Bromborough Pool Conservation Area	CON-SA4.3
Lower Bebington Conservation Area	CON-SA4.4
SA6 - West Kirby, Hoylake and Meols subject to Policy WP 6 criteria A.-D.	
Caldy Conservation Area	CON-SA6.1
West Kirby Conservation Area	CON-SA6.2
The Kings Gap Conservation Area	CON-SA6.3
Meols Drive Conservation Area	CON-SA6.4
SA7 - Irby, Thingwall, Pensby, Heswall and Gayton subject to Policy WP 7 criteria A.-B.	
Gayton Conservation Area	CON-SA7.1
Heswall Lower Village Conservation Area	CON-SA7.2

Conservation Areas subject to Policy WD 2 and relevant Settlement Area Policies	Local Plan Site Reference
SA8 - Rural Area (Green Belt) subject to Policy WP 8 criteria D.-I.	
Barnston Conservation Area	CON-SA8.1
Eastham Village Conservation Area	CON-SA8.2
Frankby Conservation Area	CON-SA8.3
Saughall Massie Conservation Area	CON-SA8.4
Thurstaston Conservation Area	CON-SA8.5
Thornton Hough Conservation Area	CON-SA8.6
Scheduled Monuments subject to Policy WD 2	**Local Plan Site Reference**
SA2 - Birkenhead Commercial Core	
Birkenhead Priory	SAM-SA2.1
SA4 - Bebington, Bromborough and Eastham	
Bromborough Court House moated site and fishponds	SAM-SA4.1
SA5 - Leasowe, Moreton, Upton, Greasby, Woodchurch and Saughall Massie	
Site of Church and Church Yard at Overchurch	SAM-SA5.1
Standing Cross, Church of the Holy Cross, Woodchurch	SAM-SA5.2
SA6 - West Kirby, Hoylake and Meols	
Grange Beacon, Column Road, West Kirby	SAM-SA6.1
SA7 - Irby, Thingwall, Pensby, Heswall and Gayton	
Irby Hall moated site	SAM-SA7.1
SA8 - Rural Area (Green Belt)	
Storeton Hall, Bebington	SAM-SA8.1
Moated site NE of New Hall, Gayton	SAM-SA8.2
Historic Parks and Gardens subject to Policy WD 2	**Local Plan Site Reference**
SA3 - Suburban Birkenhead	
Birkenhead Park	HPG-SA3.1
Flaybrick Memorial Gardens	HPG-SA3.2
SA4 - Bebington, Bromborough and Eastham	
The Dell, Port Sunlight	HPG-SA4.1
The Diamond and The Causeway, Port Sunlight	HPG-SA4.2

Conservation Areas subject to Policy WD 2 and relevant Settlement Area Policies	Local Plan Site Reference
SA8 - Rural Area (Green Belt)	
Grounds of Thornton Manor	HPG-SA8.1

Appendix 17 Environmental Designations

17.1 Appendix 17 is a reflection of sites designated at the time of the submission of the Local Plan. These are subject to change. The latest information can be found on the Council's website.

Table A17.1 Nature Conservation Assets and Environmental Designations

National, International and Local Sites subject to Policy WD 3	Local Plan Site Reference
Ramsar Convention Wetlands	
Dee Estuary Ramsar Site	RAM-1
Mersey Estuary Ramsar Site	RAM-2
Mersey Narrows and North Wirral Foreshore Ramsar	RAM-3
Special Protection Areas	
Dee Estuary Special Protection Area	SPA-1
Mersey Estuary Special Protection Area	SPA-2
Mersey Narrows and North Wirral Foreshore Special Protection Area	SPA-3
Liverpool Bay Special Protection Area	SPA-4
Special Area of Conservation	
Dee Estuary Special Area of Conservation	SAC-1
Sites of Special Scientific Interest	
SA1 - Wallasey	
Mersey Narrows	SSI-SA1.1
SA3 - Suburban Birkenhead	
New Ferry	SSI-SA3.1
SA4 - Bebington, Bromborough and Eastham	
Mersey Estuary	SSI-SA4.1
Dibbinsdale (east)	SSI-SA4.2
SA5 - Leasowe, Moreton, Upton, Greasby, Woodchurch and Saughall Massie	
Meols Meadows (south)	SSI-SA5.1
SA6 - West Kirby, Hoylake and Meols	
Red Rocks	SSI-SA6.1
SA7 - Irby, Thingwall, Pensby, Heswall and Gayton	
Heswall Dales	SSI-SA7.1
SA8 - Rural Area (Green Belt)	
Dee Estuary	SSI-SA8.1

National, International and Local Sites subject to Policy WD 3	Local Plan Site Reference
Dee Cliffs	SSI-SA8.2
Meols Meadows (north and west)	SSI-SA8.3
North Wirral Foreshore	SSI-SA8.4
Thurstaston Common	SSI-SA8.5
The Dungeon	SSI-SA8.6
Dibbinsdale (west)	SSI-SA8.7
Proposed Local Plan Designations	**Local Plan Site Reference**
Local Wildlife Sites subject to Policy WD 3	
SA3 - Suburban Birkenhead	
Burrell Road, Prenton	LWS-SA3.1
Wirral Golf Course, Noctorum	LWS-SA3.2
Bidston Hill	LWS-SA3.3
SA4 - Bebington, Bromborough and Eastham	
Old Hall Road Woods, Bromborough	LWS-SA4.1
New Ferry Butterfly Park	LWS-SA4.2
SA5 - Leasowe, Moreton, Upton, Greasby, Woodchurch and Saughall Massie	
Paulsfield Drive Woodland, Overchurch	LWS-SA5.1
Overchurch Park Woodland, Upton	LWS-SA5.2
Upton Bridge Wood	LWS-SA5.3
Ditton Lane Nature Area	LWS-SA5.4
SA6 - West Kirby, Hoylake and Meols	
Grange Hill, West Kirby	LWS-SA6.1
Caldy Hill, West Kirby	LWS-SA6.2
Newton Common, West Kirby	LWS-SA6.3
Caldy Hospital Grounds	LWS-SA6.4
Holm Hill, West Kirby	LWS-SA6.5
SA7 - Irby, Thingwall, Pensby, Heswall and Gayton	
Quarry Road East, Heswall	LWS-SA7.1
Heswall Beacons	LWS-SA7.2
Bush Way, Heswall	LWS-SA7.3

National, International and Local Sites subject to Policy WD 3	Local Plan Site Reference
Former Hotel Victoria, Lower Heswall	LWS-SA7.4
SA8 - Rural Area (Green Belt)	
Royal Liverpool Golf Course, Hoylake	LWS-SA8.1
Stapledon Wood, West Kirby	LWS-SA8.2
Caldy Golf Course	LWS-SA8.3
Irby Quarry	LWS-SA8.4
Harrock Wood, Irby	LWS-SA8.5
Backford Road Pond, Irby	LWS-SA8.6
Royden Park, Frankby	LWS-SA8.7
Wirral Way (Caldy-Heswall)	LWS-SA8.8
Wirral Way (Heswall-Borough Boundary)	LWS-SA8.9
The Dungeon, Thurstaston	LWS-SA8.10
Piper's Lane, Heswall	LWS-SA8.11
Wittering Lane, Heswall	LWS-SA8.12
Gayton Wood	LWS-SA8.13
Gayton Hall Wood	LWS-SA8.14
Benty Heath Lane Ponds, Raby	LWS-SA8.15
Willaston Copse, Raby	LWS-SA8.16
Barnston Dale	LWS-SA8.17
Murrayfield Hospital, Thingwall	LWS-SA8.18
Manor Wood, Thornton Hough	LWS-SA8.19
Thornton Hough Ponds	LWS-SA8.20
Stanley Wood, Landican Lane, Storeton	LWS-SA8.21
Arrowe Park	LWS-SA8.22
Limbo Lane Pond, Irby	LWS-SA8.23
Arrowe Brook Farm Ponds, Greasby	LWS-SA8.24
Greasby Copse and Ponds	LWS-SA8.25
Storeton Wood, Higher Bebington	LWS-SA8.26
Old Sewage Works, Clatterbridge	LWS-SA8.27
Thornton Common	LWS-SA8.28

National, International and Local Sites subject to Policy WD 3	Local Plan Site Reference
Raby Mere	LWS-SA8.29
The Marfords, Brookhurst	LWS-SA8.30
Bromborough Golf Course	LWS-SA8.31
Hargrave House Farm Ponds, Brookhurst	LWS-SA8.32
Plymyard Dale, Brookhurst	LWS-SA8.33
Lowfields, Eastham	LWS-SA8.34
Eastham Woods	LWS-SA8.35
Wallasey Golf Course	LWS-SA8.36
Leasowe Gun Site	LWS-SA8.37
Old Birket, Leasowe	LWS-SA8.38
Leasowe Reedmarsh	LWS-SA8.39
Bidston Marsh	LWS-SA8.40
Sandbrook Lane Pond, Upton	LWS-SA8.41
Leasowe Common	LWS-SA8.42
Meols Field	LWS-SA8.43
Pasture Farm Ponds, Moreton	LWS-SA8.44
Colley's Farm, Thurstaston	LWS-SA8.45
Prenton Dell and Claypit	LWS-SA8.46
Former RAF Camp, Greasby	LWS-SA8.47
Lower Heath Wood, Thingwall	LWS-SA8.48
Tom's Paddock, Clatterbridge	LWS-SA8.49
Manor Farm, Frankby	LWS-SA8.50
Heswall Fields	LWS-SA8.51
Frankby Cemetery	LWS-SA8.52
Old Hall Farm Landican Hedges	LWS-SA8.53
Local Nature Reserves subject to Policy WD 3	
SA4 - Bebington, Bromborough and Eastham	
Brotherton Park and Dibbinsdale LNR (east)	LNR-1
SA6 - West Kirby, Hoylake and Meols	
Hilbre Island LNR	LNR-2

National, International and Local Sites subject to Policy WD 3	Local Plan Site Reference
SA7 - Irby, Thingwall, Pensby, Heswall and Gayton	
Heswall Dales LNR	LNR-3
SA8 - Rural Area (Green Belt)	
Bidston Moss LNR	LNR-4
Thurstaston Common LNR	LNR-5
Brotherton Park and Dibbinsdale LNR (west)	LNR-1
Local Geological Sites subject to Policy WS 5 criterion I.	
SA1 - Wallasey	
Red and Yellow Noses, New Brighton	GEO-SA1.1
SA3 - Suburban Birkenhead	
Bidston Hill	GEO-SA3.1
Boundary Road, Bidston	GEO-SA3.2
Lower Flaybrick, Bidston	GEO-SA3.3
Flaybrick Cemetery, Bidston	GEO-SA3.4
SA4 - Bebington, Bromborough and Eastham	
Mill Road, Bromborough	GEO-SA4.1
SA6 - West Kirby, Hoylake and Meols	
Grange Hill, West Kirby	GEO-SA6.1
Hilbre Point/Red Rocks, Hoylake	GEO-SA6.2
Hilbre Island, Hoylake/West Kirby	GEO-SA6.3
Caldy Hill	GEO-SA6.4
SA8 - Rural Area (Green Belt)	
Irby Quarry	GEO-SA8.1
Thurstaston Common	GEO-SA8.2
Storeton Hill, Bebington	GEO-SA8.3
Telegraph Road Cutting, Thurstaston	GEO-SA8.4
Arrowe Brook, Woodchurch	GEO-SA8.5
Nature Improvement Areas subject to Policy WS 5 criterion D.	
North Wirral Coast and Liverpool Bay	NIA-1
Dee Estuary	NIA-2

National, International and Local Sites subject to Policy WD 3	Local Plan Site Reference
West Wirral Heathlands and Arrowe Park	NIA-3
River Birket Corridor	NIA-4
Mersey Estuary	NIA-5
East Wirral Heathlands	NIA-6
Dibbinsdale, Raby Mere and Eastham Country Park	NIA-7
Areas of Special Landscape Value subject to Policy WS 5 criterion J.	
SA3 - Suburban Birkenhead	
Central Wirral Sandstone Hills ASLV – Bidston	LAN-SA3.1
SA6 - West Kirby, Hoylake and Meols	
Central Wirral Sandstone Hills ASLV – Caldy	LAN-SA6.1
SA8 - Rural Area (Green Belt)	
Dee Estuary ASLV	LAN-SA8.1
Thornton Hough Estates ASLV	LAN-SA8.2
Central Wirral Sandstone Hills ASLV – West Wirral	LAN-SA8.3

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