

Wirral Local Plan: Green Belt Sites for Further Investigation

Transport & Accessibility Review and Addendum
of Green Belt Weak Parcel Sites

January 2020

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1 Introduction

This document reviews 54 Green Belt parcels that have been identified for further investigation. Individual site proformas have been created to assess the potential of these parcels to support future development. The proformas include key information such as indicative dwelling capacity, potential trip generations, high level site considerations and general accessibility to the site.

Access to basic amenities have also been considered, and for each site it has been calculated if it would be possible to walk / cycle to the following amenities:

- Primary school within 10 minutes;
- Secondary School within 20 minutes;
- GP Surgery within 15 minutes;
- Public Transport within 10 minutes;
- Retail within 15 minutes;
- Leisure facility within 15 minutes; and
- Pub / restaurant within 15 minutes.

This is indicated within the proformas as yes (green) and no (red).

Public transport access to main settlements is generated by calculating how accessible surrounding centres are from each site by existing public transport. The categories include:

- Liverpool within 45 minutes;
- Birkenhead within 25 minutes;
- Town Centre within 15 minutes;
- District Centre within 10 minutes; and
- Local Centre within 10 minutes.

Within the proformas if it is possible to access these centres from each site it is indicated as yes (green) and if it is not accessible it is indicated as no (red).

Integration with the surrounding area has been separated into three categories:

- **Green** which represents the sites that would seamlessly integrate into the surrounding area, these sites would require minimal transport improvements;
- **Amber** which represents the sites that could somewhat integrate into the surrounding area subject to some additional investment, these sites would require moderate transport improvements; and
- **Red** which identifies sites that would not integrate well into the surrounding area without significant investment in additional infrastructure, these sites would require significant transport improvements.

The ease of deliverability has been separated into four categories:

- **Green** which represents the sites that would require minimal transport improvements, that could be delivered within 0-5 years;
- **Amber** which represents the sites that would require moderate transport improvements that could be delivered within 5-10 years;

- **Red** which identifies sites that would require significant transport improvements that would take more than 10 years to deliver; and
- **Blue** which identifies sites that are considered undeliverable.

The table below summarises the potential capacity of the Green Belt sites included in this review by ease of deliverability.

Table 1: Ease of Deliverability

| Years | Colour | Number of Dwellings |
|--------------|--------|---------------------|
| 0 – 5 Years | Green | 3,189 |
| 5 – 10 Years | Amber | 4,210 |
| > 10 Years | Red | 9,117 |
| Total | | 16,516 |

Source: Mott MacDonald

It can be seen from Table 1 above that within 0-10 years approximately 7,399 dwellings could potentially be delivered.

A site accessibility plan is included within the proformas along with specific comments which include: nearest bus and cycle routes, public rights of way and other considerations.

Each site has been assigned an overall accessibility score which is the combined score of access to basic amenities by active travel and the public transport infrastructure currently in place to access main settlements.

A cost budget estimate has been included. This is a rough guideline of the cost to access to the site and any mitigation measures needed on surrounding roads and junctions adjacent to the site. This cost does not include any internal roads or junctions within the individual sites. There are 7 tiers for the cost budget estimates which are as follows:

- £0 - £100,000
- £100,000 - £500,000
- £500,000 - £1 million
- £1 million - £3 million
- £3million - £5million
- £5 million - £10 Million
- Greater than £10 million

In addition to the individual site proformas which have been outlined within Section 2, several sites have been included within the addendum contained in Appendix A. These sites have been identified through a commission undertaken by independent consultants Arup, to assess Wirral’s existing Green Belt parcels. These parcels have been assessed as potential housing sites using the same framework that has been used for the initial Green Belt sites review as outlined above.

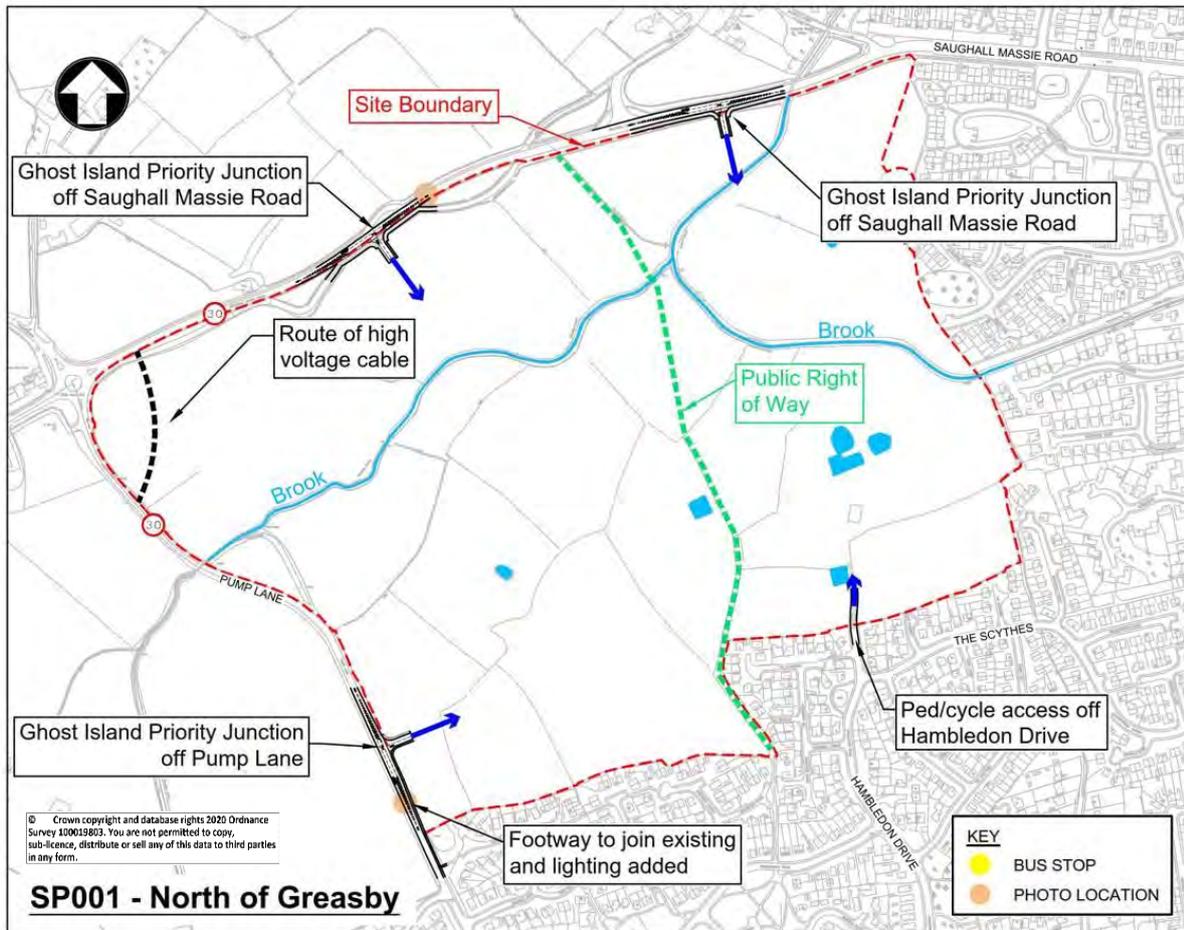
Appendix B provides an overview plan of all sites that have been considered within this report.

2 Individual Site Proformas

2.1 SP001, North of Greasby

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|---|-------------------|---|-------|-------|-------------------------------|--|--|--|--|--|--|----------------------------------|--|--|--|--|--|--|-----------------------------------|--|--|--|--|--|--|------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------------------------------|--|--|--|--|--|--|
| Site Reference / Location | SP001, North of Greasby | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electoral Wards | Moreton West and Saughall Massie; Hoylake and Meols; Greasby, Frankby and Irby | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 47.63 ha and 976 dwellings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AM Trips | 129 | | | 362 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM Trips | 311 | | | 153 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| High Level Site Considerations | River corridors | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| General Accessibility | A very large site within Greasby. Transport improvements would be required to integrate the site into surrounding areas, including: footways; street lighting and public transport facilities. Potential off-site mitigation required to off-set traffic impacts to key junctions. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Criteria | | Category | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Walk | Red | Red | Red | Green | Green | Red | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Cycle | Green | Green | Green | Green | Green | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Integration with surrounding area | | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Accessible? | Red | Red | Red | Red | Red | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ease of deliverability | | 0 – 5 Years | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table border="1"> <tr> <td colspan="7">Key – Main Settlements</td> </tr> <tr> <td colspan="7">A: Liverpool (within 45 minutes)</td> </tr> <tr> <td colspan="7">B: Birkenhead (within 25 minutes)</td> </tr> <tr> <td colspan="7">C: Town Centre (within 15 minutes)</td> </tr> <tr> <td colspan="7">D: District Centre (within 10 minutes)</td> </tr> <tr> <td colspan="7">E: Local Centre (within 10 minutes)</td> </tr> </table> | | | | | | Key – Main Settlements | | | | | | | A: Liverpool (within 45 minutes) | | | | | | | B: Birkenhead (within 25 minutes) | | | | | | | C: Town Centre (within 15 minutes) | | | | | | | D: District Centre (within 10 minutes) | | | | | | | E: Local Centre (within 10 minutes) | | | | | | |
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| A: Liverpool (within 45 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B: Birkenhead (within 25 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C: Town Centre (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D: District Centre (within 10 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E: Local Centre (within 10 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pump Lane | | Saughall Massie Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Figure 1: Indicative site accessibility plan



Summary of Recommendations:

- Pump Lane and Saughall Massie Road reduced to 30mph;
- New footways required along site frontage;
- Public right of way would need to be maintained;
- Watercourses and ponds within site boundary;
- New bus stops required adjacent to site;
- Cycle route along Saughall Massie Road incorporated into site access designs;
- New street lighting required adjacent to site.
- High voltage cable runs through a section of the site.

Overall Accessibility Score

7

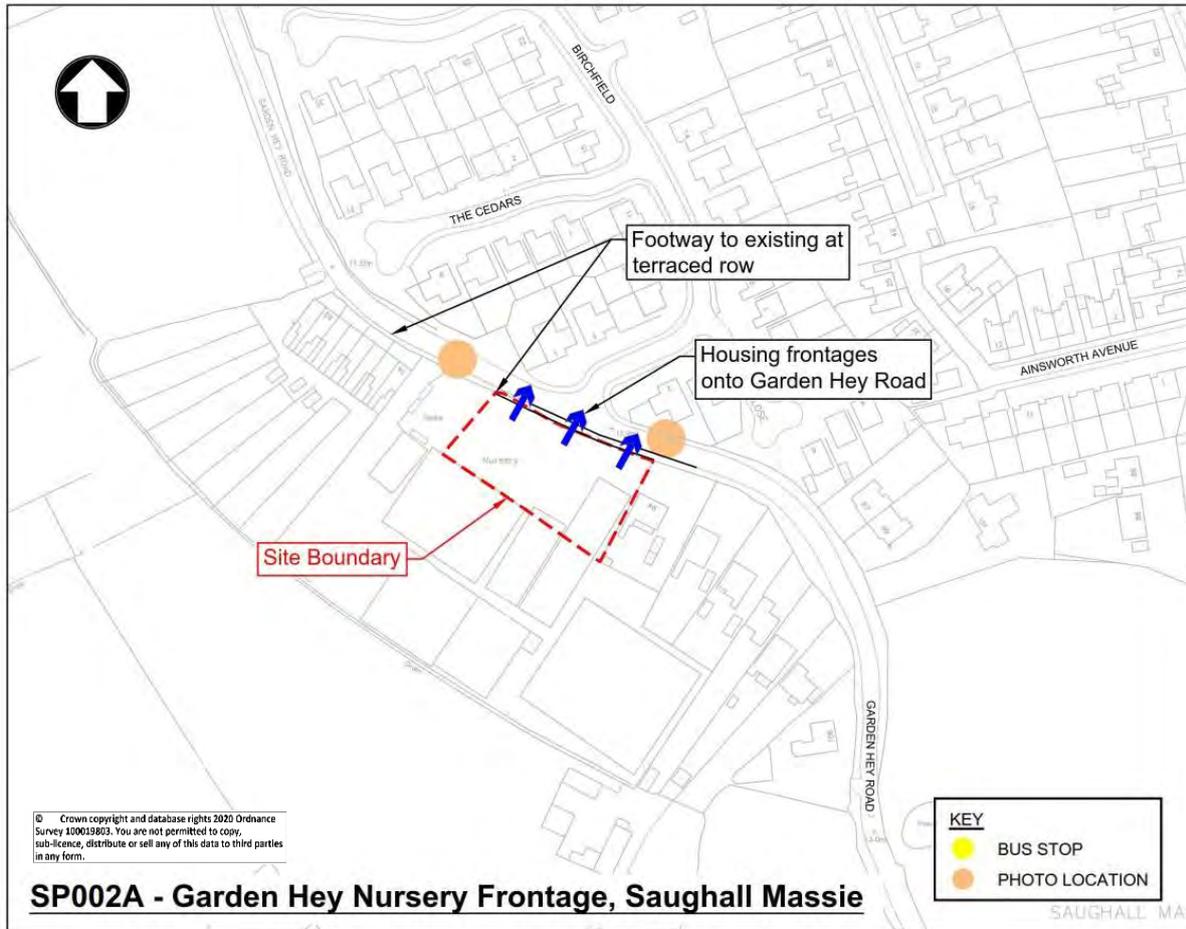
Budget Cost Estimate

£3 million – £5 million

2.2 SP002A, Garden Hey Nursery, Saughall Massie

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--|---|-------------------|---|----------|----------|-------------------------------|--|--|--|--|--|--|----------------------------------|--|--|--|--|--|--|-----------------------------------|--|--|--|--|--|--|------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------------------------------|--|--|--|--|--|--|
| Site Reference / Location | SP002A, Garden Hey Nursery, Saughall Massie | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electoral Wards | Moreton West and Saughall Massie | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 0.17 ha and 5 dwellings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AM Trips | 1 | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM Trips | 2 | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| High Level Site Considerations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| General Accessibility | A very small site situated in Saughall Massie. Minimal transport improvements would be required to integrate the site into surrounding area as there are already properties either side of the proposed site. There would be no significant impact from the potential trip generations. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Criteria | | Category | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Walk | Red | Red | Red | Green | Green | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Cycle | Green | Green | Green | Green | Green | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Integration with surrounding area | | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Accessible? | Red | Red | Green | Red | Red | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ease of deliverability | | 0 – 5 Years | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table border="1"> <tr> <td colspan="7">Key – Main Settlements</td> </tr> <tr> <td colspan="7">A: Liverpool (within 45 minutes)</td> </tr> <tr> <td colspan="7">B: Birkenhead (within 25 minutes)</td> </tr> <tr> <td colspan="7">C: Town Centre (within 15 minutes)</td> </tr> <tr> <td colspan="7">D: District Centre (within 10 minutes)</td> </tr> <tr> <td colspan="7">E: Local Centre (within 10 minutes)</td> </tr> </table> | | | | | | Key – Main Settlements | | | | | | | A: Liverpool (within 45 minutes) | | | | | | | B: Birkenhead (within 25 minutes) | | | | | | | C: Town Centre (within 15 minutes) | | | | | | | D: District Centre (within 10 minutes) | | | | | | | E: Local Centre (within 10 minutes) | | | | | | |
| Key – Main Settlements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A: Liverpool (within 45 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B: Birkenhead (within 25 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C: Town Centre (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D: District Centre (within 10 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E: Local Centre (within 10 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Garden Hey Road | | Garden Hay Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Figure 2: Indicative site accessibility plan



Summary of Recommendations:

- New footways required along site frontage;
- No public rights of way would need to be maintained;
- Closest bus stops are located along Saughall Road;
- Closest cycle routes are along Saughall Massie Road;
- New street lighting required adjacent to site.

Overall Accessibility Score

9

Budget Cost Estimate

£0 - £100,000

2.3 SP002B, Garden Hey Nursery, Saughall Massie

| | |
|----------------------------------|---|
| Site Reference / Location | SP002B, Garden Hey Nursery, Saughall Massie |
|----------------------------------|---|

| | |
|------------------------|----------------------------------|
| Electoral Wards | Moreton West and Saughall Massie |
|------------------------|----------------------------------|

| | |
|---|--------------------------|
| Area (ha) and Indicative Dwelling Capacity | 0.82 ha and 25 dwellings |
|---|--------------------------|

| Potential trip generation | Arrivals | Departures |
|---------------------------|----------|------------|
| AM Trips | 3 | 9 |
| PM Trips | 8 | 4 |

| | |
|---------------------------------------|--|
| High Level Site Considerations | |
|---------------------------------------|--|

| | |
|------------------------------|---|
| General Accessibility | A small site situated in Saughall Massie. There would be minimal transport improvements required to integrate the site into surrounding areas as there are already properties either side of the proposed site. There would be no significant impact from the potential trip generations. |
|------------------------------|---|

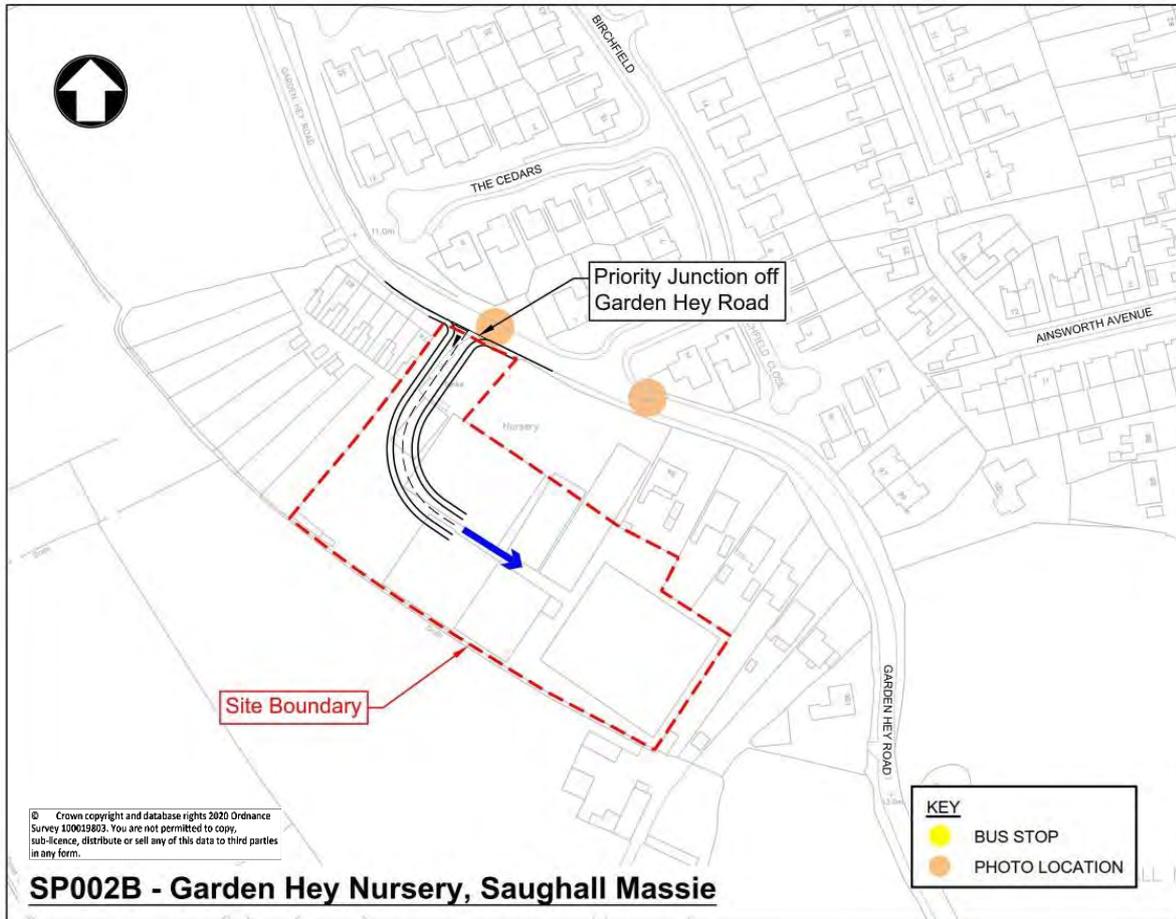
| | | | |
|------------------------------|---|---|---|
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | 2: Secondary School (within 20 minutes) | 3: GP Surgery (within 15 minutes) |
| | 4: Public Transport (within 400 meters) | 5: Retail (within 15 minutes) | 6: Leisure Facility (within 15 minutes) |

| Criteria | | Category | | | | | |
|--|-------------------------|-------------|---|---|---|---|---|
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | | | | | | |
| | Cycle | | | | | | |
| Integration with surrounding area | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | | | | | | |
| Ease of deliverability | | 0 – 5 Years | | | | | |

| |
|--|
| Key – Main Settlements |
| A: Liverpool (within 45 minutes) |
| B: Birkenhead (within 25 minutes) |
| C: Town Centre (within 15 minutes) |
| D: District Centre (within 10 minutes) |
| E: Local Centre (within 10 minutes) |



Figure 3: Indicative site accessibility plan



Summary of Recommendations:

- New footways required along site frontage;
- No public rights of way would need to be maintained;
- Closest bus stops are located along Saughall Road;
- Closest cycle routes are along Saughall Massie Road;
- New street lighting required adjacent to site.

Overall Accessibility Score

9

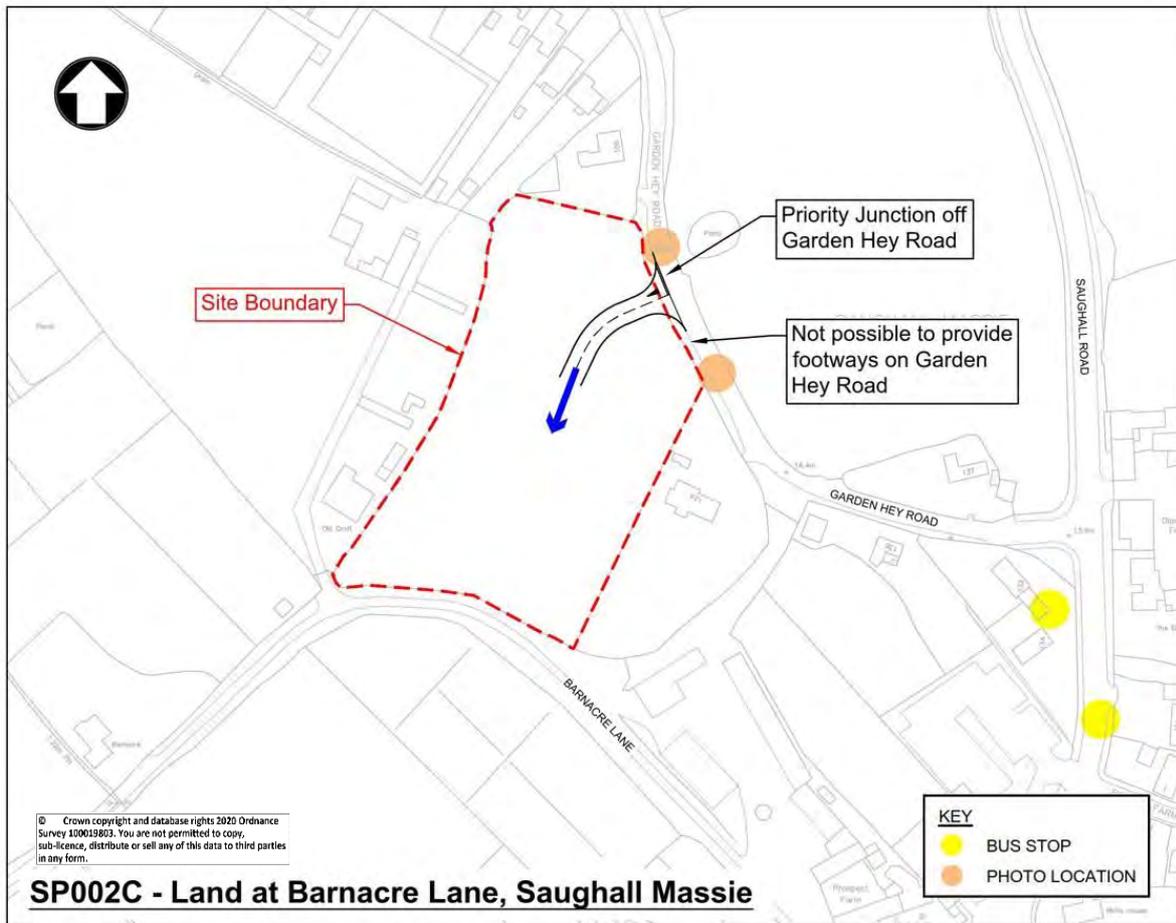
Budget Cost Estimate

£0 - £100,000

2.4 SP002C, Barnacre Lane, Saughall Massie

| | | | | | | | |
|--|---|------------------------|---|--|---|-------|-------|
| Site Reference / Location | SP002C, Garden Hey Nursery, Saughall Massie | | | | | | |
| Electoral Wards | Moreton West and Saughall Massie | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 0.93 ha and 28 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 4 | | | 10 | | | |
| PM Trips | 9 | | | 4 | | | |
| High Level Site Considerations | | | | | | | |
| General Accessibility | A small site situated in Saughall Massie. Minor transport improvements would be required to integrate the site into surrounding areas, including: a suitable site access and street lighting. The potential trip generations would not create any issues on the surrounding roads or junctions. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | Red | Red | Red | Green | Green | Green |
| | Cycle | Green | Green | Green | Green | Green | Green |
| Integration with surrounding area | | Yellow | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | Red | Red | Green | Red | Red | |
| Ease of deliverability | | Yellow 5 – 10 Years | | | | | |
| Key – Main Settlements | | | | | | | |
| A: Liverpool (within 45 minutes) B: Birkenhead (within 25 minutes) C: Town Centre (within 15 minutes) D: District Centre (within 10 minutes) E: Local Centre (within 10 minutes) | | | | | | | |
|  | | | |  | | | |
| Garden Hey Road | | | | Garden Hay Road | | | |

Figure 4: Indicative site accessibility plan



Summary of Recommendations:

- Third party land would be required to provide a continuous footway link to village;
- No public rights of way would need to be maintained;
- Closest bus stops are located along Saughall Road;
- Closest cycle routes are along Saughall Massie Road;
- New street lighting required adjacent to site.

Overall Accessibility Score

9

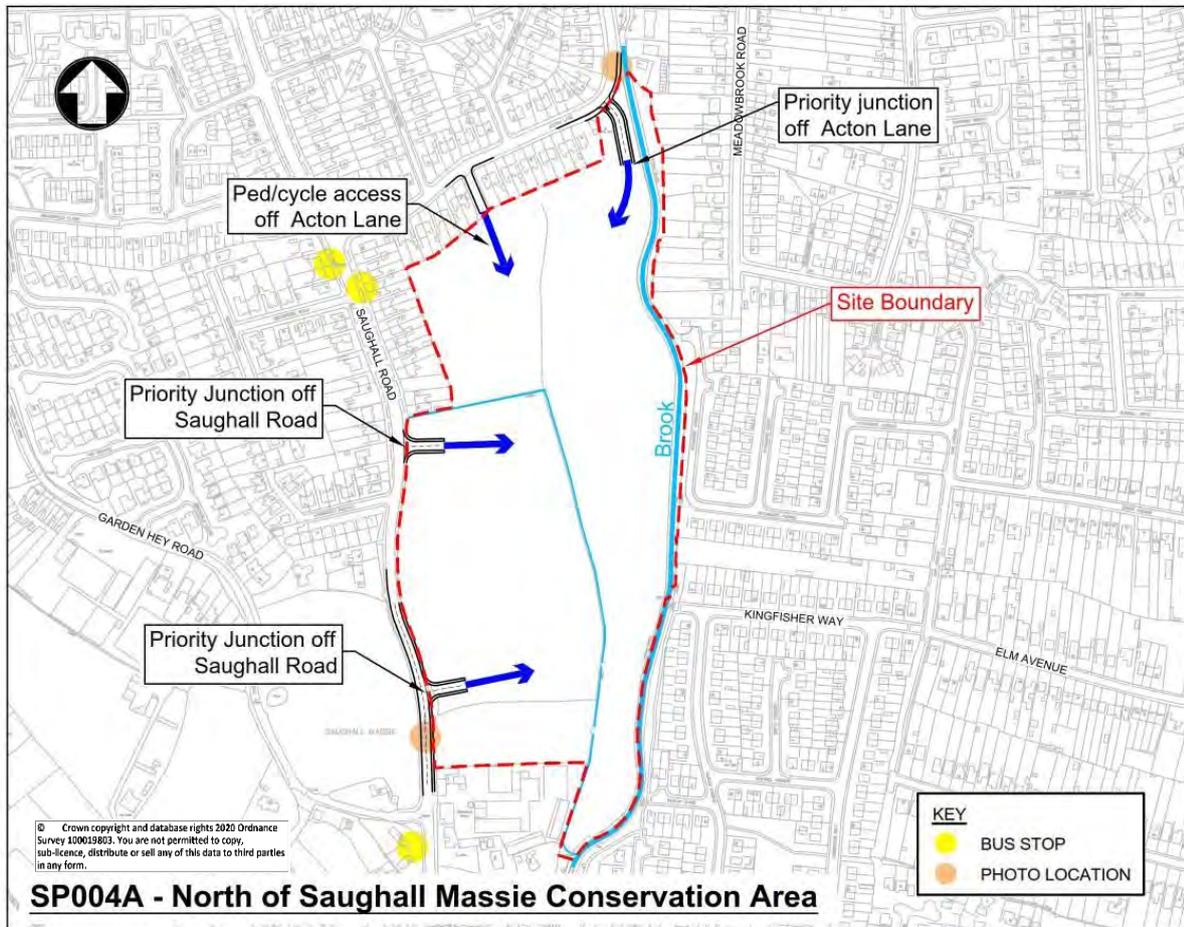
Budget Cost Estimate

£0 - £100,000

2.5 SP004A, North of Saughall Massie

| | | | | | | | |
|---|---|-----------------|---|--|---|---|---|
| Site Reference / Location | SP004A, North of Saughall Massie | | | | | | |
| Electoral Wards | Moreton West and Saughall Massie | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 9.59 ha and 302 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 40 | | | 112 | | | |
| PM Trips | 96 | | | 47 | | | |
| High Level Site Considerations | River corridor and roadside hedge lines | | | | | | |
| General Accessibility | A large site in a central area of Saughall Massie. Minimal transport improvements would be required to integrate the site into surrounding areas, as many of the surrounding areas are residential. Potential off-site mitigation required to off-set traffic impacts to key junctions. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | | | | | | |
| | Cycle | | | | | | |
| Integration with surrounding area | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | | | | | | |
| Ease of deliverability | | 0 – 5 Years | | | | | |
| Key – Main Settlements | | | | | | | |
| A: Liverpool (within 45 minutes) | | | | | | | |
| B: Birkenhead (within 25 minutes) | | | | | | | |
| C: Town Centre (within 15 minutes) | | | | | | | |
| D: District Centre (within 10 minutes) | | | | | | | |
| E: Local Centre (within 10 minutes) | | | | | | | |
|  | | | |  | | | |
| Acton Lane | | | | Saughall Road | | | |

Figure 5: Indicative site accessibility plan



Summary of Recommendations:

- New footways are not required along site frontage. However, they may require widening along Saughall Road which would impact the existing roadside hedge;
- No public rights of way would need to be maintained;
- River Corridor and roadside hedge present on eastern site boundary;
- Closest bus stops are located along Saughall Road;
- Closest suggested cycle route is along Saughall Road;
- No new street lighting required.

Overall Accessibility Score

10

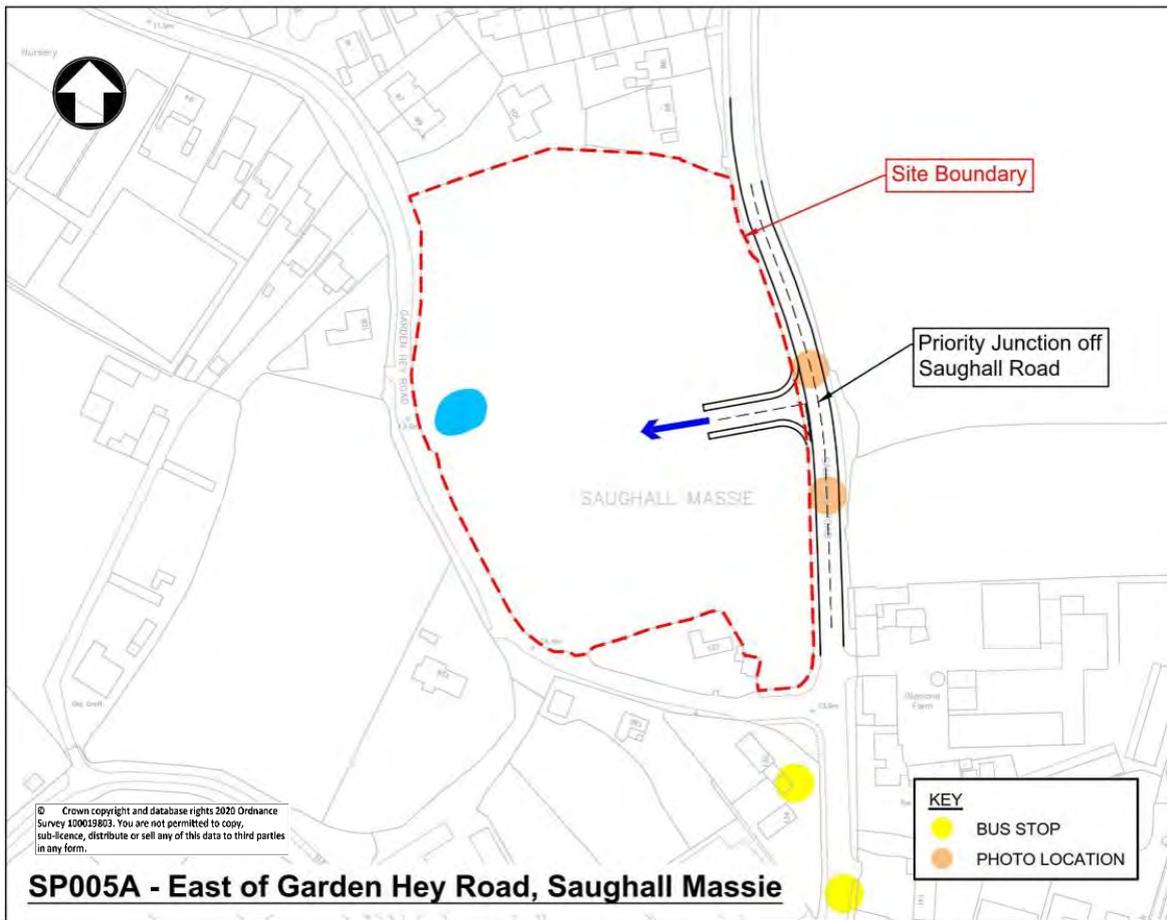
Budget Cost Estimate

£100,000 - £500,000

2.6 SP005A, East of Garden Hey Road, Saughall Massie

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|---|-------------------|---|-------|-------|-------------------------------|--|--|--|--|--|--|----------------------------------|--|--|--|--|--|--|-----------------------------------|--|--|--|--|--|--|------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------------------------------|--|--|--|--|--|--|
| Site Reference / Location | SP005A, East of Garden Hey Road, Saughall Massie | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electoral Wards | Moreton West and Saughall Massie | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 1.75 ha and 53 dwellings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AM Trips | 7 | | | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM Trips | 17 | | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| High Level Site Considerations | Roadside hedge lines | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| General Accessibility | A small site in a central area of Saughall Massie. Minimal transport improvements would be required to integrate the site into surrounding areas as many of the surrounding areas are residential. The potential trip generations would have no significant impact on surrounding roads. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Criteria | | Category | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Walk | Red | Red | Red | Green | Green | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Cycle | Green | Green | Green | Green | Green | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Integration with surrounding area | | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Accessible? | Red | Red | Green | Red | Red | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ease of deliverability | | 0 – 5 Years | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table border="1"> <tr> <td colspan="7">Key – Main Settlements</td> </tr> <tr> <td colspan="7">A: Liverpool (within 45 minutes)</td> </tr> <tr> <td colspan="7">B: Birkenhead (within 25 minutes)</td> </tr> <tr> <td colspan="7">C: Town Centre (within 15 minutes)</td> </tr> <tr> <td colspan="7">D: District Centre (within 10 minutes)</td> </tr> <tr> <td colspan="7">E: Local Centre (within 10 minutes)</td> </tr> </table> | | | | | | Key – Main Settlements | | | | | | | A: Liverpool (within 45 minutes) | | | | | | | B: Birkenhead (within 25 minutes) | | | | | | | C: Town Centre (within 15 minutes) | | | | | | | D: District Centre (within 10 minutes) | | | | | | | E: Local Centre (within 10 minutes) | | | | | | |
| Key – Main Settlements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A: Liverpool (within 45 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B: Birkenhead (within 25 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C: Town Centre (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D: District Centre (within 10 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E: Local Centre (within 10 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Saughall Road | | Saughall Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Figure 6: Indicative site accessibility plan



Summary of Recommendations:

- New footways are not required along Saughall Road site frontage, but they may require widening which would impact roadside hedge;
- Footway connection to the east along Garden Hey Road would require third party land to give a continuous link to the village centre;
- No public rights of way would need to be maintained;
- Pond within site boundary;
- Closest bus stops are located along Saughall Road;
- There is a suggested cycle route along Saughall Road;
- No new street lighting required adjacent to site.

Overall Accessibility Score

9

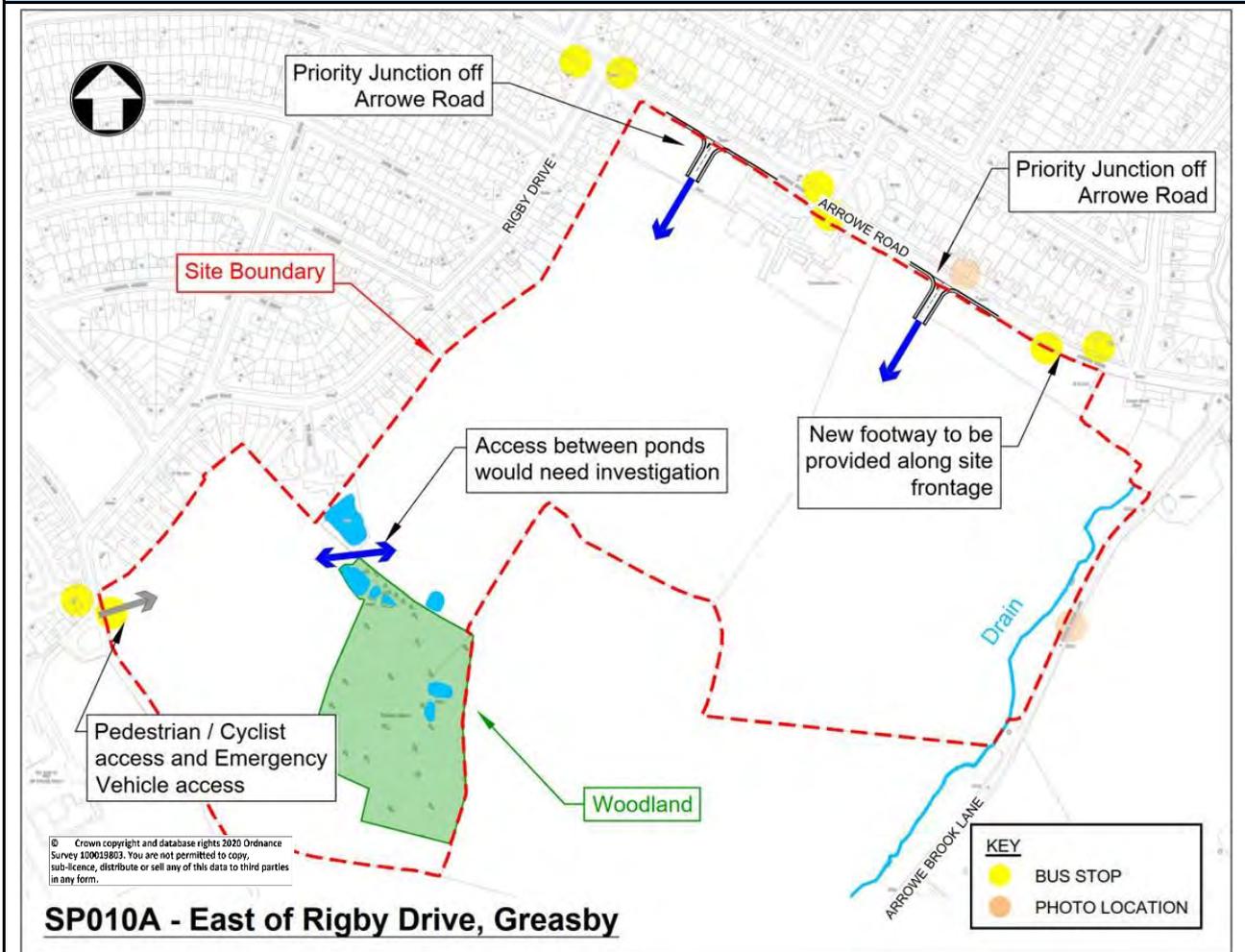
Budget Cost Estimate

£0 - £100,000

2.7 SP010A, East of Rigby Drive, Greasby

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--|---|-------------------|---|-------|-------|-------------------------------|--|--|--|--|--|--|----------------------------------|--|--|--|--|--|--|-----------------------------------|--|--|--|--|--|--|------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------------------------------|--|--|--|--|--|--|
| Site Reference / Location | SP010A, East of Rigby Drive, Greasby | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electoral Wards | Greasby, Frankby and Irby | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 23.72 ha and 456 dwellings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AM Trips | 60 | | | 169 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM Trips | 145 | | | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| High Level Site Considerations | Greasby Copse, ponds and watercourse | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| General Accessibility | A large site adjacent to the built-up area of Greasby. Transport improvements would be required to integrate the site into surrounding areas, including: footways; site accesses and street lighting. Potential off-site mitigation required to off-set traffic impacts to key junctions. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Criteria | | Category | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Walk | Green | Red | Green | Green | Green | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Cycle | Green | Green | Green | Green | Green | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Integration with surrounding area | | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Accessible? | Green | Green | Red | Red | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ease of deliverability | | 5 – 10 Years | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table border="1"> <tr> <td colspan="7">Key – Main Settlements</td> </tr> <tr> <td colspan="7">A: Liverpool (within 45 minutes)</td> </tr> <tr> <td colspan="7">B: Birkenhead (within 25 minutes)</td> </tr> <tr> <td colspan="7">C: Town Centre (within 15 minutes)</td> </tr> <tr> <td colspan="7">D: District Centre (within 10 minutes)</td> </tr> <tr> <td colspan="7">E: Local Centre (within 10 minutes)</td> </tr> </table> | | | | | | Key – Main Settlements | | | | | | | A: Liverpool (within 45 minutes) | | | | | | | B: Birkenhead (within 25 minutes) | | | | | | | C: Town Centre (within 15 minutes) | | | | | | | D: District Centre (within 10 minutes) | | | | | | | E: Local Centre (within 10 minutes) | | | | | | |
| Key – Main Settlements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A: Liverpool (within 45 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B: Birkenhead (within 25 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C: Town Centre (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D: District Centre (within 10 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E: Local Centre (within 10 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Arrowe Road | | Arrowe Brook Lane | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Figure 7: Indicative site accessibility plan



Summary of Recommendations:

- New footways required along site frontage;
- No public rights of way would need to be maintained;
- Woodland, ponds and watercourse within site boundary;
- There are bus stops along site frontage;
- There is a suggested cycle route along Rigby Drive and Arrowe Road;
- New street lighting required adjacent to site;
- Access Between ponds would need investigating;
- Restricted access may limit the number of dwellings to the west of the Copse and ponds.

Overall Accessibility Score

13

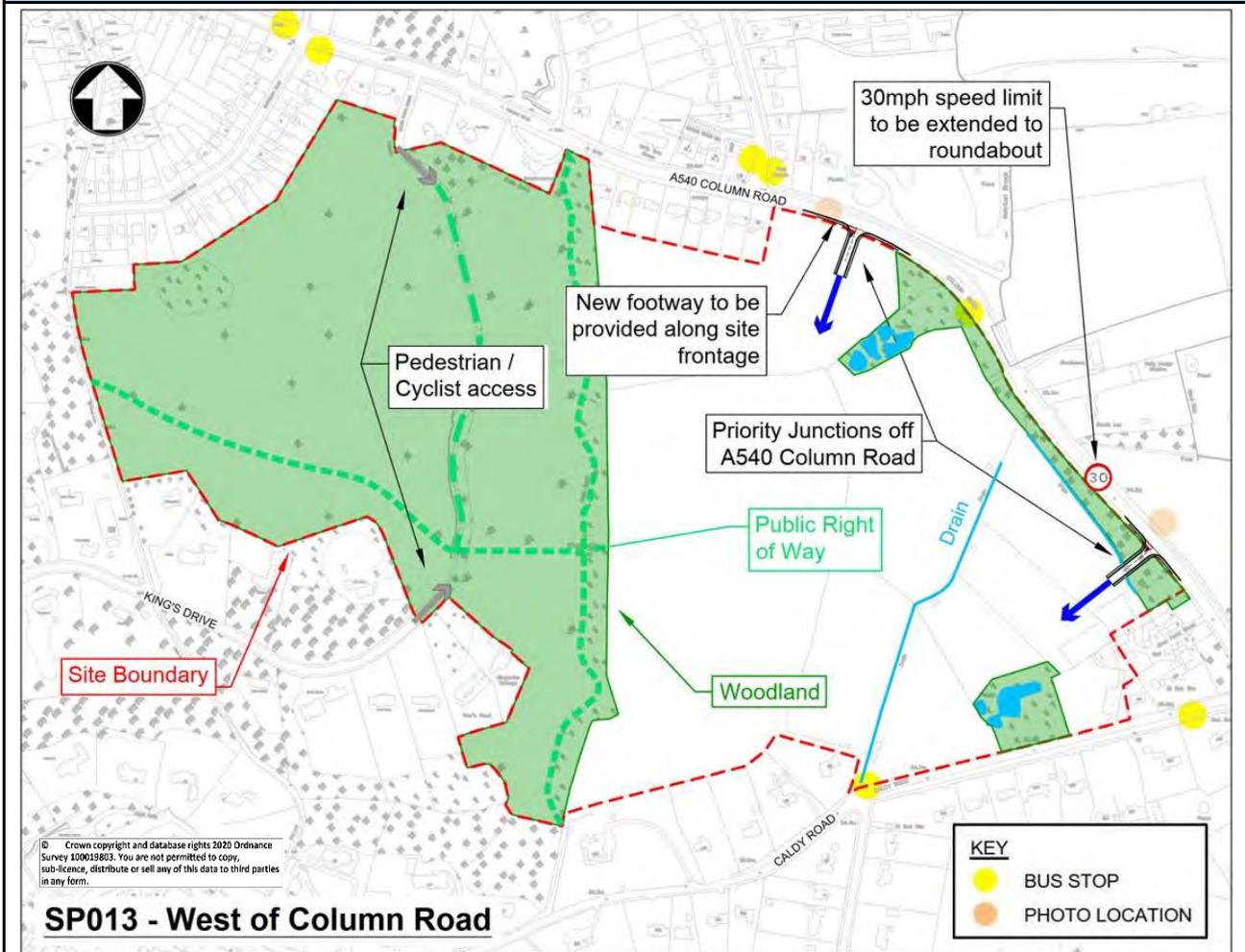
Budget Cost Estimate

£500,000 - £1 million

2.8 SP013, West of Column Road, West Kirby

| | | | | | | | |
|---|---|-----------------|---|--|---|---|---|
| Site Reference / Location | SP013A, West of Column Road, West Kirby | | | | | | |
| Electoral Wards | West Kirby and Thurstaston | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 19.62 ha and 402 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 53 | | | 149 | | | |
| PM Trips | 128 | | | 63 | | | |
| High Level Site Considerations | Stapledon Wood and ponds | | | | | | |
| General Accessibility | A large site adjacent to the built-up areas of West Kirby. Transport improvements would be required to integrate the site into surrounding areas, including: footways; site accesses and street lighting. Potential off-site mitigation required to off-set traffic impacts to key junctions. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | | | | | | |
| | Cycle | | | | | | |
| Integration with surrounding area | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | | | | | | |
| Ease of deliverability | | 0 – 5 Years | | | | | |
| Key – Main Settlements | | | | | | | |
| A: Liverpool (within 45 minutes) | | | | | | | |
| B: Birkenhead (within 25 minutes) | | | | | | | |
| C: Town Centre (within 15 minutes) | | | | | | | |
| D: District Centre (within 10 minutes) | | | | | | | |
| E: Local Centre (within 10 minutes) | | | | | | | |
|  | | | |  | | | |
| Column Road | | | | Column Road | | | |

Figure 8: Indicative site accessibility plan



SP013 - West of Column Road

Summary of Recommendations:

- 30 mph speed limit would be extended on Column Road;
- New footways required along site frontage;
- Multiple public rights of way would need to be maintained;
- Woodland, ponds and watercourses within site boundary;
- There are bus stops along site frontage, but facilities would require upgrading;
- Cycle route along Column Road incorporated into site access designs;
- New street lighting required adjacent to site.
- Only eastern half of the site would be developable due to Stapledon Woods

Overall Accessibility Score

10

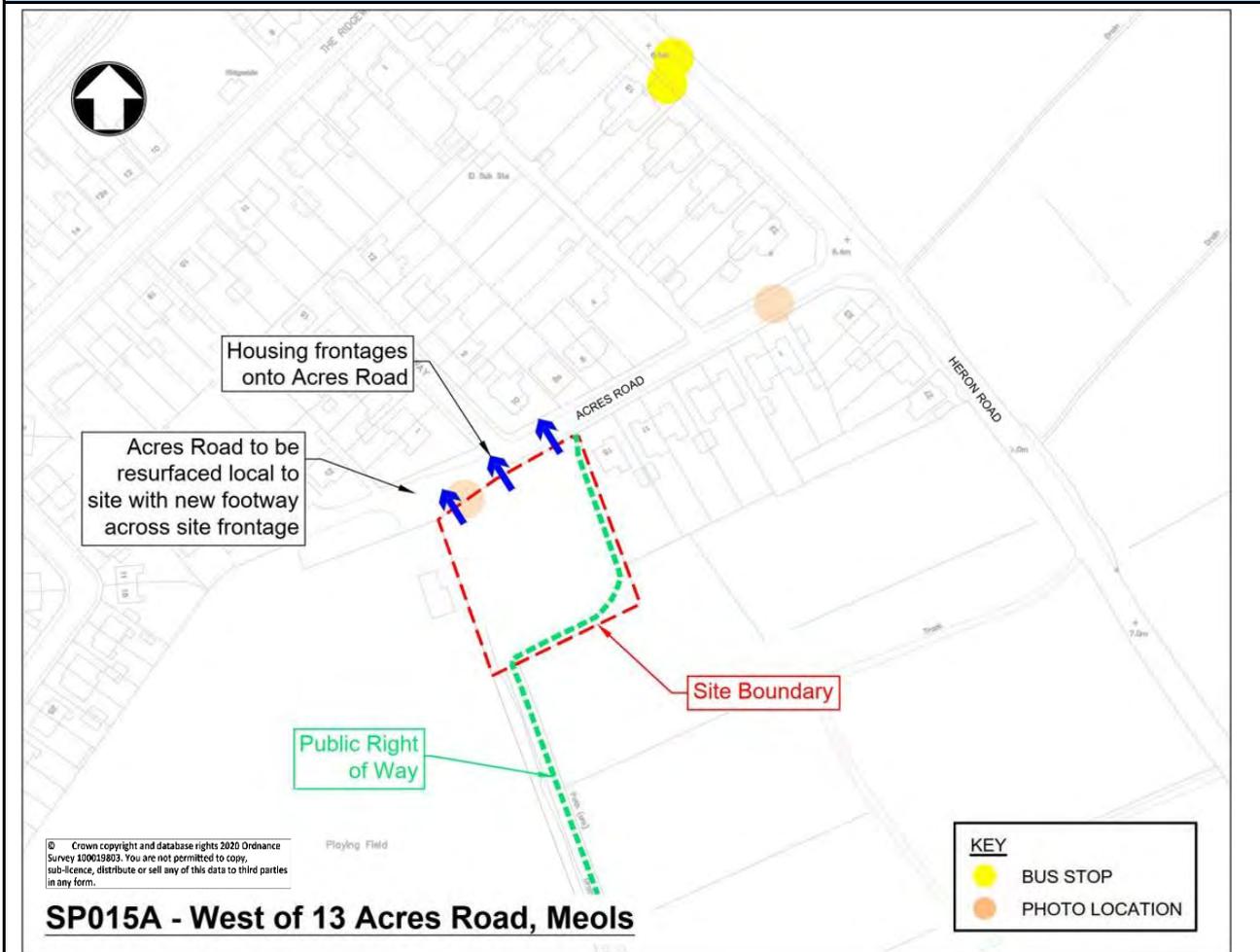
Budget Cost Estimate

£1 million - £3 million

2.9 SP015A, West of 13 Acres Road, Meols

| | | | | | | | |
|--|--|-----------------|---|--|---|---|---|
| Site Reference / Location | SP015A, West of 13 Acres Road, Meols | | | | | | |
| Electoral Wards | Hoylake and Meols | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 0.27 ha and 4 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 1 | | | 3 | | | |
| PM Trips | 3 | | | 1 | | | |
| High Level Site Considerations | Public right of way | | | | | | |
| General Accessibility | The site is situated within a cul-de-sac which would be accessed via Acres Road, off Heron Road. Parking on-street would need to be monitored to ensure vehicles could safely access the site via this route. An extension of the highway and footpaths would be required. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | | | | | | |
| | Cycle | | | | | | |
| Integration with surrounding area | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | | | | | | |
| Ease of deliverability | | 0 – 5 Years | | | | | |
| Key – Main Settlements | | | | | | | |
| A: Liverpool (within 45 minutes) B: Birkenhead (within 25 minutes) C: Town Centre (within 15 minutes) D: District Centre (within 10 minutes) E: Local Centre (within 10 minutes) | | | | | | | |
|  | | | |  | | | |
| Acres Road | | | | Acres Road | | | |

Figure 9: Indicative site accessibility plan



Summary of Recommendations:

- New footways required along site frontage;
- Limits of highway adoption would need to be confirmed, and parts of Acres Road would require resurfacing;
- Public right of way would need to be maintained;
- The closest bus stop is located on Heron Road;
- There is a suggested cycle route along Birkenhead Road;
- New street lighting required adjacent to site;
- Poor visibility at junction with Acres Road and Heron Road.
- Parking enforcement would be required to control vehicles parking for football pitches located behind the site.

Overall Accessibility Score

13

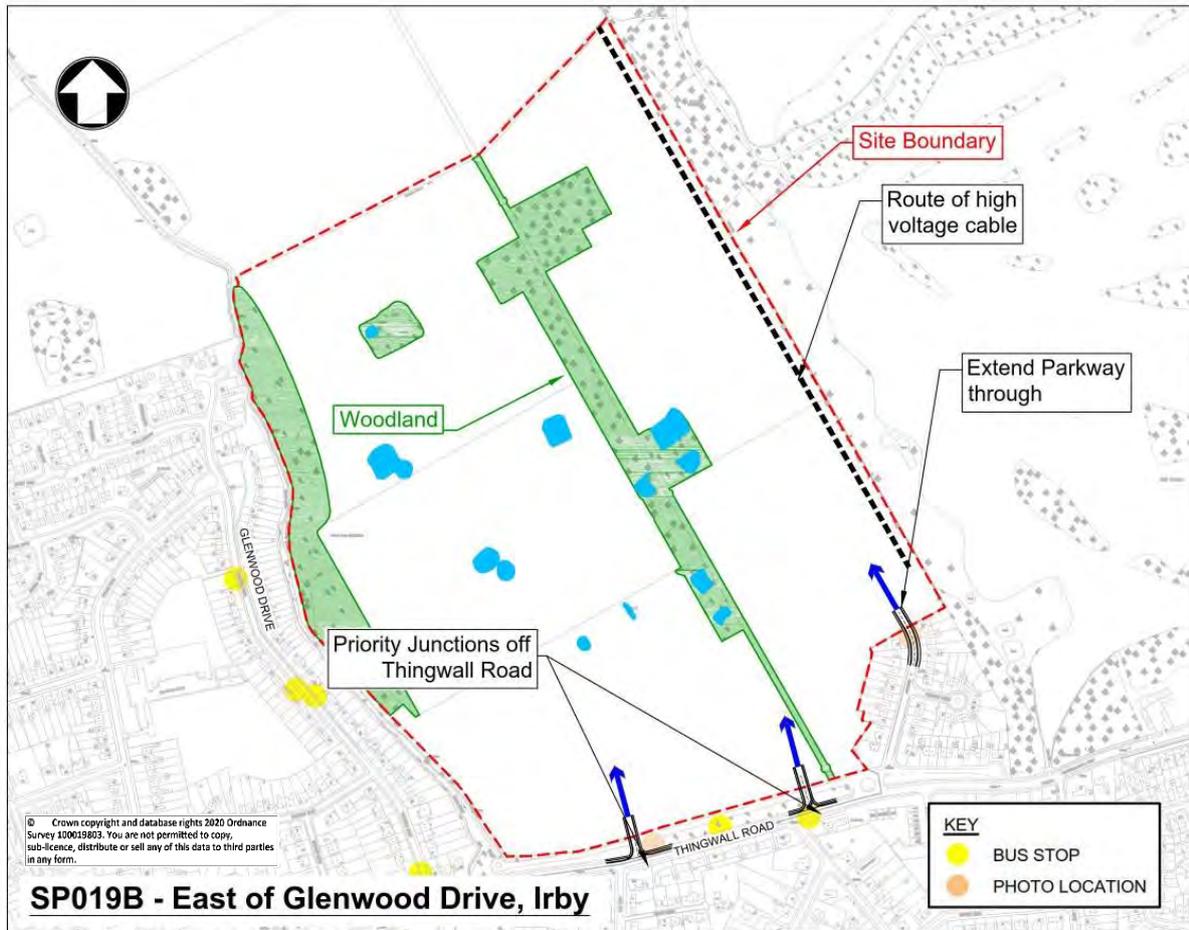
Budget Cost Estimate

£0 - £100,000

2.10 SP019B, West of Glenwood Drive, Irby

| | | | | | | | |
|--|--|-----------------|---|--|---|---|---|
| Site Reference / Location | SP019B, West of Glenwood Drive, Irby | | | | | | |
| Electoral Wards | Greasby, Frankby and Irby | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 40.11 ha and 743 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 98 | | | 276 | | | |
| PM Trips | 237 | | | 117 | | | |
| High Level Site Considerations | Limbo Lane, woodlands, ponds and public and permissive rights of way | | | | | | |
| General Accessibility | A very large site situated in Irby. Transport improvements would be required to integrate the site into surrounding areas, including: potential off-site mitigation to off-set traffic impacts on key roads along with suitable site accesses. Only possible to access the site from Thingwall Road. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | | | | | | |
| | Cycle | | | | | | |
| Integration with surrounding area | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | | | | | | |
| Ease of deliverability | | 5 – 10 Years | | | | | |
| Key – Main Settlements | | | | | | | |
| A: Liverpool (within 45 minutes) B: Birkenhead (within 25 minutes) C: Town Centre (within 15 minutes) D: District Centre (within 10 minutes) E: Local Centre (within 10 minutes) | | | | | | | |
|  | | | |  | | | |
| Thingwall Road | | | | Parkway Close | | | |

Figure 10: Indicative site accessibility plan



Summary of Recommendations:

- New footways would be required along site frontage;
- Public rights of way would need to be maintained;
- Woodland watercourses and ponds within site boundary;
- There are bus stops along site frontage;
- There is a suggested cycle route around the site boundary;
- New street lighting required adjacent to site;
- There is a gas pipeline along site frontage.
- High voltage cable running through the site underground
- Overall, limited options for highway access may restrict number of dwellings that could be supported.

Overall Accessibility Score

10

Budget Cost Estimate

£1 million - £3 million

2.11 SP025B, West of Weybourne Close, Upton

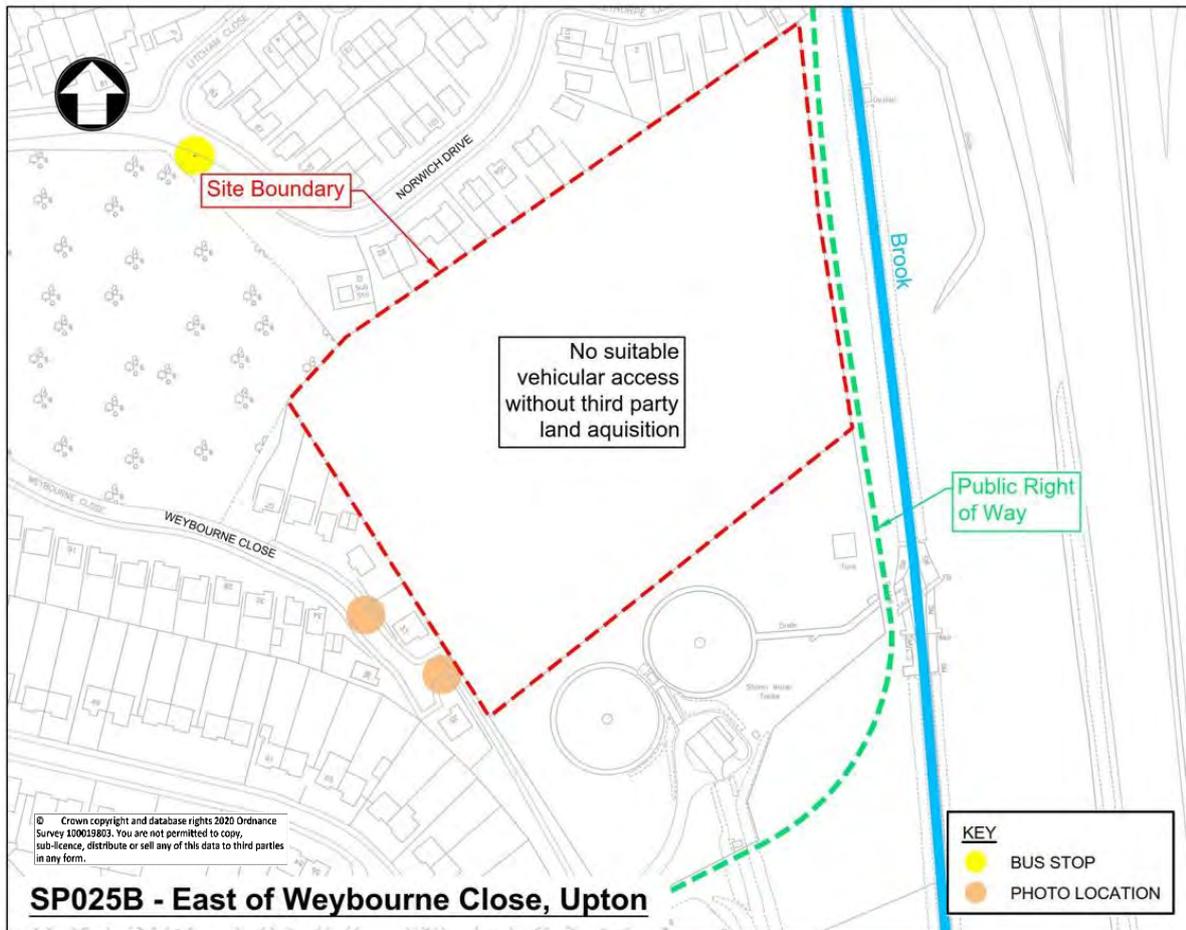
| | | | | | | | |
|--|---|-----------------|---|-------------------|---|---|---|
| Site Reference / Location | SP025B, West of Weybourne Close, Upton | | | | | | |
| Electoral Wards | Upton | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 2.08 ha and 47 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 6 | | | 17 | | | |
| PM Trips | 15 | | | 7 | | | |
| High Level Site Considerations | River corridor and public right of way, wastewater treatment works to south | | | | | | |
| General Accessibility | A small site adjacent to the developed areas of Upton. Significant transport improvements would be required to integrate the site into surrounding areas as there is currently no suitable vehicular access to this site. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | | | | | | |
| | Cycle | | | | | | |
| Integration with surrounding area | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | | | | | | |
| Ease of deliverability | | Undeliverable | | | | | |

Key – Main Settlements

A: Liverpool (within 45 minutes)
 B: Birkenhead (within 25 minutes)
 C: Town Centre (within 15 minutes)
 D: District Centre (within 10 minutes)
 E: Local Centre (within 10 minutes)

| | |
|--|---|
|  <p>Weybourne Close</p> |  <p>Weybourne Close</p> |
|--|---|

Figure 11: Indicative site accessibility plan



Summary of Recommendations:

- No suitable vehicular access;
- Public rights of way would need to be maintained;
- Watercourse adjacent to eastern site boundary, wastewater treatment works to south;
- The closest bus stop is located on Norwich Drive;
- There is a suggested cycle route along Manor Drive;
- No new street lighting required.

Overall Accessibility Score

14

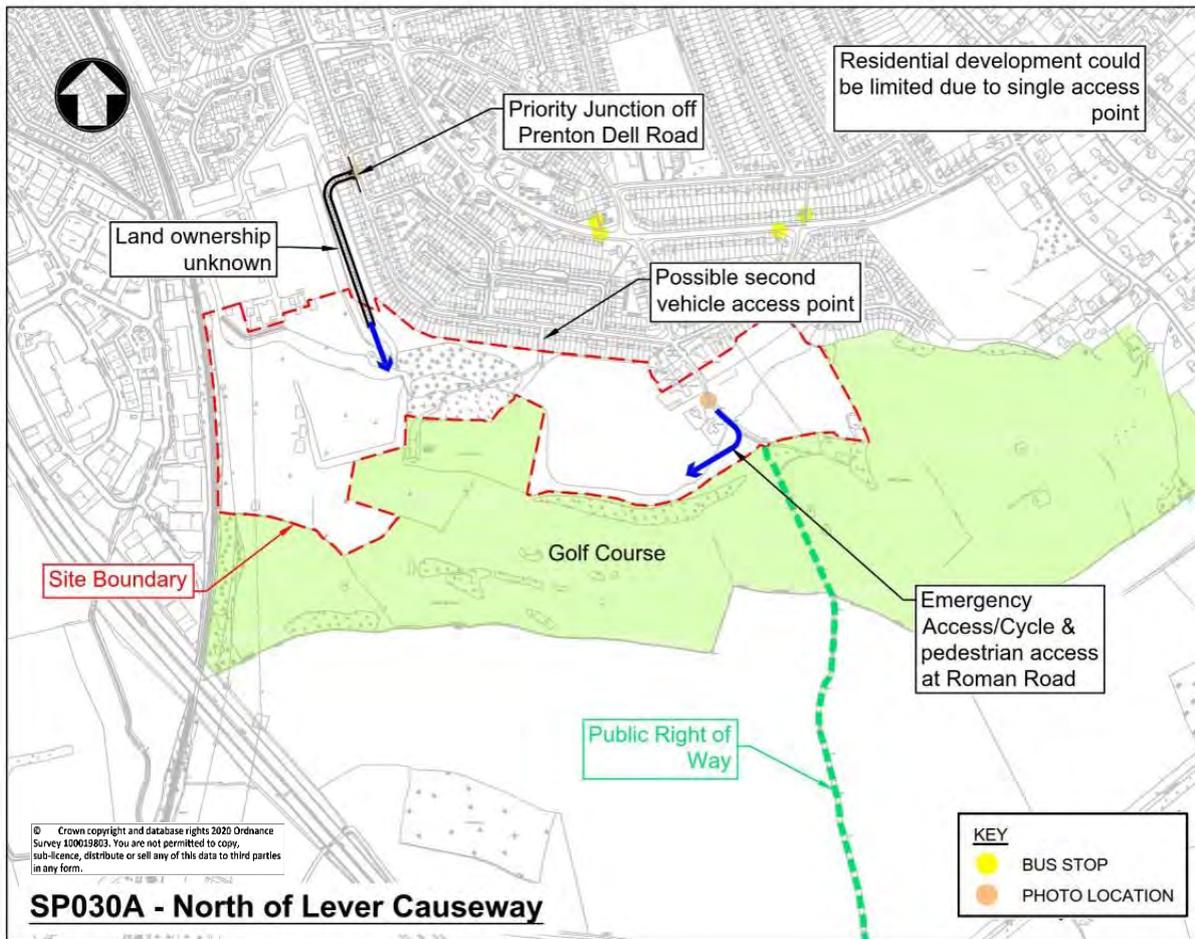
Budget Cost Estimate

£3 million - £5 million

2.12 SP030A, North of Lever Causeway, Storeton

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--|---|--|---|-------|-------|-------------------------------|--|--|--|--|--|--|----------------------------------|--|--|--|--|--|--|-----------------------------------|--|--|--|--|--|--|------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------------------------------|--|--|--|--|--|--|
| Site Reference / Location | SP030A, North of Lever Causeway, Storeton | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electoral Wards | Prenton; Bebington | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 21.8 ha and 312 dwellings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AM Trips | 41 | | | 116 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM Trips | 100 | | | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| High Level Site Considerations | Prenton Golf Course: Prenton RUFC; | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| General Accessibility | Northern part of a very large site adjacent to the built-up areas of Prenton. Significant transport improvements would be required to integrate the site into surrounding areas, including: footways; site accesses; street lighting. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Criteria | | Category | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Walk | Green | Red | Green | Green | Green | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Cycle | Green | Green | Green | Green | Green | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Integration with surrounding area | | Yellow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Accessible? | Green | Green | Red | Red | Red | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ease of deliverability | | Red >10 Years | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table border="1"> <tr> <td colspan="7">Key – Main Settlements</td> </tr> <tr> <td colspan="7">A: Liverpool (within 45 minutes)</td> </tr> <tr> <td colspan="7">B: Birkenhead (within 25 minutes)</td> </tr> <tr> <td colspan="7">C: Town Centre (within 15 minutes)</td> </tr> <tr> <td colspan="7">D: District Centre (within 10 minutes)</td> </tr> <tr> <td colspan="7">E: Local Centre (within 10 minutes)</td> </tr> </table> | | | | | | Key – Main Settlements | | | | | | | A: Liverpool (within 45 minutes) | | | | | | | B: Birkenhead (within 25 minutes) | | | | | | | C: Town Centre (within 15 minutes) | | | | | | | D: District Centre (within 10 minutes) | | | | | | | E: Local Centre (within 10 minutes) | | | | | | |
| Key – Main Settlements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A: Liverpool (within 45 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B: Birkenhead (within 25 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C: Town Centre (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D: District Centre (within 10 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E: Local Centre (within 10 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Prenton Dell Road | | | | Roman Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Figure 12: Indicative site accessibility plan



Summary of Recommendations:

- New footways required along site access;
- Public rights of way would need to be maintained;
- Woodland, ponds and watercourses within site boundary;
- The closest bus stops are located along Prenton Hall Road;
- Cycle route along Prenton Dell Road incorporated into site access designs;
- New street lighting required adjacent to site;
- Residential development could be limited due to single restricted access point with unknown ownership or availability.

Overall Accessibility Score

12

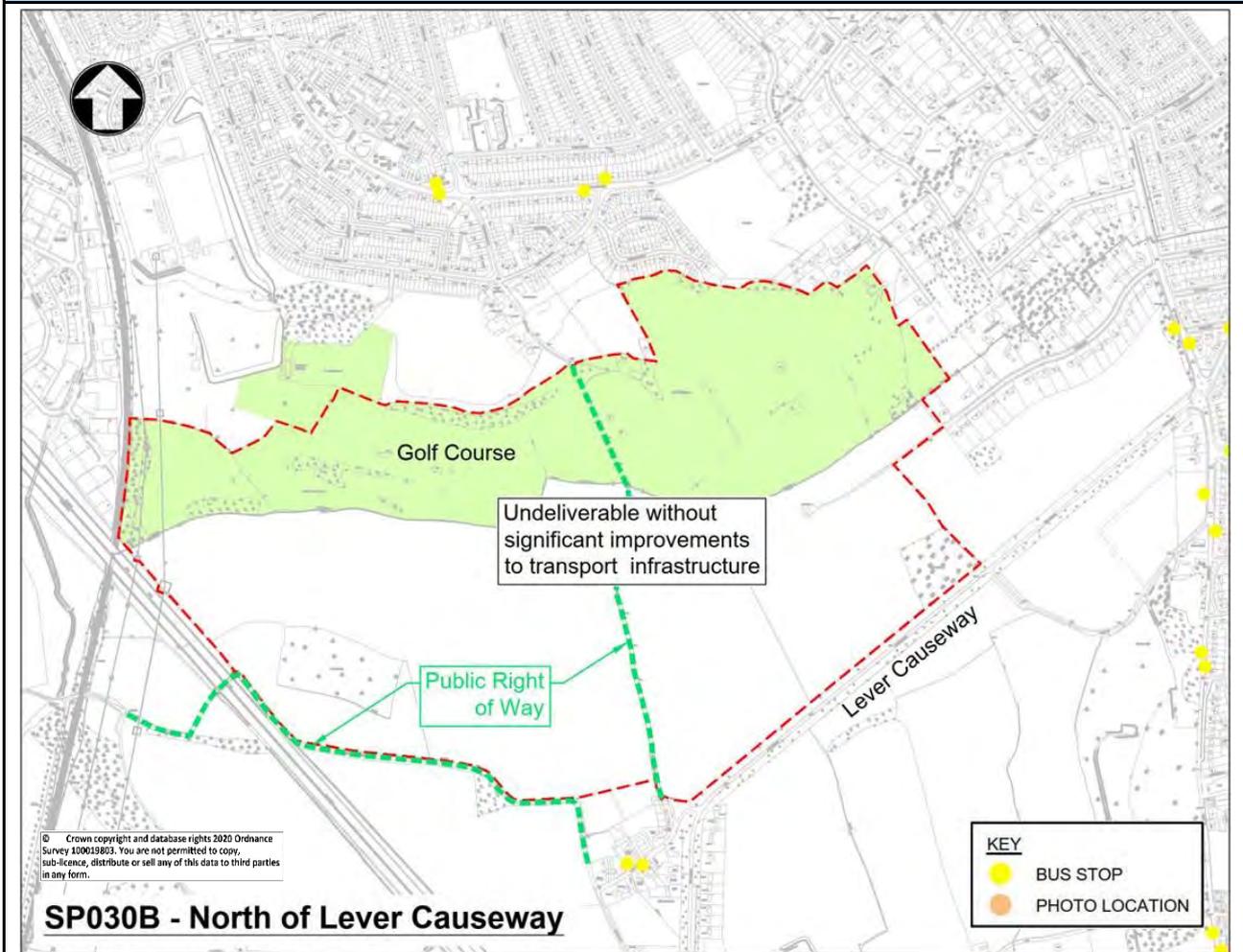
Budget Cost Estimate

£1 million - £3million

2.13 SP030B, North of Lever Causeway, Storeton

| | | | | | | | |
|---|--|--|---|--|---|----------|----------|
| Site Reference / Location | SP030B, North of Lever Causeway, Storeton | | | | | | |
| Electoral Wards | Prenton; Bebington | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 70.47 ha and 1103 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 132 | | | 372 | | | |
| PM Trips | 320 | | | 157 | | | |
| High Level Site Considerations | Prenton Golf Course; Lever Causeway; Cow Hey Covert; and Marsh Hey Covert | | | | | | |
| General Accessibility | Southern part of a very large site adjacent to the built-up areas of Prenton. Significant transport improvements would be required to integrate the site into surrounding areas, including: footways; site accesses; street lighting; a new potential link from M53 and public transport facilities. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | Red | Red | Green | Green | Green | Green |
| | Cycle | Green | Green | Green | Green | Green | Green |
| Integration with surrounding area | | Yellow | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | Red | Red | Red | Red | Red | |
| Ease of deliverability | | Red >10 Years | | | | | |
| | | Key – Main Settlements | | | | | |
| | | A: Liverpool (within 45 minutes) B: Birkenhead (within 25 minutes) C: Town Centre (within 15 minutes) D: District Centre (within 10 minutes) E: Local Centre (within 10 minutes) | | | | | |
|  | | | |  | | | |
| Lever Causeway | | | | Lever Causeway | | | |

Figure 13: Indicative site accessibility plan



Summary of Recommendations:

- Undeliverable without significant transport improvements coordinated with adjacent sites;
- New footways required along site frontages;
- Multiple public rights of way would need to be maintained;
- Golf course, ponds and woodland within site boundary;
- The closest bus stops are along Landican Lane;
- Cycle route along Prenton Dell Road incorporated into site access designs;
- New street lighting required adjacent to site;
- There is a united utilities pumping station within site boundary;
- No site accesses proposed off Lever Causeway due to highway safety concerns, the preservation of a historical route and mature trees.

Overall Accessibility Score

9

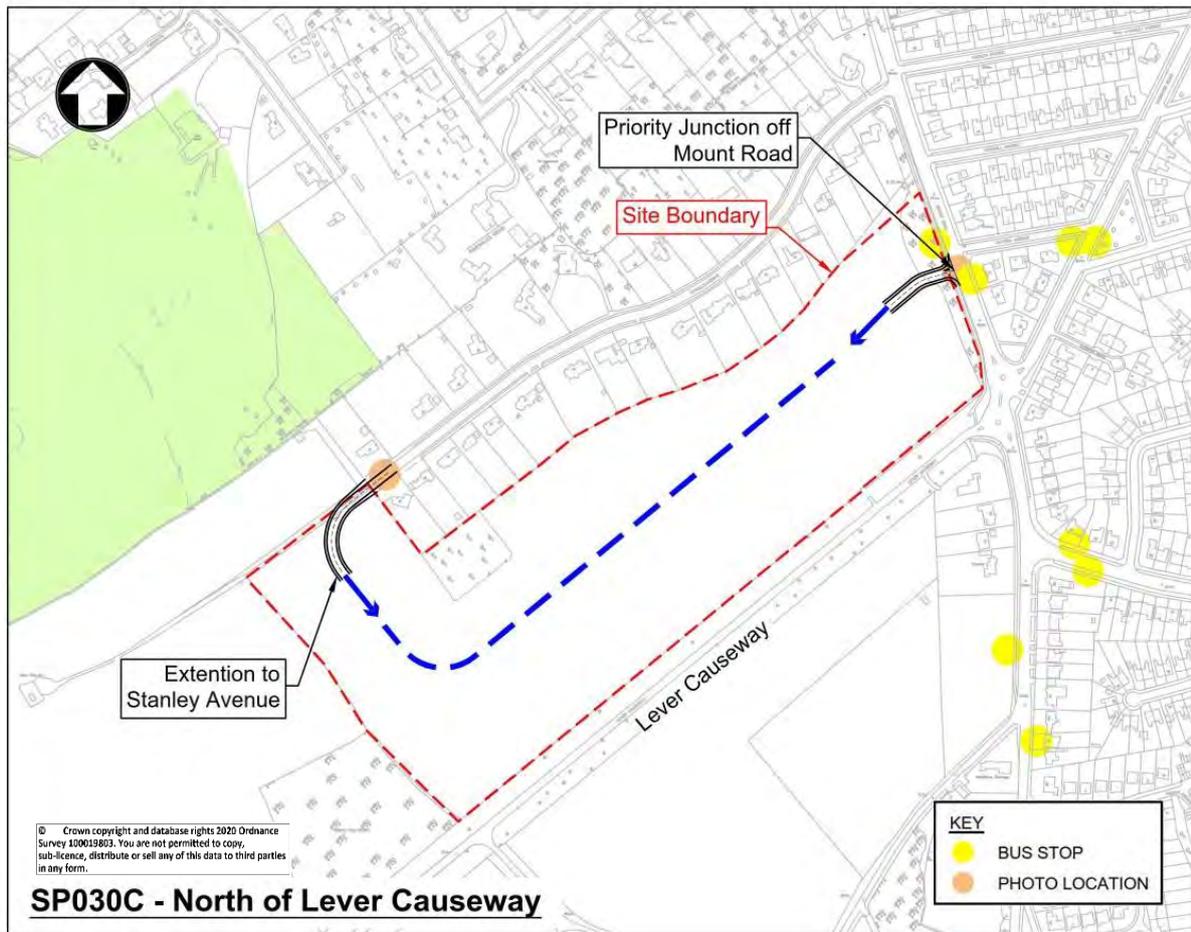
Budget Cost Estimate

N/A

2.14 SP030C, North of Lever Causeway, Storeton

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--|---|-------------------|---|-------|-------|-------------------------------|--|--|--|--|--|--|----------------------------------|--|--|--|--|--|--|-----------------------------------|--|--|--|--|--|--|------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------------------------------|--|--|--|--|--|--|
| Site Reference / Location | SP030C, North of Lever Causeway, Storeton | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electoral Wards | Prenton; Bebington | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 10.5 ha and 149 dwellings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AM Trips | 20 | | | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM Trips | 48 | | | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| High Level Site Considerations | Lever Causeway; Cow Hey Covert; and Marsh Hey Covert | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| General Accessibility | A large site adjacent to the built-up areas of Prenton and Bebington. With frontages to Mount Road the site is potentially easier to integrate with adjacent areas. A site access junction would impact mature trees on Mount Road. Connections to other adjacent sites may need to be coordinated. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Criteria | | Category | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Walk | Red | Green | Red | Green | Green | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Cycle | Green | Green | Green | Green | Green | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Integration with surrounding area | | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Accessible? | Green | Green | Red | Red | Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ease of deliverability | | 0 – 5 Years | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table border="1"> <tr> <td colspan="7">Key – Main Settlements</td> </tr> <tr> <td colspan="7">A: Liverpool (within 45 minutes)</td> </tr> <tr> <td colspan="7">B: Birkenhead (within 25 minutes)</td> </tr> <tr> <td colspan="7">C: Town Centre (within 15 minutes)</td> </tr> <tr> <td colspan="7">D: District Centre (within 10 minutes)</td> </tr> <tr> <td colspan="7">E: Local Centre (within 10 minutes)</td> </tr> </table> | | | | | | Key – Main Settlements | | | | | | | A: Liverpool (within 45 minutes) | | | | | | | B: Birkenhead (within 25 minutes) | | | | | | | C: Town Centre (within 15 minutes) | | | | | | | D: District Centre (within 10 minutes) | | | | | | | E: Local Centre (within 10 minutes) | | | | | | |
| Key – Main Settlements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A: Liverpool (within 45 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B: Birkenhead (within 25 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C: Town Centre (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D: District Centre (within 10 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E: Local Centre (within 10 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stanley Avenue | | Mount Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Figure 14: Indicative site accessibility plan



Summary of Recommendations:

- New footways required along site frontages;
- No public rights of way would need to be maintained;
- Woodland within site boundary;
- There are bus stops along site frontage;
- There is a shared pedestrian/ cycle route along Lever Causeway;
- New street lighting required adjacent to site;
- United Utilities pumping station off Stanley Avenue for which access will need to be maintained;
- Site access would affect mature trees along Mount Road;
- No site accesses proposed off Lever Causeway due to highway safety concerns, the preservation of a historical route and mature trees.

Overall Accessibility Score

12

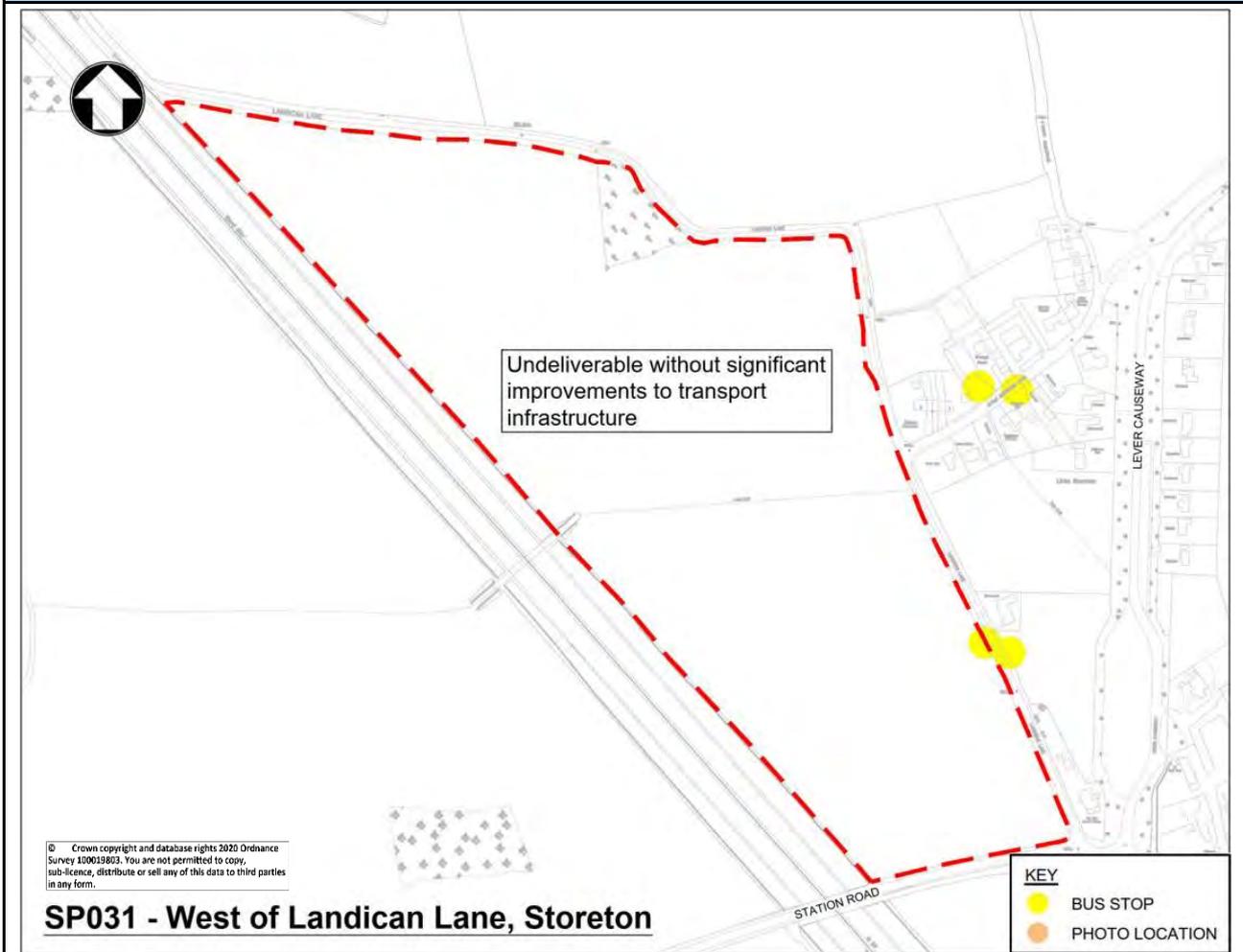
Budget Cost Estimate

£500,000 - £1 million

2.15 SP031, West of Landican Lane, Storeton

| | | | | | | | |
|--|---|-----------------|---|--|---|---|---|
| Site Reference / Location | SP031, West of Landican Lane, Storeton | | | | | | |
| Electoral Wards | Bebington | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 16.95 ha and 348 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 46 | | | 129 | | | |
| PM Trips | 111 | | | 59 | | | |
| High Level Site Considerations | Public Right of Way | | | | | | |
| General Accessibility | The site is situated within Storeton. Significant transport improvements would be required to integrate the site into surrounding areas, including: widening the current carriageway; footways; site accesses; street lighting and a new potential link from M53. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | | | | | | |
| | Cycle | | | | | | |
| Integration with surrounding area | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | | | | | | |
| Ease of deliverability | | >10 Years | | | | | |
| Key – Main Settlements | | | | | | | |
| A: Liverpool (within 45 minutes) B: Birkenhead (within 25 minutes) C: Town Centre (within 15 minutes) D: District Centre (within 10 minutes) E: Local Centre (within 10 minutes) | | | | | | | |
|  | | | |  | | | |
| Landican Lane | | | | Station Road | | | |

Figure 15: Indicative site accessibility plan



Summary of Recommendations:

- New footways required along site accesses;
- Public right of way would need to be maintained;
- There are bus stops along site frontage;
- There is a cycle route along Landican Lane (NCN Route 56);
- New street lighting required adjacent to site;
- Widen current carriageway;
- Access needing to be coordinated with adjacent sites – isolated site.
- Undeliverable without significant improvements to transport infrastructure

Overall Accessibility Score

8

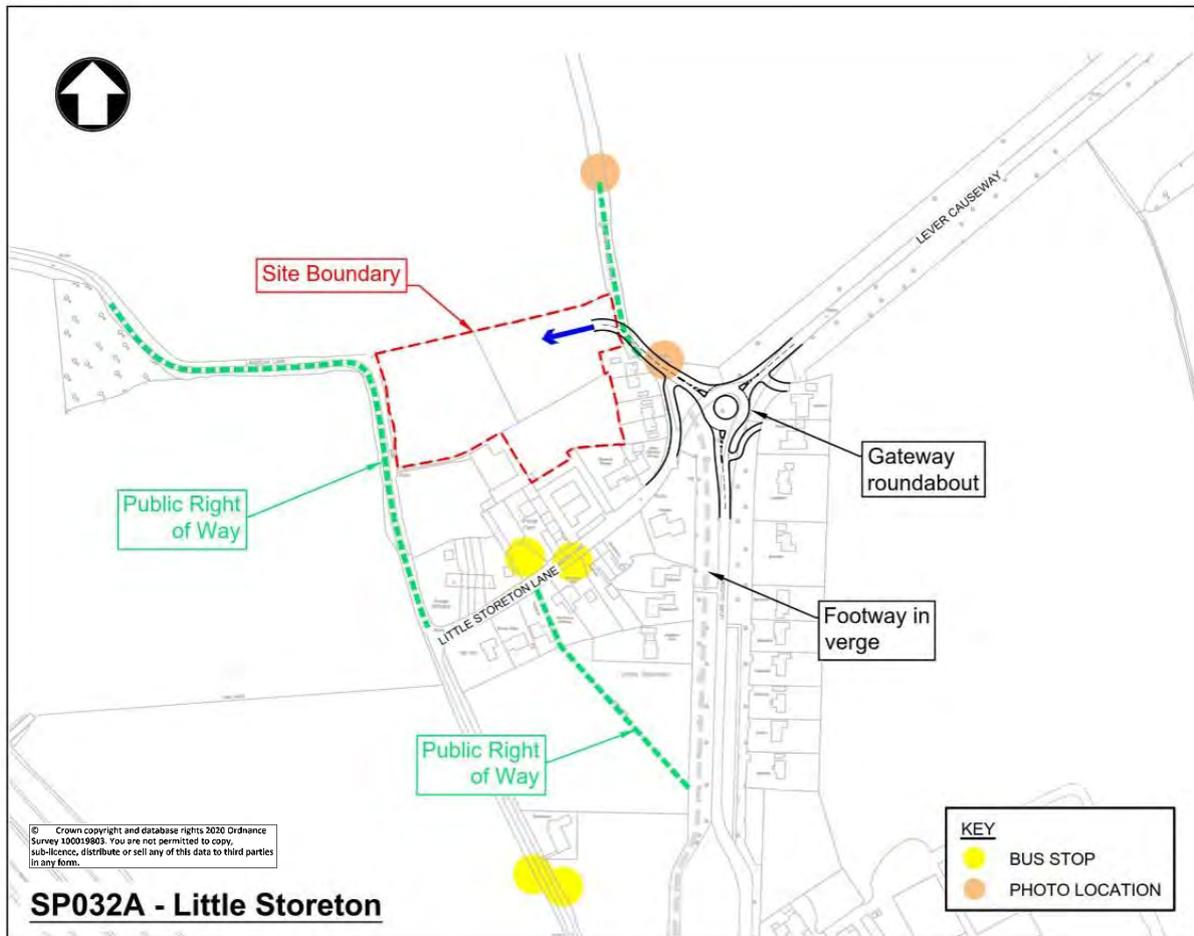
Budget Cost Estimate

N/A

2.16 SP032A, Little Storeton

| | | | | | | | |
|--|--|-----------------|---|--|---|---|---|
| Site Reference / Location | SP032A, Little Storeton | | | | | | |
| Electoral Wards | Bebington | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 1.21 ha and 27 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 4 | | | 10 | | | |
| PM Trips | 9 | | | 4 | | | |
| High Level Site Considerations | | | | | | | |
| General Accessibility | The site is situated within Storeton. Footpaths and street lighting would need to be implemented to ensure pedestrians could safely access the site. The surrounding roads are narrow and would need to be upgraded to accommodate an increase in traffic. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | | | | | | |
| | Cycle | | | | | | |
| Integration with surrounding area | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | | | | | | |
| Ease of deliverability | | 5 – 10 Years | | | | | |
| Key – Main Settlements | | | | | | | |
| A: Liverpool (within 45 minutes) B: Birkenhead (within 25 minutes) C: Town Centre (within 15 minutes) D: District Centre (within 10 minutes) E: Local Centre (within 10 minutes) | | | | | | | |
|  | | | |  | | | |
| Landican Lane | | | | Little Storeton Lane | | | |

Figure 16: Indicative site accessibility plan



Summary of Recommendations:

- New footways required along site frontage;
- Multiple public rights of way would need to be maintained around the site;
- No potential flood risk from watercourses;
- The closest bus stops are located along Landican Lane;
- There is a cycle route along Landican Lane (NCN Route 56);
- New street lighting required adjacent to site;
- Vehicle access could possibly be achieved from Lever Causeway via a roundabout, but may require third-party land to achieve sufficient widths.
- Access may need to be coordinated with adjacent sites subject to major new transport infrastructure.

Overall Accessibility Score

9

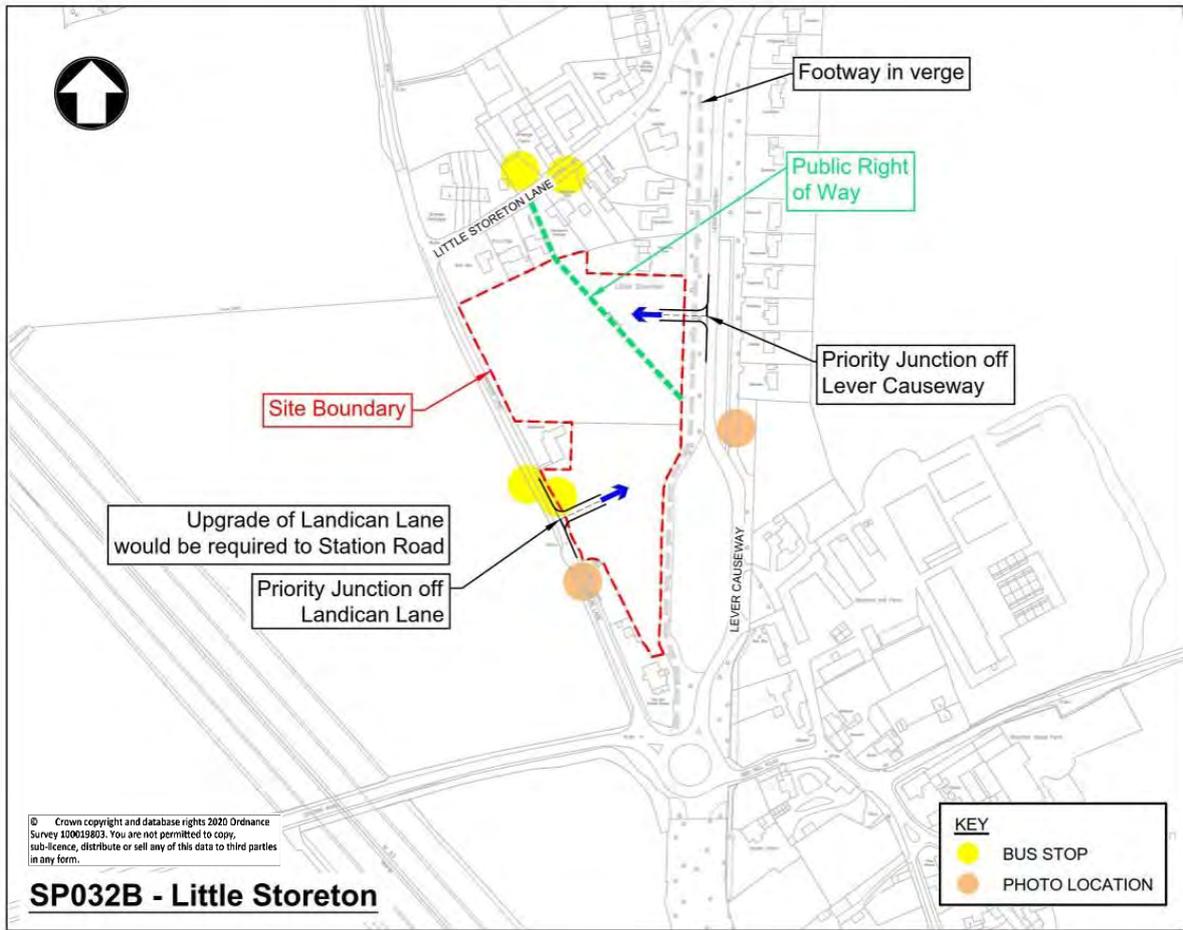
Budget Cost Estimate

£1 million - £3 million

2.17 SP032B, Little Storeton

| | | | | | | | |
|---|--|--|---|-------------------|---|----------|----------|
| Site Reference and Location | SP032B, Little Storeton | | | | | | |
| Electoral Wards | Bebington | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 1.95 ha and 44 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 6 | | | 16 | | | |
| PM Trips | 14 | | | 7 | | | |
| High Level Site Considerations | Public right of way, cycle route | | | | | | |
| General Accessibility | The site is situated within Storeton. Footpaths and street lighting would need to be implemented along Landican Lane and Lever Causeway to ensure pedestrians could safely access the site. Landican Lane is very narrow with no footways. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | | | | | | |
| | Cycle | | | | | | |
| Integration with surrounding area | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | | | | | | |
| Ease of deliverability | | 5 – 10 Years | | | | | |
| | | Key – Main Settlements | | | | | |
| | | A: Liverpool (within 45 minutes) B: Birkenhead (within 25 minutes) C: Town Centre (within 15 minutes) D: District Centre (within 10 minutes) E: Local Centre (within 10 minutes) | | | | | |
|  | |  | | | | | |
| Landican Lane | | Lever Causeway | | | | | |

Figure 17: Indicative site accessibility plan



Summary of Recommendations:

- New footways required along site frontage;
- Public rights of way would need to be maintained;
- No potential flood risk from watercourses;
- There are bus stops along site frontage;
- There is a cycle route along Landican Lane (NCN Route 56);
- New street lighting required adjacent to site;
- Potential impact to mature trees to achieve a site access from Lever Causeway.
- Access may need to be coordinated with adjacent sites subject to major transport infrastructure

Overall Accessibility Score

8

Budget Cost Estimate

£500,000 - £1 million

2.18 SP033, North of Rest Hill Road, Storeton

| | |
|----------------------------------|--|
| Site Reference / Location | SP033, North of Rest Hill Road, Storeton |
|----------------------------------|--|

| | |
|------------------------|-----------|
| Electoral Wards | Bebington |
|------------------------|-----------|

| | |
|---|----------------------------|
| Area (ha) and Indicative Dwelling Capacity | 42.54 ha and 900 dwellings |
|---|----------------------------|

| | | |
|----------------------------------|-----------------|-------------------|
| Potential trip generation | Arrivals | Departures |
| AM Trips | 119 | 334 |
| PM Trips | 287 | 141 |

| | |
|---------------------------------------|----------------|
| High Level Site Considerations | Storeton Woods |
|---------------------------------------|----------------|

| | |
|------------------------------|--|
| General Accessibility | This very large site is situated within Storeton, footpaths and street lighting would need to be implemented to ensure pedestrians could safely access the site. The surrounding roads are narrow and would need to be significantly upgraded to accommodate an increase in traffic. |
|------------------------------|--|

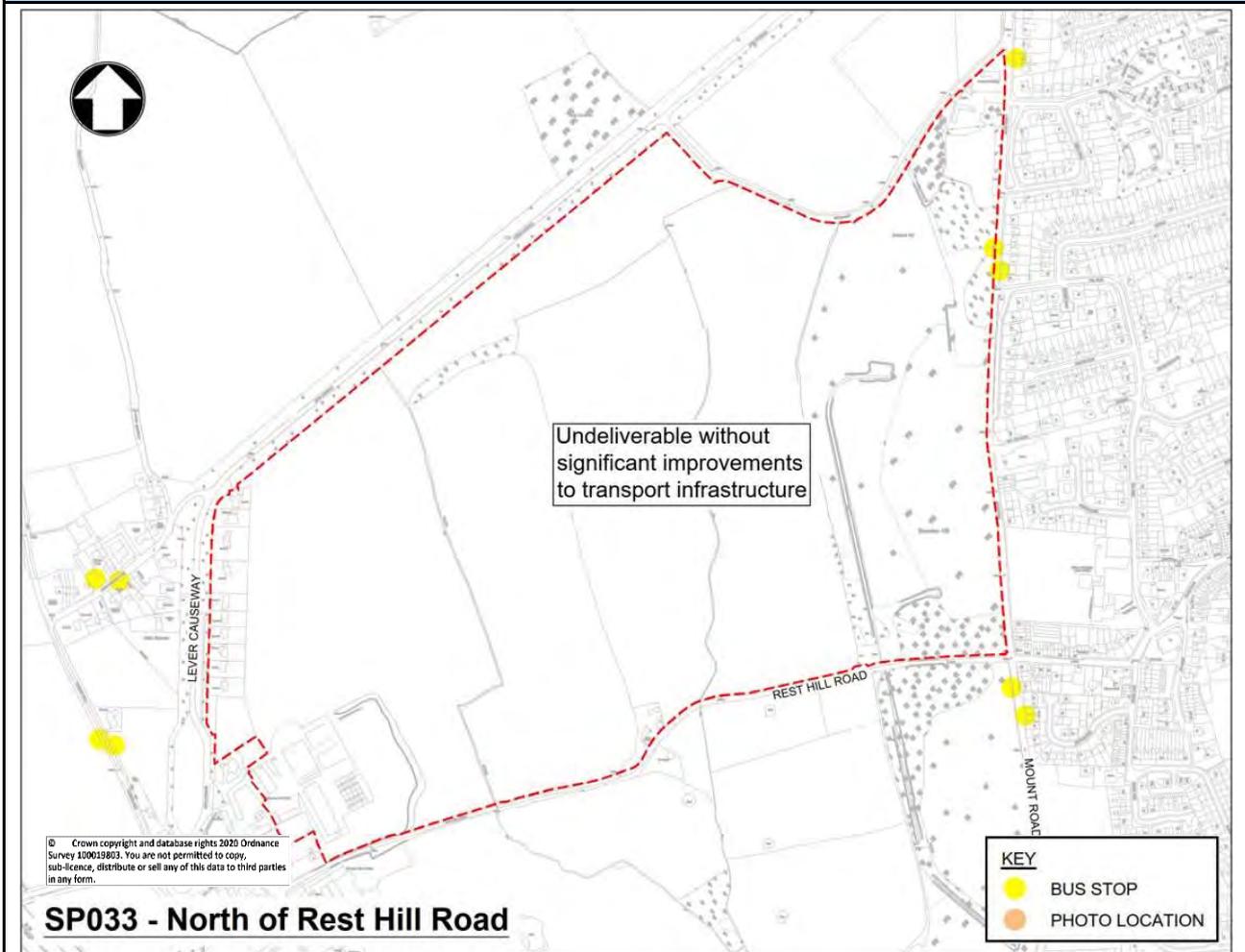
| | | | |
|------------------------------|---|---|---|
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | 2: Secondary School (within 20 minutes) | 3: GP Surgery (within 15 minutes) |
| | 4: Public Transport (within 400 meters) | 5: Retail (within 15 minutes) | 6: Leisure Facility (within 15 minutes) |

| Criteria | | Category | | | | | |
|--|-------------------------|---------------|-------|-------|-------|-------|-------|
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | Green | Green | Green | Green | Green | Green |
| | Cycle | Green | Green | Green | Green | Green | Green |
| Integration with surrounding area | | Red | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | Green | Green | Red | Red | Red | |
| Ease of deliverability | | Red >10 Years | | | | | |

| |
|--|
| Key – Main Settlements |
| A: Liverpool (within 45 minutes) |
| B: Birkenhead (within 25 minutes) |
| C: Town Centre (within 15 minutes) |
| D: District Centre (within 10 minutes) |
| E: Local Centre (within 10 minutes) |



Figure 18: Indicative site accessibility plan



Summary of Recommendations:

- Undeliverable without significant transport improvements and any future access would need to be coordinated with adjacent sites;
- New footways required along site accesses;
- No public rights of way would need to be maintained;
- Ponds and watercourses within site boundary;
- The closest bus stops are located along Little Storeton Lane;
- There is a shared pedestrian / cycle route along Lever Causeway;
- New street lighting required adjacent to site;
- Carriageways would need to be widened along Rest Hill Road.

Overall Accessibility Score

13

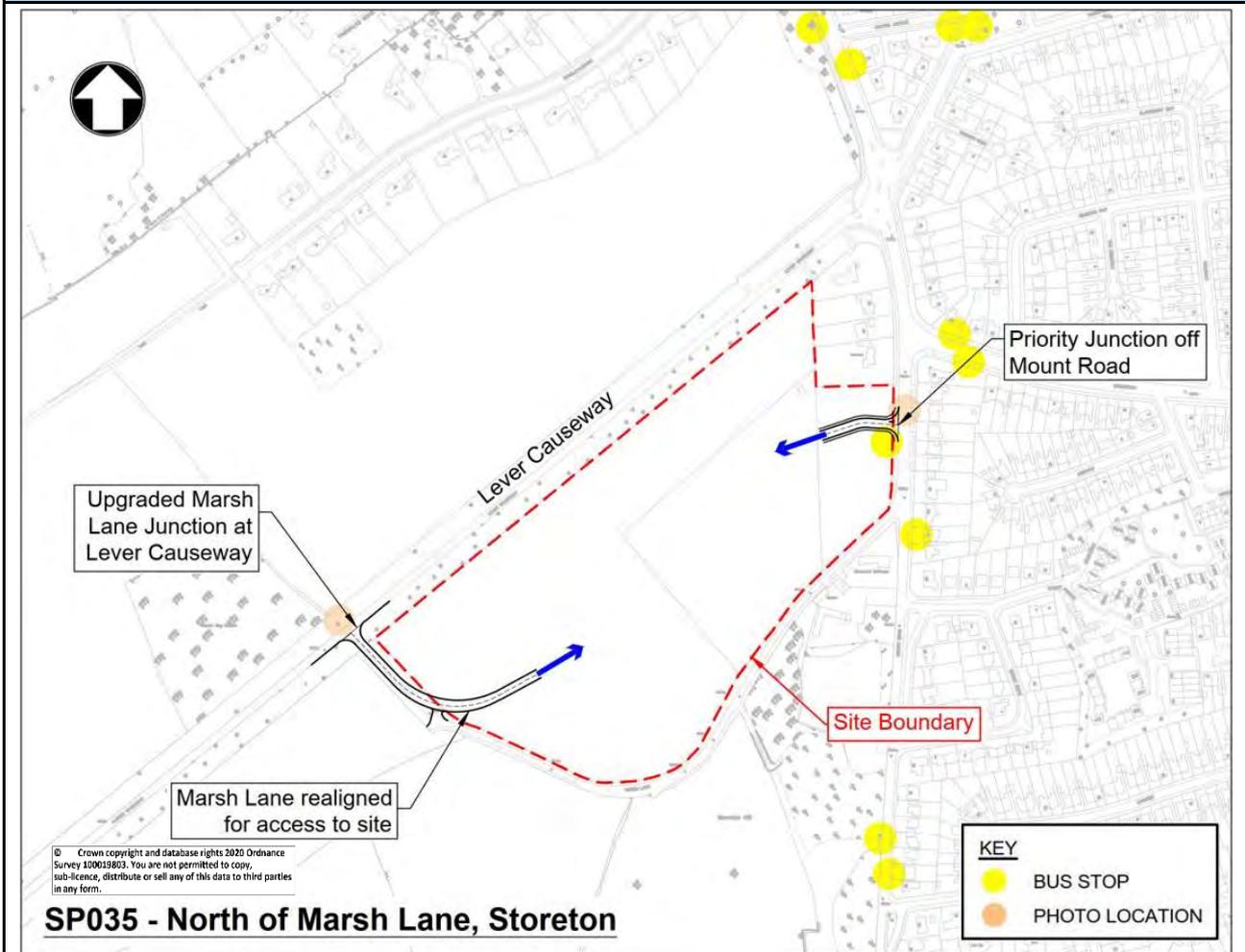
Budget Cost Estimate

N/A

2.19 SP035, North of Marsh Lane, Storeton

| | | | | | | | |
|--|--|-----------------|---|--|---|---|---|
| Site Reference / Location | SP035, North of Marsh Lane, Storeton | | | | | | |
| Electoral Wards | Bebington | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 7.75 ha and 174 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 23 | | | 65 | | | |
| PM Trips | 56 | | | 27 | | | |
| High Level Site Considerations | | | | | | | |
| General Accessibility | A large site situated in Storeton. Transport improvements would be required to integrate the site into surrounding areas, including: footways; site accesses; street lighting and public transport facilities. Potential off-site mitigation required to off-set traffic impacts to key junctions. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | | | | | | |
| | Cycle | | | | | | |
| Integration with surrounding area | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | | | | | | |
| Ease of deliverability | | 0 – 5 Years | | | | | |
| Key – Main Settlements | | | | | | | |
| A: Liverpool (within 45 minutes) B: Birkenhead (within 25 minutes) C: Town Centre (within 15 minutes) D: District Centre (within 10 minutes) E: Local Centre (within 10 minutes) | | | | | | | |
|  | | | |  | | | |
| Mount Road | | | | Lever Causeway | | | |

Figure 19: Indicative site accessibility plan



Summary of Recommendations:

- Potentially stop-up Marsh Lane south of existing properties;
- No new footways required along site frontage;
- No public rights of way would need to be maintained;
- The closest bus stops are located along Broadway;
- There is a shared pedestrian / cycle route along Lever Causeway;
- New street lighting required adjacent to site;
- Upgrade Marsh Lane Junction at Lever Causeway.
- No site accesses proposed off Lever Causeway due to highway safety concerns, the preservation of a historical route and mature trees.

Overall Accessibility Score

12

Budget Cost Estimate

£1 million - £3 million

2.20 SP036, North of Red Hill Road, Storeton

| | | | | | | | |
|---|--|---|---|-------------------|---|---|---|
| Site Reference / Location | SP036, North of Red Hill Road, Storeton | | | | | | |
| Electoral Wards | Bebington | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 26.35 ha and 552 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 73 | | | 205 | | | |
| PM Trips | 176 | | | 87 | | | |
| High Level Site Considerations | Storeton Woods | | | | | | |
| General Accessibility | A very large site located in Storeton. Significant transport improvements would be required to integrate the site into surrounding areas, including: widening current carriageways; a potential new link with M53; footways; site accesses; street lighting and public transport facilities. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | | | | | | |
| | Cycle | | | | | | |
| Integration with surrounding area | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | | | | | | |
| Ease of deliverability | | >10 Years | | | | | |
| | | Key – Main Settlements A: Liverpool (within 45 minutes) B: Birkenhead (within 25 minutes) C: Town Centre (within 15 minutes) D: District Centre (within 10 minutes) E: Local Centre (within 10 minutes) | | | | | |
| | | | | | | | |
|  | |  | | | | | |
| Rest Hill Road | | Red Hill Road | | | | | |

Figure 20: Indicative site accessibility plan



Summary of Recommendations:

- Undeliverable without significant transport improvements and access would need to be coordinated with surrounding sites;
- New footways required along site accesses;
- Public right of way to the west of Storeton Wood;
- Storeton Woods, ponds and watercourses;
- The closest bus stops are located along Mount Road;
- There is a suggested cycle route along Brimstage Lane;
- New street lighting required adjacent to site;
- Widening of current carriageways would be required along Red Hill Road and Rest Hill Road.

Overall Accessibility Score

9

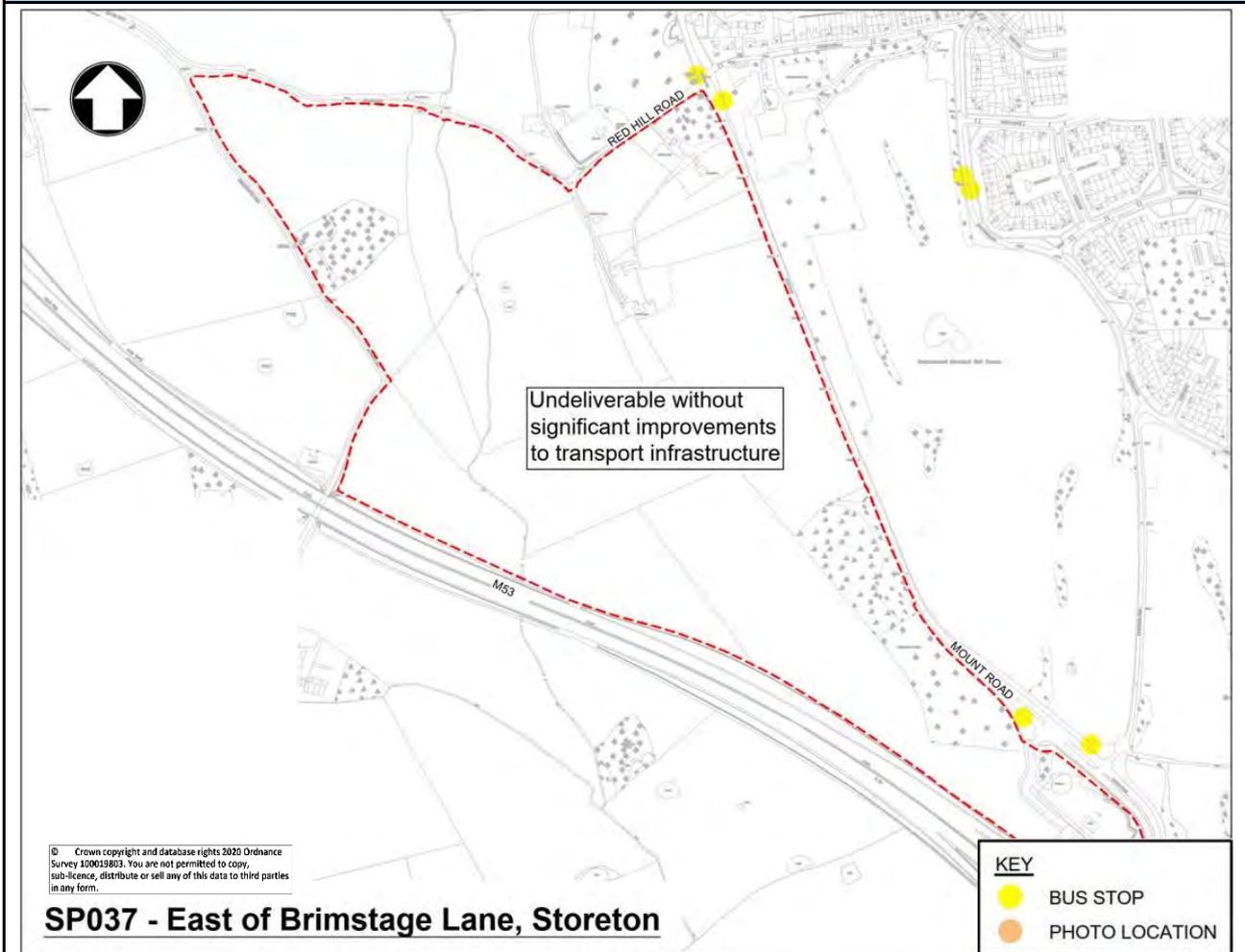
Budget Cost Estimate

N/A

2.21 SP037, East of Brimstage Lane, Storeton

| | | | | | | | |
|---|--|--|---|--|---|---|---|
| Site Reference / Location | SP037, East of Brimstage Lane, Storeton | | | | | | |
| Electoral Wards | Bebington | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 38.92 ha and 812 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 107 | | | 301 | | | |
| PM Trips | 259 | | | 127 | | | |
| High Level Site Considerations | Umberstone Covert woodland; public right of way | | | | | | |
| General Accessibility | A very large site located in Storeton. Significant transport improvements would be required to integrate the site into surrounding areas, including: widening current carriageways; a new potential link with M53; footways; site accesses; street lighting and public transport facilities. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | | | | | | |
| | Cycle | | | | | | |
| Integration with surrounding area | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | | | | | | |
| Ease of deliverability | | >10 Years | | | | | |
| | | Key – Main Settlements | | | | | |
| | | A: Liverpool (within 45 minutes) B: Birkenhead (within 25 minutes) C: Town Centre (within 15 minutes) D: District Centre (within 10 minutes) E: Local Centre (within 10 minutes) | | | | | |
|  | | | |  | | | |
| Brimstage Lane | | | | Mount Road | | | |

Figure 21: Indicative site accessibility plan



Summary of Recommendations:

- Undeliverable without significant transport improvements and access would need to be coordinated with surrounding sites;
- New footways required along site accesses;
- Public right of way would need to be maintained;
- No potential flood risk from watercourses;
- The closest bus stops are located on Mount Road and Brackenwood Road;
- There is a cycle route along Brimstage Lane (NCN Route 56);
- New street lighting required adjacent to site;
- Widening of current carriageway would be required along Red Hill Road and Brimstage Lane.

Overall Accessibility Score

9

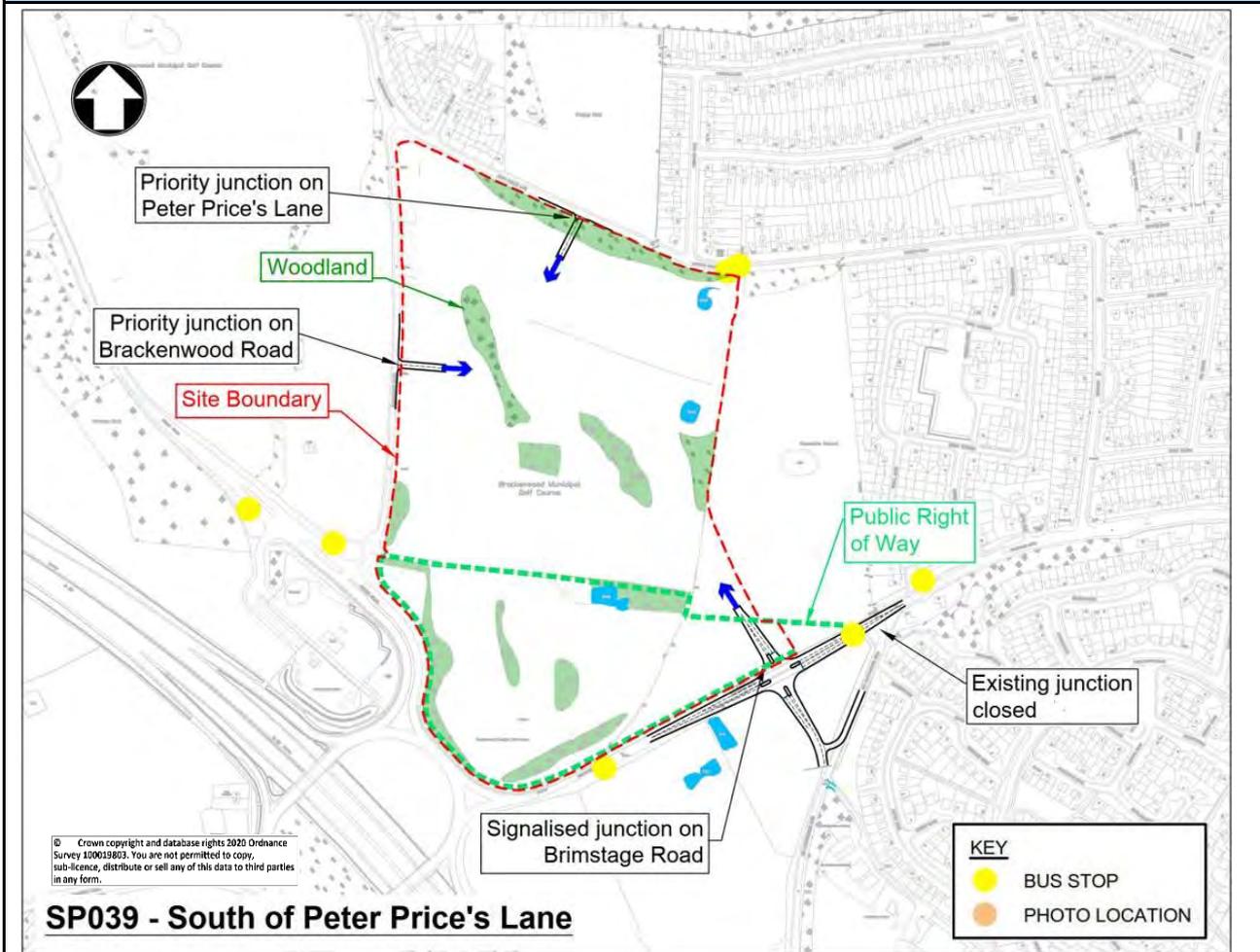
Budget Cost Estimate

N/A

2.22 SP039, South of Peter Prices Lane

| | | | | | | | | |
|---|---|--|---|-------|-------|-------|---|-------|
| Site Reference / Location | SP039, South of Peter Prices Lane | | | | | | | |
| Electoral Wards | Bebington | | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 19.5 ha and 371 dwellings | | | | | | | |
| Potential trip generation | Arrivals | Departures | | | | | | |
| AM Trips | 49 | 138 | | | | | | |
| PM Trips | 118 | 58 | | | | | | |
| High Level Site Considerations | Poulton Recreation Ground; public right of way | | | | | | | |
| General Accessibility | A large site located in Bebington. Significant transport improvements would be required to integrate the site into surrounding areas, including: footways; site accesses; street lighting and public transport facilities | | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | 2: Secondary School (within 20 minutes) | 3: GP Surgery (within 15 minutes) | | | | | |
| | 4: Public Transport (within 400 meters) | 5: Retail (within 15 minutes) | 6: Leisure Facility (within 15 minutes) | | | | | |
| Criteria | Category | | | | | | Key – Main Settlements A: Liverpool (within 45 minutes) B: Birkenhead (within 25 minutes) C: Town Centre (within 15 minutes) D: District Centre (within 10 minutes) E: Local Centre (within 10 minutes) | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | | 6 |
| | Walk | Red | Green | Green | Green | Green | | Red |
| | Cycle | Green | Green | Green | Green | Green | | Green |
| Integration with surrounding area | | Yellow | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | | |
| | Accessible? | Green | Red | Red | Red | Red | | Green |
| Ease of deliverability | | Yellow 5 – 10 Years | | | | | | |
|  | |  | | | | | | |
| Peter Prices Lane | | Brimstage Road | | | | | | |

Figure 22: Indicative site accessibility plan



Summary of Recommendations:

- New footways required adjacent to the site, potentially impacting road hedges and trees;
- Public rights of way would need to be maintained;
- No potential flood risk from watercourses;
- There are bus stops along site frontage;
- There is a suggested cycle route along Stanton Road;
- New street lighting required adjacent to site;
- Speed limits on adjacent roads would need reviewing;
- Primary access would be to Brimstage Road (possibly by a new signal controlled junction) and this would need to be coordinated with access to adjacent sites.
- Potential capacity issues at M53 Junction 4

Overall Accessibility Score

11

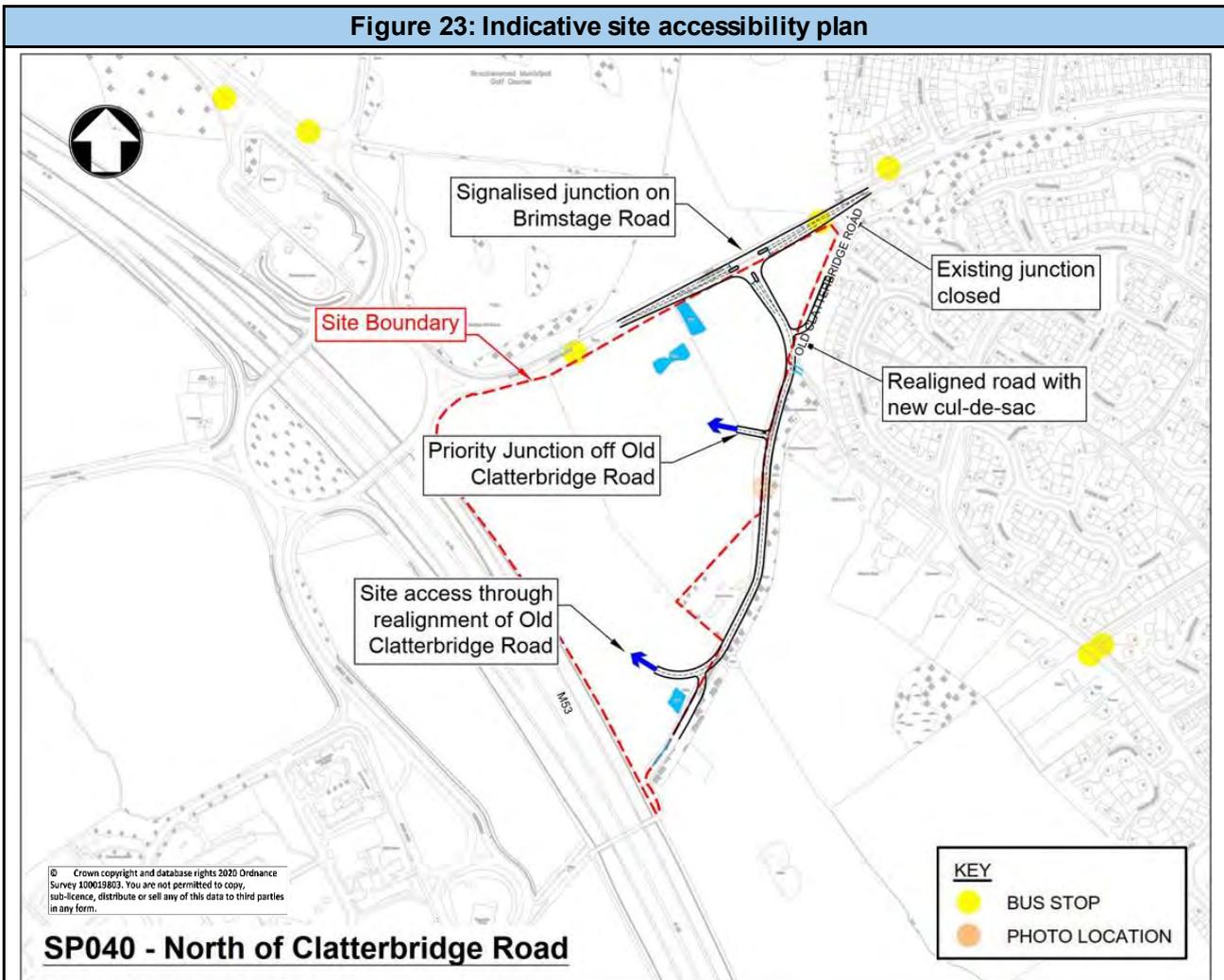
Budget Cost Estimate

£1 million - £3million

2.23 SP040, North of Clatterbridge Road, Bebington

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--|----------|---|----------|----------|----------|-------------------------------|--|--|--|--|--|--|----------------------------------|--|--|--|--|--|--|-----------------------------------|--|--|--|--|--|--|------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------------------------------|--|--|--|--|--|--|
| Site Reference / Location | SP040, North of Clatterbridge Road, Bebington | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electoral Wards | Clatterbridge | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 11.06 ha and 227 dwellings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AM Trips | 30 | | | 84 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM Trips | 72 | | | 36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| High Level Site Considerations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| General Accessibility | A large site located in Bebington. Significant transport improvements would be required to integrate the site into surrounding areas, including: footways; site accesses; street lighting and public transport facilities. Potential off-site mitigation required to off-set traffic impacts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4: Public Transport (within 400 meters) | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Criteria | | Category | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Walk | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Cycle | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Integration with surrounding area | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Accessible? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ease of deliverability | | 0 – 5 Years | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table border="1"> <tr> <td colspan="7">Key – Main Settlements</td> </tr> <tr> <td colspan="7">A: Liverpool (within 45 minutes)</td> </tr> <tr> <td colspan="7">B: Birkenhead (within 25 minutes)</td> </tr> <tr> <td colspan="7">C: Town Centre (within 15 minutes)</td> </tr> <tr> <td colspan="7">D: District Centre (within 10 minutes)</td> </tr> <tr> <td colspan="7">E: Local Centre (within 10 minutes)</td> </tr> </table> | | | | | | Key – Main Settlements | | | | | | | A: Liverpool (within 45 minutes) | | | | | | | B: Birkenhead (within 25 minutes) | | | | | | | C: Town Centre (within 15 minutes) | | | | | | | D: District Centre (within 10 minutes) | | | | | | | E: Local Centre (within 10 minutes) | | | | | | |
| Key – Main Settlements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A: Liverpool (within 45 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B: Birkenhead (within 25 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C: Town Centre (within 15 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D: District Centre (within 10 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E: Local Centre (within 10 minutes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brimstage Road | | Old Clatterbridge Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Figure 23: Indicative site accessibility plan



Summary of Recommendations:

- Primary access would be to Brimstage Road (possibly by a new signal-controlled junction) and this would need to be coordinated with access to adjacent sites;
- Existing Old Clatterbridge junction with Brimstage Road could be closed;
- New footways required along site frontage;
- No public rights of way would need to be maintained;
- Ponds within site boundary;
- Closest bus stops are along Brimstage Road;
- There is a pedestrian/ cycle route along Old Clatterbridge Road to Clatterbridge Hospital;
- New street lighting required adjacent to site.
- Potential capacity issues at M53 Junction 4

Overall Accessibility Score

10

Budget Cost Estimate

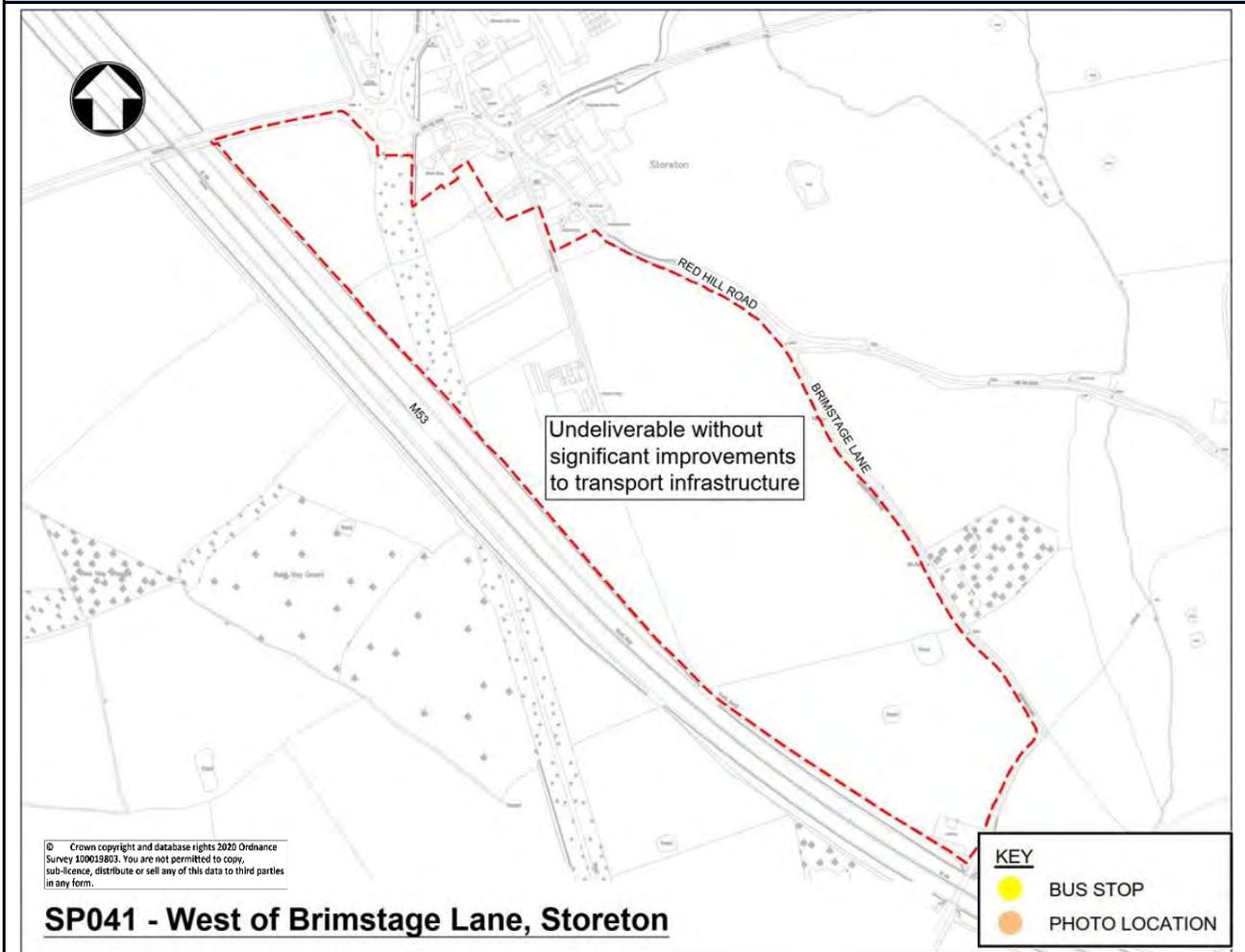
£1 million - £3million

2.24 SP041, West of Brimstage Lane, Storeton

| | | | | | | | |
|---|---|--|--|-------------------|--|---|---|
| Site Reference / Location | SP041, West of Brimstage Lane, Storeton | | | | | | |
| Electoral Wards | Bebington | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 22.62 ha and 466 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 62 | | | 173 | | | |
| PM Trips | 149 | | | 73 | | | |
| High Level Site Considerations | Public right of way | | | | | | |
| General Accessibility | A very large site situated in Storeton. Significant transport improvements would be required to integrate the site into surrounding areas, including: footways and street lighting along Station Road and Brimstage Lane; a new potential link to M53; site accesses and public transport facilities. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 10 minutes) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | | | | | | |
| | Cycle | | | | | | |
| Integration with surrounding area | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | | | | | | |
| Ease of deliverability | | >10 Years | | | | | |
|  | |  | | | | | |
| Brimstage Lane | | Station Road | | | | | |

| |
|---|
| Key – Main Settlements |
| A: Liverpool (within 45 minutes) |
| B: Birkenhead (within 25 minutes) |
| C: Town Centre (within 15 minutes) |
| D: District Centre (within 10 minutes) |
| E: Local Centre (within 10 minutes) |

Figure 24: Indicative site accessibility plan



Summary of Recommendations:

- Undeliverable without significant transport improvements and access would need to be coordinated with surrounding sites;
- New footways required along site frontage;
- Public right of way would need to be maintained;
- Pond within site boundary;
- Closest bus stops are located along Landican Lane;
- There is a suggested cycle route along Brimstage Lane;
- New street lighting required adjacent to site;
- Current carriageways would need to be widened along Red Hill Road and Brimstage Lane.

Overall Accessibility Score

7

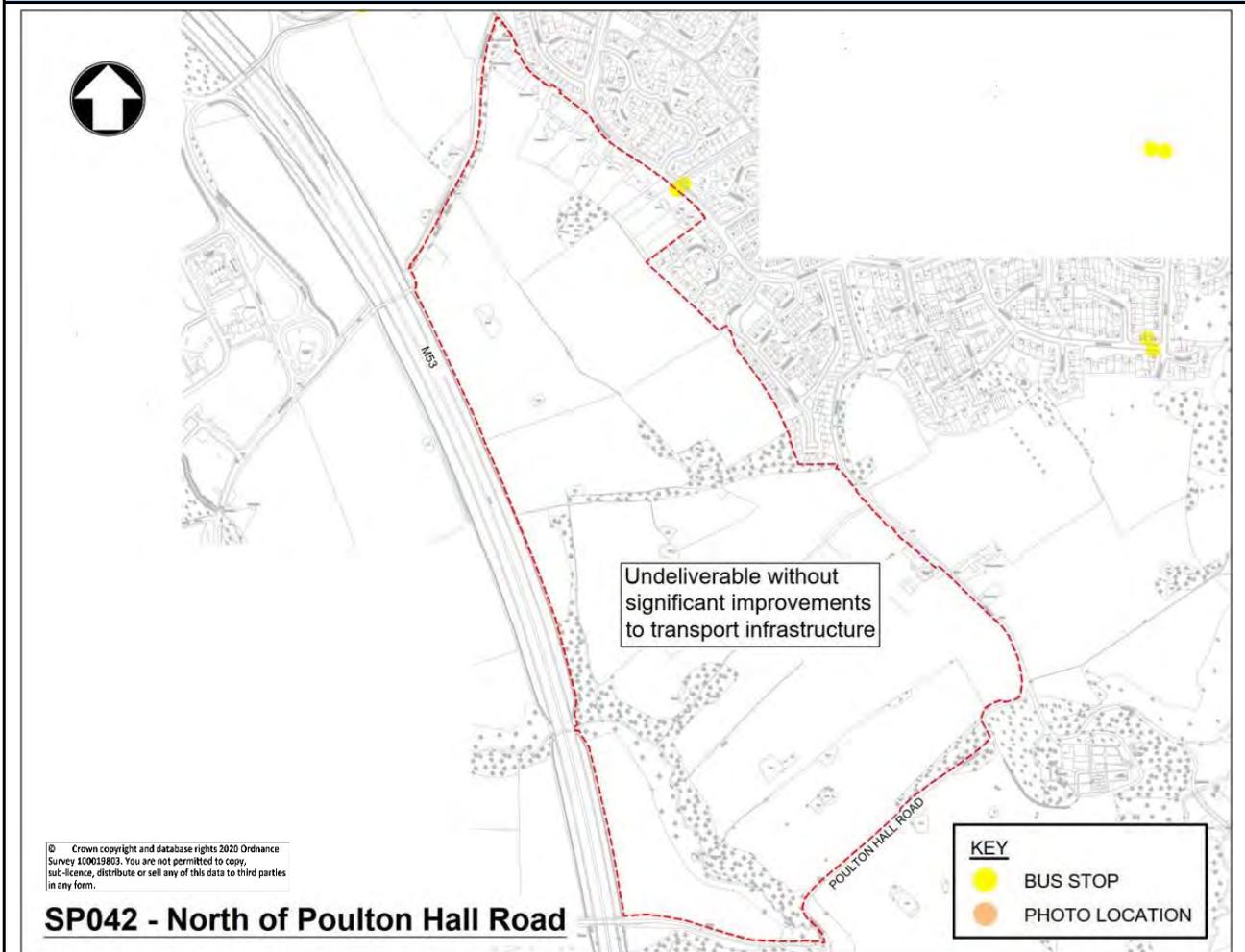
Budget Cost Estimate

N/A

2.25 SP042, North of Poulton Hall Road, Spital

| | | | | | | | | |
|---|--|--|---|-------|-------|-------|---|-------|
| Site Reference / Location | SP042, North of Poulton Hall Road, Spital | | | | | | | |
| Electoral Wards | Clatterbridge | | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 73.34 ha and 951 dwellings | | | | | | | |
| Potential trip generation | Arrivals | Departures | | | | | | |
| AM Trips | 126 | 353 | | | | | | |
| PM Trips | 303 | 149 | | | | | | |
| High Level Site Considerations | Dibbinsdale SSSI; and Raby Mere Woodland; ponds and watercourses | | | | | | | |
| General Accessibility | A very large site situated in Spital. Significant transport improvements would be required to integrate the site into surrounding areas, including: footways and street lighting along Poulton Hall Road and Poulton Road; suitable site accesses and public transport facilities. | | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | 2: Secondary School (within 20 minutes) | 3: GP Surgery (within 15 minutes) | | | | | |
| | 4: Public Transport (within 400 meters) | 5: Retail (within 15 minutes) | 6: Leisure Facility (within 15 minutes) | | | | | |
| Criteria | Category | | | | | | Key – Main Settlements A: Liverpool (within 45 minutes) B: Birkenhead (within 25 minutes) C: Town Centre (within 15 minutes) D: District Centre (within 10 minutes) E: Local Centre (within 10 minutes) | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | | 6 |
| | Walk | Red | Red | Green | Green | Green | | Red |
| | Cycle | Green | Green | Green | Green | Green | | Green |
| Integration with surrounding area | Yellow | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | | |
| | Accessible? | Green | Red | Red | Red | Red | | |
| Ease of deliverability | Red >10 Years | | | | | | | |
|  | |  | | | | | | |
| Poulton Hall Road | | Poulton Road | | | | | | |

Figure 25: Indicative site accessibility plan



Summary of Recommendations:

- Undeliverable without significant transport improvements and access would need to be coordinated with surrounding sites;
- New footways required along site frontage;
- No public rights of way would need to be maintained;
- Ponds and watercourses within site boundary;
- Closest bus stops are located along Poulton Royd Drive;
- There is a suggested cycle route along Raby Hall Road;
- New street lighting required adjacent to site;
- Widen current carriageways.

Overall Accessibility Score

9

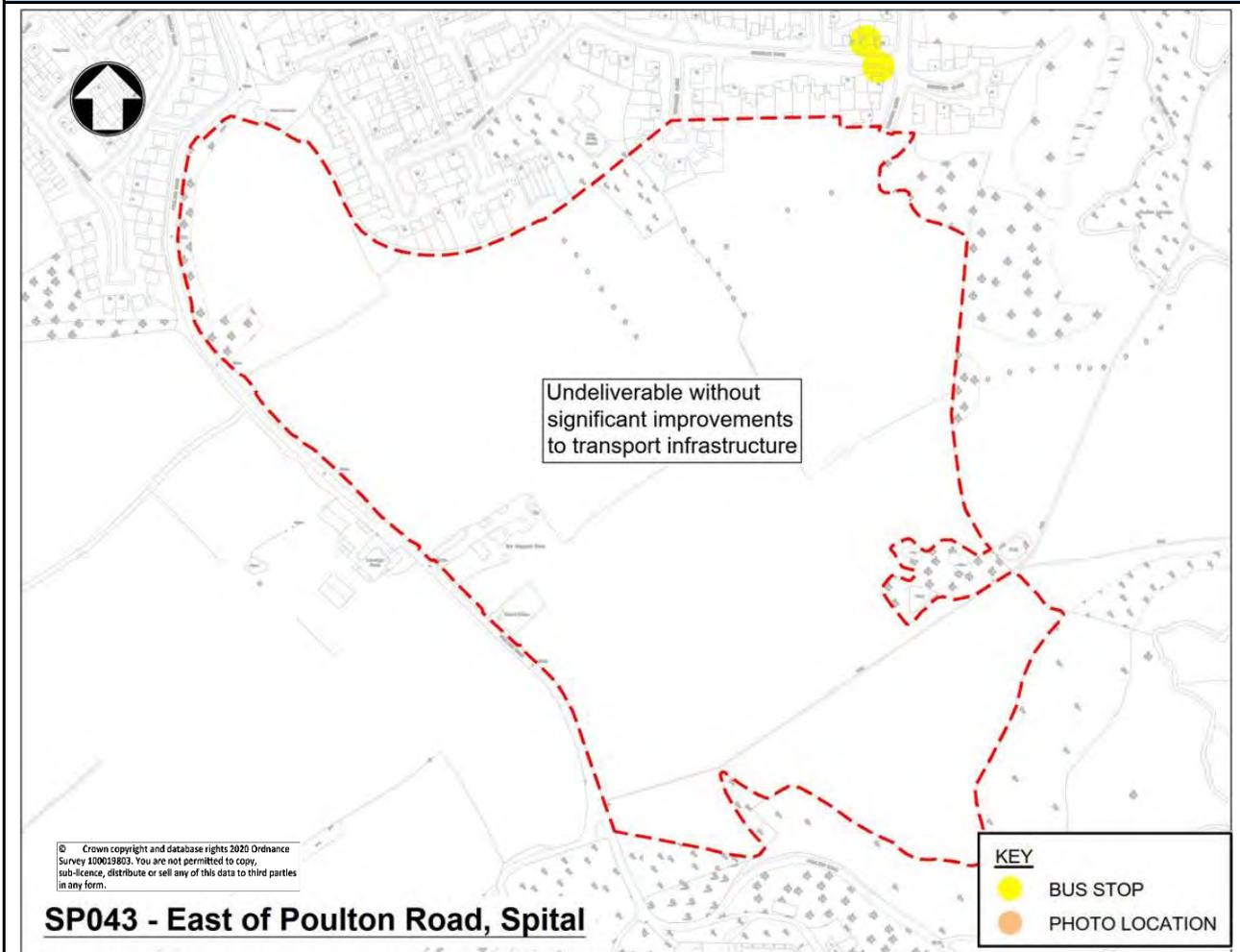
Budget Cost Estimate

N/A

2.26 SP043, East of Poulton Road, Spital

| | | | | | | | | |
|---|--|-----------------|---|--|---|-------|-------|---|
| Site Reference / Location | SP043, East of Poulton Road, Spital | | | | | | | |
| Electoral Wards | Clatterbridge | | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 24.19 ha and 464 dwellings | | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | | |
| AM Trips | 61 | | | 172 | | | | |
| PM Trips | 148 | | | 73 | | | | |
| High Level Site Considerations | Dibbinsdale LNR; and Brotherton Park; public right of way; | | | | | | | |
| General Accessibility | A very large site situated in Spital. Transport improvements would be required to integrate the site into surrounding areas, including: footways and street lighting to ensure pedestrian can safely access the site and site accesses. Potential off-site mitigation required to off-set traffic. | | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | | |
| Criteria | | Category | | | | | | Key – Main Settlements A: Liverpool (within 45 minutes) B: Birkenhead (within 25 minutes) C: Town Centre (within 15 minutes) D: District Centre (within 10 minutes) E: Local Centre (within 10 minutes) |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 | |
| | Walk | Red | Red | Red | Green | Green | Red | |
| | Cycle | Green | Green | Green | Green | Green | Green | |
| Integration with surrounding area | | Red | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | | |
| | Accessible? | Green | Red | Red | Red | Red | | |
| Ease of deliverability | | Red >10 Years | | | | | | |
|  | | | |  | | | | |
| Poulton Road | | | | Poulton Road | | | | |

Figure 26: Indicative site accessibility plan



Summary of Recommendations:

- Undeliverable without significant transport improvements and access would need to be coordinated with surrounding sites;
- Potential limited amount of development accessed from an extension to Wolfrick Drive to the north.
- New footways required along site frontage;
- Public rights of way would need to be maintained;
- New street lighting required adjacent to site;
- Current carriageways along Poulton Road would need widening.

Overall Accessibility Score

8

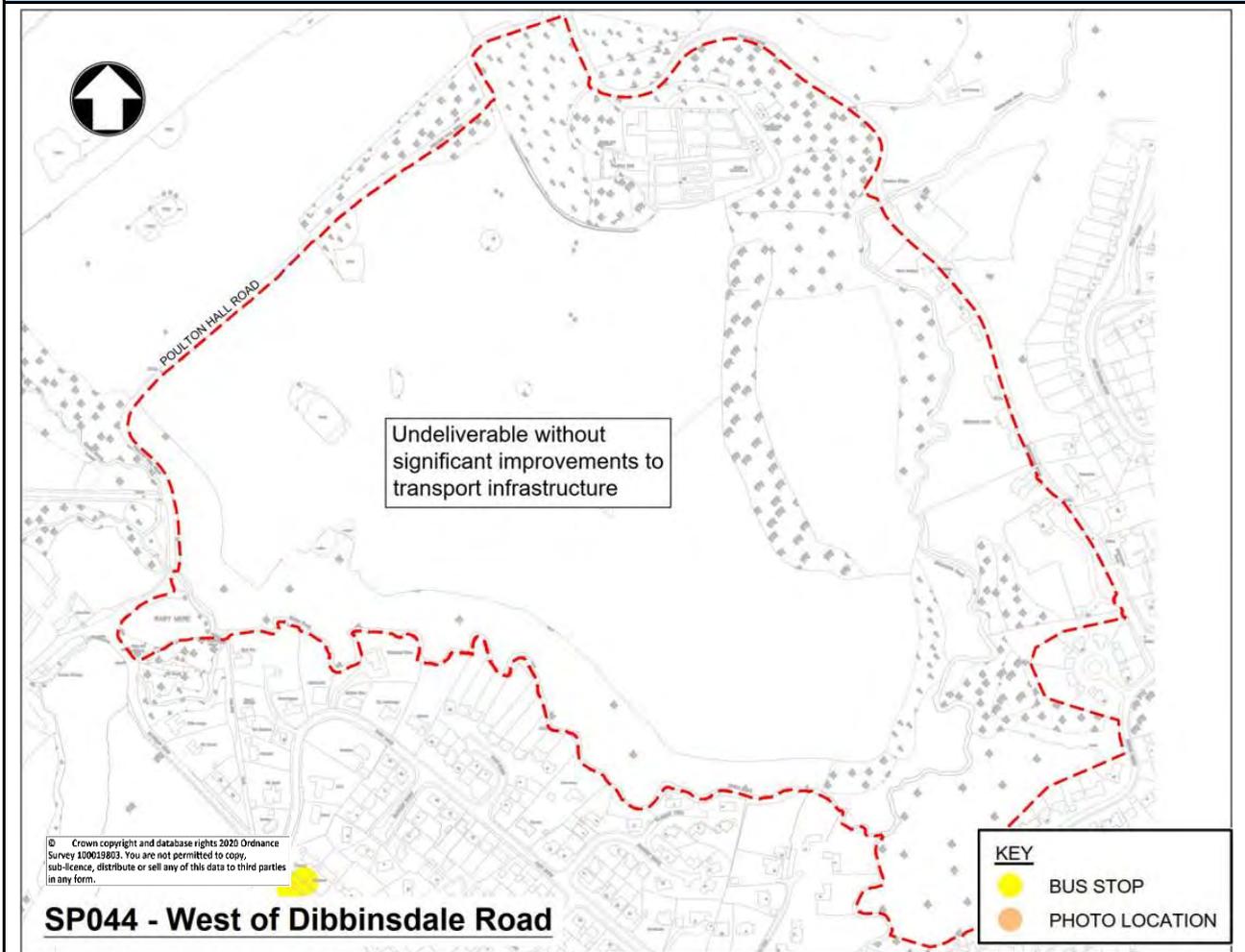
Budget Cost Estimate

N/A

2.27 SP044, West of Dibbinsdale Road

| | | | | | | | |
|---|---|---|---|--|---|----------|----------|
| Site Reference and Location | SP044, West of Dibbinsdale Road | | | | | | |
| Electoral Wards | Clatterbridge | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 23.15 ha and 286 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 64 | | | 180 | | | |
| PM Trips | 155 | | | 76 | | | |
| High Level Site Considerations | Poulton Hall; Dibbinsdale SSSI; and Marfords Wood; ponds and watercourse | | | | | | |
| General Accessibility | A very large site situated in Spital. Significant transport improvements would be required to integrate the site into surrounding areas, including: footways and street lighting to ensure pedestrian can safely access the site; site accesses; and public transport facilities. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | | | | | | |
| | Cycle | | | | | | |
| Integration with surrounding area | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | | | | | | |
| Ease of deliverability | | >10 Years | | | | | |
| | | Key – Main Settlements | | | | | |
| | | A: Liverpool (within 45 minutes) B Birkenhead (within 25 minutes) C: Town Centre (within 15 minutes) D: District Centre (within 10 minutes) E: Local Centre (within 10 minutes) | | | | | |
|  | | | |  | | | |
| Poulton Hall Road | | | | Dibbinsdale Road | | | |

Figure 27: Indicative site accessibility plan



Summary of Recommendations:

- Undeliverable without significant transport improvements and access would need to be coordinated with surrounding sites;
- New footways required along site frontage;
- Public rights of way would need to be maintained;
- Ponds and watercourse within site boundary;
- Closest bus stops are located along Blakeley Road;
- There is a suggested cycle route along Raby Hall Road;
- New street lighting required adjacent to site;
- Current carriageways along Poulton Hall Road would need widening.

Overall Accessibility Score

7

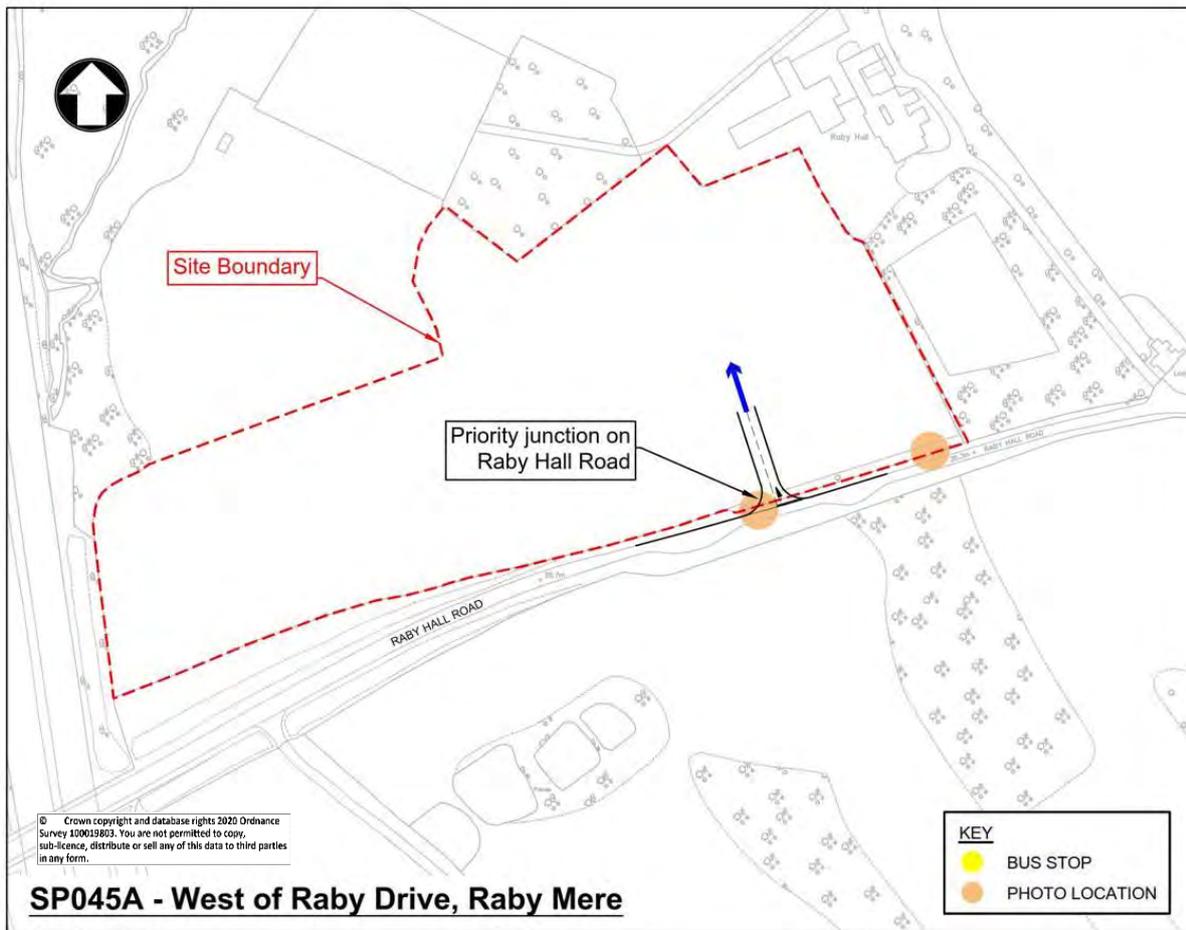
Budget Cost Estimate

N/A

2.28 SP045A, West of Raby Drive, Raby Mere

| | | | | | | | |
|--|---|-----------------|---|--|---|----------|----------|
| Site Reference / Location | SP045A, West of Raby Drive, Raby Mere | | | | | | |
| Electoral Wards | Clatterbridge | | | | | | |
| Area (ha) and Indicative Dwelling Capacity | 3.67 ha and 142 dwellings | | | | | | |
| Potential trip generation | Arrivals | | | Departures | | | |
| AM Trips | 19 | | | 53 | | | |
| PM Trips | 45 | | | 22 | | | |
| High Level Site Considerations | Dibbinsdale SSSI; and Raby Mere Woodland | | | | | | |
| General Accessibility | A large site situated in Raby Mere. Significant transport improvements would be required to integrate the site into surrounding areas, including: footways and street lighting along Blakeley Road and Raby Hall Road along with site accesses and public transport facilities. | | | | | | |
| Key - Basic Amenities | 1: Primary School (within 10 minutes) | | 2: Secondary School (within 20 minutes) | | 3: GP Surgery (within 15 minutes) | | |
| | 4: Public Transport (within 400 meters) | | 5: Retail (within 15 minutes) | | 6: Leisure Facility (within 15 minutes) | | |
| Criteria | | Category | | | | | |
| Active mode access to basic amenities | Amenities | 1 | 2 | 3 | 4 | 5 | 6 |
| | Walk | | | | | | |
| | Cycle | | | | | | |
| Integration with surrounding area | | | | | | | |
| Public transport access to main settlements | Main Settlements | A | B | C | D | E | |
| | Accessible? | | | | | | |
| Ease of deliverability | | 5 – 10 Years | | | | | |
| Key – Main Settlements | | | | | | | |
| A: Liverpool (within 45 minutes) B: Birkenhead (within 25 minutes) C: Town Centre (within 15 minutes) D: District Centre (within 10 minutes) E: Local Centre (within 10 minutes) | | | | | | | |
|  | | | |  | | | |
| Raby Hall Road | | | | Raby Hall Road | | | |

Figure 28: Indicative site accessibility plan



Summary of Recommendations:

- New footways required along site frontage;
- No public rights of way would need to be maintained;
- Closest bus stops are along Raby Hall Road;
- There is a suggested cycle route along Raby Hall Road;
- New street lighting required adjacent to site;
- Access, particularly footways, would need to be coordinated with other nearby sites

Overall Accessibility Score

7

Budget Cost Estimate

£1 million - £3million