

Person ID	ID	Question 7.1 - Do you agree with our preferred approach for planning for infrastructure within Wirral?	Question 7.1a - If you answered No, what would you change and why? If you answered Yes, you can comment here.	Attachment 1	Attachment 2	Attachment 3	Attachment 4	Attachment 5	Attachment 6
1245044	LPIO-10238	yes							
1246776	LPIO-10328	no	The link to public transport improvements is under developed in the local plan. Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1246724	LPIO-10544	no	Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered						
1248825	LPIO-10708	no	It is vital that the level and distribution of growth proposed by the WLP is underpinned by a co-ordinated and properly planned approach to infrastructure. This includes transport, energy, communications, social, community, green and blue infrastructure, and waste. We consider that the following infrastructure sustainable transport, less space for car parking, public transport and cycle and pedestrian connectivity and high quality green infrastructure, with additional funding from regional and central government is required to enable the true potential of Wirral Waters – of up to 4,450 dwellings over the plan period - to be realised.	https://wirral-consult.objective.co.uk/file/5684264					
1241337	LPIO-10734	no	Infrastructure in Heswall town centre is already stretched and traffic congestion is harmful to the town centre						
1246242	LPIO-10984		Infrastructure planning requires adequate amenities such as health provision, GP surgeries, Hospitals with A&E services, schools, with a joined up transport system.						
1247066	LPIO-11245		The local infrastructure on the Wirral is barely coping at the moment and so many additional houses would adversely affect road systems, drains, sewers etc as well as the lack of local public transport in the area. There is no local train station for transport to Liverpool or Chester for instance and unsatisfactory bus services along Barnston Road. In addition school places, doctors, dentists, hospitals etc would not be able to cope and would need massive investment.						
1243890	LPIO-1130	yes							
1247290	LPIO-11478		It would appear that your planning for something as large as Option 2b is totally inadequate.						
1247196	LPIO-11606		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247015	LPIO-11853		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247214	LPIO-12434		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1241910	LPIO-12449		Infrastructure is hardly mentioned, at least not in detail. In conversation with a certain council officer, it is planned to extend Arrowe Park hospital within its existing footprint. I understand that as yet no conversations or consultations have taken place in which the already beleaguered hospital have been informed of what this might mean for them. I suspect that the question of infrastructure has not yet been properly thought out, if it has, it has not been made fully aware to the public.						
1247492	LPIO-12542		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247492	LPIO-12576		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1240843	LPIO-12697		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1240843	LPIO-12733		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247578	LPIO-12895		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247578	LPIO-12896		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						

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1247510	LPIO-13019		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1246335	LPIO-13156		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1244681	LPIO-1317	no	<ul style="list-style-type: none"> The link to public transport improvements is under developed in the local plan. Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered. 						
1246853	LPIO-13411		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1246852	LPIO-13534		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247746	LPIO-13690		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247766	LPIO-13694		The Issues and Options document – Transport para. 7.12 mentions cycling in a cursory manner: Can a sentence be added stating that cycling policies will develop local networks, strategic and inter-urban routes (not simply commuter routes), and leisure routes, together with the provision of cycle parking facilities at origins and destinations?						
1238192	LPIO-13812		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247012	LPIO-13866		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247014	LPIO-13920		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1242183	LPIO-14009		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247218	LPIO-14102		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247219	LPIO-14207		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247220	LPIO-14305		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247222	LPIO-14434		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247226	LPIO-14524		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1243700	LPIO-1456	no	WBC must recognise Wirral as a whole and include Cheshire West & Chester in its infrastructure plan. Where are the Statements of Common Ground? You have told me that the Localism Act of 2011 promoted the Duty to Cooperate ethos, that was nine years ago. Both Boroughs cannot ignore each others Local Plan without considering its possible effects on the other. Transport, health, infrastructure, agriculture, developments, settlements, biodiversity, heritage..... the list goes on. The boundary is a political barrier and not a geographic fault line.						
1247245	LPIO-14619		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1246827	LPIO-14740		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247016	LPIO-14856		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247018	LPIO-14925		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						

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1241412	LPIO-151	yes	Partially, it's not just road infrastructure that needs looking at its any amenities, schooling, doctors, dentists etc.						
1247246	LPIO-15359		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247248	LPIO-15487		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247251	LPIO-15582		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247252	LPIO-15669		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247274	LPIO-15771		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247275	LPIO-15910		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247936	LPIO-16040		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247287	LPIO-16235		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247344	LPIO-16323		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247349	LPIO-16410		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247353	LPIO-16498		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247354	LPIO-16592		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1244969	LPIO-1663	no	I agree only to the extent of no release of Green Belt Land						
1247434	LPIO-16690		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247436	LPIO-16800		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247935	LPIO-16849		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247437	LPIO-16978		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247439	LPIO-16979		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247441	LPIO-17097		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247960	LPIO-17218		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247962	LPIO-17305		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						

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1247966	LPIO-17413		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247971	LPIO-17515		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1241726	LPIO-17616		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247979	LPIO-17760		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247980	LPIO-17761		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1245502	LPIO-17903		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247541	LPIO-18003		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247539	LPIO-18110		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1238043	LPIO-1815	yes							
1247996	LPIO-18279		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1237857	LPIO-18324		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247021	LPIO-18407		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247022	LPIO-18461		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247023	LPIO-18516		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247024	LPIO-18571		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247025	LPIO-18657		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247038	LPIO-18659		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247039	LPIO-18779		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247040	LPIO-18780		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247041	LPIO-18859		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						

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1248026	LPIO-18895		Continuing with Strategic Objective 9, I would like to take the opportunity to stress that existing shortfalls in infrastructure should also be addressed as a priority; and not just those associated with any new housing developments. I have lived on the Poulton Lancelyn estate (south of Brimstage Road/ Spital Road) for over 40 years and there is a clear lack of infrastructure for its population, which I guess is around 10,000. When the estate was first built in the 1970s Poulton Lancelyn School (where I was a governor for nearly ten years) was one of the largest in the country. Its facilities gradually reduced following falling numbers, but now it is oversubscribed and has not always been able to provide places for local children. The profile of the population is changing with many who moved on to the estate with young families in the 1970s now elderly, and any houses becoming available being snapped up by young families. Therefore the estate is arguably made up of two different populations with increasingly separate needs. Other than the school, a small shopping precinct and a church there is no supportive infrastructure. The greatest shortfall is that there is nowhere for children to play together outside; there is no playground, as in many other parts of Wirral, and there are no fields to even play football (the field on the Trim Trail is landfill and the Council has refused in the past to create a football field there because of the risk of landfill items coming to the surface and causing injuries). Also, there is no community centre where meetings can be held, activities can be delivered, or groups such as Scouts and Guides can meet. I see villages throughout the country with much, much smaller populations having this basic infrastructure, which is critical to health and wellbeing, and believe that Wirral Council should actively review and give consideration to this for the Poulton Lancelyn estate.						
1245060	LPIO-1890		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247042	LPIO-18926		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247060	LPIO-19022		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247061	LPIO-19023		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247063	LPIO-19102		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247064	LPIO-19156		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247068	LPIO-19210		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247071	LPIO-19267		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247072	LPIO-19325		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247078	LPIO-19379		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247080	LPIO-19473		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247081	LPIO-19474		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247082	LPIO-19648		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247083	LPIO-19702		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247084	LPIO-19763		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247085	LPIO-19820		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247088	LPIO-19886		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247089	LPIO-19948		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247090	LPIO-20003		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247091	LPIO-20057		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247092	LPIO-20117		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						

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1247093	LPIO-20179		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247094	LPIO-20235		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247095	LPIO-20291		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247096	LPIO-20347		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247099	LPIO-20403		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247101	LPIO-20457		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247108	LPIO-20527		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247102	LPIO-20528		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247106	LPIO-20647		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247105	LPIO-20648		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247109	LPIO-20727		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247110	LPIO-20809		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247111	LPIO-20810		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247112	LPIO-20947		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247113	LPIO-21001		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247115	LPIO-21057		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247116	LPIO-21111		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1246918	LPIO-21388		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1246924	LPIO-21389		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1246928	LPIO-21390		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1246920	LPIO-21597		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1246926	LPIO-21598		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1247117	LPIO-21719		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247118	LPIO-21720		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1245112	LPIO-2176	yes							
1247145	LPIO-21827		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247147	LPIO-21828		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247148	LPIO-21935		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247150	LPIO-21936		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1244329	LPIO-22025		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						

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1247119	LPIO-22108		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1246678	LPIO-22109		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247151	LPIO-22216		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247152	LPIO-22217		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247153	LPIO-22330		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247155	LPIO-22331		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247156	LPIO-22438		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247158	LPIO-22439		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1241016	LPIO-225	yes							
1247159	LPIO-22544		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247160	LPIO-22545		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247161	LPIO-22682		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247164	LPIO-22683		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247167	LPIO-22818		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247168	LPIO-22819		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247169	LPIO-22914		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247170	LPIO-22915		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1246591	LPIO-22994		Policy in infrastructure contribution Through the planning process, the Council is able to gift super profits to landowners. The Council's policies and procedures must ensure that where super profits could arise on the development of greenbelt land these super profits are used for the benefit of the community. The Council must be robust with developers when developers put forward viability arguments to justify deviations from policy. Their aim is profit maximisation and cost transfer to the Council and this should never be forgotten.						
1246598 (Hoylake Vision)	LPIO-2302	no	Walking and cycling should be prioritised over car use. The links to public transport are under-developed. Infra structure must include the bus service, tram service and an improved mid Wirral rail network. Public transport routes should ensure that people can get to schools, hospitals and GP Services						
1247173	LPIO-23083		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247174	LPIO-23084		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247175	LPIO-23191		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247176	LPIO-23192		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247177	LPIO-23343		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247178	LPIO-23344		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1247179	LPIO-23345		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						

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1242185	LPIO-23935	yes	Yes, broadly. The Infrastructure Development Plan must provide for Community Infrastructure Levy (CIL) requirements that arise from the quantum of new development identified in the Local Plan. We applaud inclusion of Green and Blue Infrastructure to support our natural environment. The legal judgment in [2018] EWHC 991 (Admin) established that land value must be informed by policy, and consequently, it is not acceptable for the Council to grant permission for an application that is deficient in developer contributions. The Local Plan policies must be tightly written so developers have little wiggle room to renege on agreed commitments. In our view, there should be no 'zero CIL charge' areas. Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services, retail, social and leisure facilities, etc., should also be considered and developers contribute appropriately and extensively. New roads across the Green Belt should be resisted. Furthermore, we recommend that, consideration could be given to a financial mechanism which provides the Council with ongoing receipts (not just one-off Commuted Sums) separate from Council Tax and Business Rates, say, similar to terms enjoyed by private equity and venture capital companies – having a stake in the future.	https://wirral-consult.objective.co.uk/file/5659121	https://wirral-consult.objective.co.uk/file/5684263	https://wirral-consult.objective.co.uk/file/5657006			
1248470	LPIO-23969		A pipeline subject to the Energy Act 2013 and the Pipeline Safety Regulations 1996 between Tranmere and Ellesmere Port could be affected by the proposals. The location of the pipeline is shown on the attached plan but must be verified on site before any works are undertaken. Any development and intrusive activities are prohibited within a 6 metre Easement Strip without specific consent from the pipeline operator. The process of obtaining a Works Consent can take between four and six weeks depending on circumstances at the time of application. Implementation of any unapproved work that affects the Easement Strip may result in serious consequences in terms of health and safety, expense and other attendant liabilities and the perpetrator, together with any other promoting organisation will be held to be fully accountable for any resulting damage. Further information can be found at https://cdn.linesearchbeforeudig.co.uk/pdfs/lisbud-standard-requirement-uk-um.pdf	https://wirral-consult.objective.co.uk/file/5659112					
1248490	LPIO-24110		The Local Plan needs to retain the flexibility to consider future site specific viability assessments.	https://wirral-consult.objective.co.uk/file/5676992	https://wirral-consult.objective.co.uk/file/5673252	https://wirral-consult.objective.co.uk/file/5673251	https://wirral-consult.objective.co.uk/file/5684856	https://wirral-consult.objective.co.uk/file/5684866	https://wirral-consult.objective.co.uk/file/5684853
1247798	LPIO-24263		The preferred approach refers to a potential Community Infrastructure Levy, S106 obligations and Government funding to ensure that improvements are made to community facilities, as well as investment in healthcare and education. We have no objection to this approach, provided that the contributions which are sought from developments are based on up-to-date and robust evidence, fully justified and satisfy the tests set out under paragraph 56 of the NPPF and Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.	https://wirral-consult.objective.co.uk/file/5684846					
1248542	LPIO-24402		The wealth of supporting work which has fed into the preferred approach for infrastructure is welcomed and we support the Council's initiatives, in particular, the measures which are intended to support the development of strategic sites in Birkenhead through a masterplan. We would recommend that policy is worded so that having a final Infrastructure Delivery Plan does not prevent the progression of funding opportunities from various sources now and prior to adoption of the Local Plan for the Birkenhead strategic sites.	https://wirral-consult.objective.co.uk/file/5684894					
1248557 (Environment Agency)	LPIO-24454		We consider blue and green infrastructure to be key infrastructure and note it is being considered in more detail separately within the Local Plan.						
1244826	LPIO-2454	no	Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1248749	LPIO-24896		Reserve the right to comment again once we see the Council's final Infrastructure Development Plan. We note that infrastructure funding will be required but that no decision has been made as to whether this funding will be secured through a fixed charge by way of a Community Infrastructure Levy ("CIL") and / or through planning obligations. This needs to be given considerable thought and take account of the growth envisaged within the Plan and of the results of the Viability Study. The Issues and Options report currently directs the largest growth within the Borough to brownfield land in the lowest value areas which are unviable and in locations where the added burden of CIL / planning obligations could prevent sites coming forward. Very little growth is directed to urban settlements in the highest value areas, which are viable.	https://wirral-consult.objective.co.uk/file/5684847	https://wirral-consult.objective.co.uk/file/5684848	https://wirral-consult.objective.co.uk/file/5684845			

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1248769	LPIO-25015		Reserve the right to comment again once we see the Council's final Infrastructure Development Plan. We note that infrastructure funding will be required but that no decision has been made as to whether this funding will be secured through a fixed charge by way of a Community Infrastructure Levy ("CIL") and / or through planning obligations. This needs to be given considerable thought and take account of the growth envisaged within the Plan and of the results of the Viability Study. The Issues and Options report currently directs the largest growth within the Borough to brownfield land in the lowest value areas which are unviable and in locations where the added burden of CIL / planning obligations could prevent sites coming forward. Very little growth is directed to urban settlements in the highest value areas, which are viable.	https://wirral-consult.objective.co.uk/file/5659045	https://wirral-consult.objective.co.uk/file/5684957	https://wirral-consult.objective.co.uk/file/5659039	https://wirral-consult.objective.co.uk/file/5659038	https://wirral-consult.objective.co.uk/file/5684956	
1248823	LPIO-25119		Reserve the right to comment again once we see the Council's final Infrastructure Development Plan. We note that infrastructure funding will be required but that no decision has been made as to whether this funding will be secured through a fixed charge by way of a Community Infrastructure Levy ("CIL") and / or through planning obligations. This needs to be given considerable thought and take account of the growth envisaged within the Plan and of the results of the Viability Study. The Issues and Options report currently directs the largest growth within the Borough to brownfield land in the lowest value areas which are unviable and in locations where the added burden of CIL / planning obligations could prevent sites coming forward. Very little growth is directed to urban settlements in the highest value areas, which are viable.	https://wirral-consult.objective.co.uk/file/5674317	https://wirral-consult.objective.co.uk/file/5684865	https://wirral-consult.objective.co.uk/file/5684849			
1248832	LPIO-25229		Reserve the right to comment again once we see the Council's final Infrastructure Development Plan. We note that infrastructure funding will be required but that no decision has been made as to whether this funding will be secured through a fixed charge by way of a Community Infrastructure Levy ("CIL") and / or through planning obligations. This needs to be given considerable thought and take account of the growth envisaged within the Plan and of the results of the Viability Study. The Issues and Options report currently directs the largest growth within the Borough to brownfield land in the lowest value areas which are unviable and in locations where the added burden of CIL / planning obligations could prevent sites coming forward. Very little growth is directed to urban settlements in the highest value areas, which are viable.	https://wirral-consult.objective.co.uk/file/5684857	https://wirral-consult.objective.co.uk/file/5659562				
1248833	LPIO-25333		Reserve the right to comment again once we see the Council's final Infrastructure Development Plan. We note that infrastructure funding will be required but that no decision has been made as to whether this funding will be secured through a fixed charge by way of a Community Infrastructure Levy ("CIL") and / or through planning obligations. This needs to be given considerable thought and take account of the growth envisaged within the Plan and of the results of the Viability Study. The Issues and Options report currently directs the largest growth within the Borough to brownfield land in the lowest value areas which are unviable and in locations where the added burden of CIL / planning obligations could prevent sites coming forward. Very little growth is directed to urban settlements in the highest value areas, which are viable.	https://wirral-consult.objective.co.uk/file/5661125	https://wirral-consult.objective.co.uk/file/5661100	https://wirral-consult.objective.co.uk/file/5661124	https://wirral-consult.objective.co.uk/file/5661129		
1246763	LPIO-25399		Local Plans should plan positively for the development and infrastructure required in the area and ensure that they are drafted to look ahead over a minimum 15-year period from adoption (Paragraph 22).						
1248956	LPIO-25410		Reserve the right to comment again once we see the Council's final Infrastructure Delivery Plan. We note that no decision has been made as to whether this funding will be secured through a fixed charge by way of a Community Infrastructure Levy ("CIL") and / or through planning obligations. Clearly, this needs to be given considerable thought and take account of the growth envisaged within the Plan and of the results of the 2018 Viability Study. The Issues and Options Consultation report currently directs the largest growth within the Borough to previously developed land in the lowest value areas which are unviable and where the added burden of CIL / planning obligations could prevent sites coming forward in these areas. Conversely, very little growth is directed to Urban Settlements in the highest value areas and which are viable.	https://wirral-consult.objective.co.uk/file/5677474	https://wirral-consult.objective.co.uk/file/5684859				
1248986	LPIO-25543		Reserve the right to comment again once we see the Council's final Infrastructure Development Plan. We note that infrastructure funding will be required but that no decision has been made as to whether this funding will be secured through a fixed charge by way of a Community Infrastructure Levy ("CIL") and / or through planning obligations. This needs to be given considerable thought and take account of the growth envisaged within the Plan and of the results of the Viability Study. The Issues and Options report currently directs the largest growth within the Borough to brownfield land in the lowest value areas which are unviable and in locations where the added burden of CIL / planning obligations could prevent sites coming forward. Very little growth is directed to urban settlements in the highest value areas, which are viable.	https://wirral-consult.objective.co.uk/file/5662723	https://wirral-consult.objective.co.uk/file/5662725	https://wirral-consult.objective.co.uk/file/5662770			

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1249015	LPIO-25599		Reserve the right to comment again once we see the Council's final Infrastructure Delivery Plan. We note that no decision has been made as to whether this funding will be secured through a fixed charge by way of a Community Infrastructure Levy ("CIL") and / or through planning obligations. Clearly, this needs to be given considerable thought and take account of the growth envisaged within the Plan and of the results of the 2018 Viability Study. The Issues and Options Consultation report currently directs the largest growth within the Borough to previously developed land in the lowest value areas which are unviable and where the added burden of CIL / planning obligations could prevent sites coming forward in these areas. Conversely, very little growth is directed to Urban Settlements in the highest value areas and which are viable.	https://wirral-consult.objective.co.uk/file/5684897					
1246458	LPIO-25792		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1246459	LPIO-25793		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1242155	LPIO-25886		The Infrastructure Delivery Plan should provide an initial view on the implications of the Strategic Spatial Options considered. Specifically the Issues and Options report should consider the scale and extent of new additional infrastructure required to support option 2B being a single urban extension. This is likely to be of higher cost and environmental impact compared to more dispersed investments / enhancements of lower overall environmental impact to support option 1A. Where possible housing development should be proposed in areas where there is capacity in existing infrastructure to accommodate it. This significantly increases deliverability and minimise environmental impact.						
1249116	LPIO-25935		We agree with the majority of the preferred approach for planning for infrastructure within Wirral but reserve the right to provide further comments/representations as and when the Infrastructure Delivery Plan is released for consultation.	https://wirral-consult.objective.co.uk/file/5674092	https://wirral-consult.objective.co.uk/file/5684836	https://wirral-consult.objective.co.uk/file/5674096	https://wirral-consult.objective.co.uk/file/5674095	https://wirral-consult.objective.co.uk/file/5674093	https://wirral-consult.objective.co.uk/file/5684833
1249100	LPIO-25978 1 of 3		Reserve the right to comment again once we see the Council's final Infrastructure Delivery Plan. We note that no decision has been made as to whether this funding will be secured through a fixed charge by way of a Community Infrastructure Levy ("CIL") and / or through planning obligations. Clearly, this needs to be given considerable thought and take account of the growth envisaged within the Plan and of the results of the 2018 Viability Study. The Issues and Options Consultation report currently directs the largest growth within the Borough to previously developed land in the lowest value areas which are unviable and where the added burden of CIL / planning obligations could prevent sites coming forward in these areas. Conversely, very little growth is directed to Urban Settlements in the highest value areas and which are viable.	https://wirral-consult.objective.co.uk/file/5677514	https://wirral-consult.objective.co.uk/file/5677512	https://wirral-consult.objective.co.uk/file/5684898	https://wirral-consult.objective.co.uk/file/5677513	https://wirral-consult.objective.co.uk/file/5677509	https://wirral-consult.objective.co.uk/file/5684951
1249100	LPIO-25978 2 of 3		Reserve the right to comment again once we see the Council's final Infrastructure Delivery Plan. We note that no decision has been made as to whether this funding will be secured through a fixed charge by way of a Community Infrastructure Levy ("CIL") and / or through planning obligations. Clearly, this needs to be given considerable thought and take account of the growth envisaged within the Plan and of the results of the 2018 Viability Study. The Issues and Options Consultation report currently directs the largest growth within the Borough to previously developed land in the lowest value areas which are unviable and where the added burden of CIL / planning obligations could prevent sites coming forward in these areas. Conversely, very little growth is directed to Urban Settlements in the highest value areas and which are viable.	https://wirral-consult.objective.co.uk/file/5684895	https://wirral-consult.objective.co.uk/file/5677508	https://wirral-consult.objective.co.uk/file/5677511	https://wirral-consult.objective.co.uk/file/5684949	https://wirral-consult.objective.co.uk/file/5677516	https://wirral-consult.objective.co.uk/file/5677507
1249100	LPIO-25978 3 of 3		Reserve the right to comment again once we see the Council's final Infrastructure Delivery Plan. We note that no decision has been made as to whether this funding will be secured through a fixed charge by way of a Community Infrastructure Levy ("CIL") and / or through planning obligations. Clearly, this needs to be given considerable thought and take account of the growth envisaged within the Plan and of the results of the 2018 Viability Study. The Issues and Options Consultation report currently directs the largest growth within the Borough to previously developed land in the lowest value areas which are unviable and where the added burden of CIL / planning obligations could prevent sites coming forward in these areas. Conversely, very little growth is directed to Urban Settlements in the highest value areas and which are viable.	https://wirral-consult.objective.co.uk/file/5677510					
1249116	LPIO-25989 1 of 2		We agree with the majority of the preferred approach for planning for infrastructure within Wirral but reserve the right to provide further comments/representations as and when the Infrastructure Delivery Plan is released for consultation.	https://wirral-consult.objective.co.uk/file/5675698	https://wirral-consult.objective.co.uk/file/5675693	https://wirral-consult.objective.co.uk/file/5675700	https://wirral-consult.objective.co.uk/file/5675692	https://wirral-consult.objective.co.uk/file/5675697	https://wirral-consult.objective.co.uk/file/5675694

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1249116	LPIO-25989 2 of 2		We agree with the majority of the preferred approach for planning for infrastructure within Wirral but reserve the right to provide further comments/representations as and when the Infrastructure Delivery Plan is released for consultation.	https://wirral-consult.objective.co.uk/file/5675696					
1243721	LPIO-2602		Infrastructure in Heswall town centre is already stretched and traffic congestion is harmful to the town centre.						
1249116	LPIO-26037		We agree with the majority of the preferred approach for planning for infrastructure within Wirral but reserve the right to provide further comments/representations as and when the Infrastructure Delivery Plan is released for consultation.	https://wirral-consult.objective.co.uk/file/5684802	https://wirral-consult.objective.co.uk/file/5684835	https://wirral-consult.objective.co.uk/file/5677041	https://wirral-consult.objective.co.uk/file/5677037	https://wirral-consult.objective.co.uk/file/5684804	
1249116	LPIO-26071		We agree with the majority of the preferred approach for planning for infrastructure within Wirral but reserve the right to provide further comments/representations as and when the Infrastructure Delivery Plan is released for consultation.	https://wirral-consult.objective.co.uk/file/5674240	https://wirral-consult.objective.co.uk/file/5684832	https://wirral-consult.objective.co.uk/file/5674256	https://wirral-consult.objective.co.uk/file/5684834	https://wirral-consult.objective.co.uk/file/5684837	
1249638	LPIO-26297		When considering the delivery of infrastructure to support future development, whilst also ensuring that the needs and amenity of existing residents are being met, it is imperative to recognise the reality that the brownfield sites to the east of the M53 in particular will face significant viability constraints that may hinder their ability to deliver, or make contributions towards, new infrastructure. To understand the extent of this issue, the Consortium have undertaken viability assessment work. As part of this work the following four strategic sites were considered and a range of high-level viability appraisals produced for each: Hind Street, Tranmere; Woodside, Chester Street, Birkenhead; Wirral Waters; Dock Road South, Bromborough. A significant viability gap existed in each scenario that was tested. The scale of the gap in each case was exacerbated by the WLP proposals to increase both density and delivery rates. Even when the densities are reduced in line with those previously envisaged in the SHLAA and previous Development Options consultation, a significant viability issue still exists. The Consortium concluded that for these sites to come forward during the plan period in the form currently proposed there would need to be both a significant increase in net market sales values, far in excess of any increase in build cost inflation and substantial levels of public funding. Our view is that these fundamental viability concerns will have a significant impact upon the delivery of associated infrastructure if the current preferred strategy to concentrate housing development on brownfield land to the east of the M53 is pursued. It is clear that housing schemes will struggle to make Section 106 contributions towards wider infrastructure needs, such as education, health, open space or strategic infrastructure provision. When preparing the Infrastructure Delivery Plan it is inevitable that a significant level of infrastructure will be required to facilitate the delivery of housing to meet Wirral's future housing needs. Not only will these infrastructure costs be significant, there will also be an expectation that the private sector / developers will provide the necessary funding gap (where public subsidy is not available), either through Section 106 contributions or the introduction of a Community Infrastructure Levy. The viability considerations associated with this approach will be absolutely critical, as a failure to allow for the viability issues that clearly do exist, will be a failure to see this essential. The Council must prepare a credible and robust evidence base in respect of how this infrastructure is to be delivered, taking all known viability considerations into account. What appears obvious at this stage is that an alternative housing strategy must be adopted through the identification of an alternative source of sites that are known to be viable. An alternative strategy will be necessary in order that the WLP can be found to be sound and the key infrastructure needed to facilitate the level of housing growth needed in Wirral can be viably funded, without almost complete reliance on public subsidy as would currently be the case.	https://wirral-consult.objective.co.uk/file/5675735	https://wirral-consult.objective.co.uk/file/5685061	https://wirral-consult.objective.co.uk/file/5685064	https://wirral-consult.objective.co.uk/file/5685062	https://wirral-consult.objective.co.uk/file/5685066	https://wirral-consult.objective.co.uk/file/5685065

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1249743	LPIO-26370 2 of 2		contributions or the introduction of a Community Infrastructure Levy. The viability considerations associated with this approach will be absolutely critical, as a failure to allow for the viability issues that clearly do exist, will be a failure to see this essential infrastructure delivered. The Council must prepare a credible and robust evidence base in respect of how this infrastructure is to be delivered, taking all known viability considerations into account. What appears obvious at this stage is that an alternative housing strategy must be adopted through the identification of an alternative source of sites that are known to be viable, such as SHLAA1942. An alternative strategy will be necessary in order that the WLP can be found to be sound and the key infrastructure needed to facilitate the level of housing growth needed in Wirral can be viably funded, without almost complete reliance on public subsidy as would currently be the case.						
1249782	LPIO-26444		Chapter 7 of the Issues and Options Paper explains how the Council's preferred approach is to prepare an Infrastructure Delivery Plan ("IDP"). This will include the type and location of new infrastructure needed, provider, phasing, cost, funding source or any funding gaps. We reserve the right to comment on this matter in further detail once the Council's final IDP has been published. On the matter of the IDP, it is noted that funding will be required for future infrastructure projects. However, we note that no decision has been made as to whether this funding will be secured through a fixed charge by way of a Community Infrastructure Levy (CIL), and/or through planning obligations. This is a matter that needs to be carefully considered, as well as needing to take account of the growth envisaged within the plan and of the results of the 2018 Viability Study. This is particularly important given the fact that the current preferred approach of the Council is to direct the largest levels of growth in the Borough to previously developed land in the lowest value areas. There are known viability issues in these areas, therefore CIL/planning obligations could lead to further viability issues which could prevent development coming forward and undermine the whole spatial strategy of the Plan, as well as the Council meeting their housing requirement. Directing higher levels of growth to Settlements in the higher value areas, such as Raby Mere, would assist in alleviating these viability concerns.	https://wirral-consult.objective.co.uk/file/5683892					
1249219	LPIO-26482		Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.	https://wirral-consult.objective.co.uk/file/5677529	https://wirral-consult.objective.co.uk/file/5677528				
1240932	LPIO-26625 1 of 2		No, we disagree with two aspects of the Council's approach to planning for infrastructure within Wirral. Firstly, the sources of funding mentioned within the strategy for planning infrastructure within Wirral should not be as narrow as those listed. Perhaps the approach does not set out an exhaustive list of the sources from which Wirral will look towards but we would suggest it should clearly state that it would be committed to securing regional or national funding, government grants etc. Doing so would reduce the burden on sites which may not prove to be financially viable if developers of those sites are unduly burdened with comparatively significant contributions towards highway improvements, public transport and active travel initiatives. Secondly, at what point in the identified IDP (Infrastructure Delivery Plan) process is there likely to be a strong degree of certainty about a brownfield site's ability to successfully emerge through the planning process and for it to be a viable scheme with a good degree of certainty about it being delivered in time? ("in time" being in respect to the rate of delivery required to achieve the housing supply). We assume the answer is "not until right at the end of the process or beyond." This is simply too late. If consultation with site promoters focusses on brownfield sites and a number of those sites subsequently fail to emerge, this may adversely skew the plan for infrastructure and the plan may need to be adapted which could result in significant changes. With regard to funding streams to finance the planned infrastructure improvements which would in turn support the planned development, below summarises our view of the prospects for success of the three options being considered by the Council: Option 1 – if progressed, any form of "roof tax" will only serve to make those brownfield sites less viable and far less likely to be delivered. Therefore, Option 1 will only be successful, in our view, if very substantial regional/central govt. funding is secured to deliver its IDP; Option 2a – if progressed, there will be a limited prospect of employing a "roof tax" but this would still largely rely upon regional/central govt. funding to deliver the required infrastructure and so this option may still fail to deliver the IDP. However, it is noted that we can assist by making land available for the delivery of an alternative IDP; Option 3a – if progressed,	https://wirral-consult.objective.co.uk/file/5683689	https://wirral-consult.objective.co.uk/file/5682697	https://wirral-consult.objective.co.uk/file/5682701			

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1240932	LPIO-26625 2 of 2		there will be a greater prospect of employing a "roof tax" due to the greater critical mass of the development sites, whilst also securing regional/central govt. funding would assist, along with the inclusion of some of our land assets which could avoid CPO action in order to deliver an alternative IDP. The Council's approach to planning infrastructure should clearly set out its intentions to strive to secure funding from regional / national sources, government grants etc. for new infrastructure in order to ease the burden on sites which would likely stall if comparatively significant contributions were sought from the developers of those sites. Therefore, an alternative approach to the IDP is that any infrastructure plan should be flexible with a "pick & mix" approach, aligned to specific areas or groups of sites coming forward. Packages of infrastructure proposals should be tested against a range of scenarios whereby varying degrees of v% of brownfield residential are only achieved in area x, supplemented by y% of green belt release sites within area z.						
1245180	LPIO-2748	no	Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1245058	LPIO-2804	no	The link to public transport improvements is under developed in the local plan. Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1237546	LPIO-2872	no	Wirral Wildlife cannot support or object until we see some details, and in particular the Green Infrastructure Report. It is a serious deficiency that the Green Infrastructure report has not been completed before this stage. A Community Infrastructure Levy could help support new Green Infrastructure and care for the existing green areas. All "grey" infrastructure such as road improvements needs to be reviewed in the light of the climate emergency and the court decision on Heathrow airport.						
1238835	LPIO-2939	yes	Provided that your understanding of the term infrastructure includes, but is not limited to Schools, GP's, Dentists, Public transport systems including the proposed new tram system in Birkenhead and the much needed mid-Wirral railway network. However, I don't agree with the proposal to implement a new Community Infrastructure Levy to pay for it all.						
1245159	LPIO-3060	yes							
1245287	LPIO-3147	yes	Provided that the plans are made within a framework of avoiding car use, reducing road traffic, making walking and cycling preferred options, consolidating public transport with unified ticketing						
1241065	LPIO-329	yes							
1241315	LPIO-3303	no	Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered						
1237944	LPIO-3425	yes	The Birkenhead infrastructure has access to existing, but abandoned, railway lines linking residential and commercial proposed sites. By providing simple electric trams/cycle/walk routes using these abandoned railway lines and tunnels, significant improvement to the transport infrastructure can be provided as well as meeting the aims of the Urban Green Town. It is understood that these railway lines are in the ownership of Wirral Council, rather than the rail network, therefore they could be included in the Local Plan						
1237827	LPIO-3814	yes							
1245288	LPIO-3884	yes							
1245599	LPIO-4053	no	When the site of the Warrens GP was being discussed infrastructure needed to be considered for GP services. Therefore it is important that schools, hospitals are considered as well as bus service. Mid-Wirral rail network needs to be improved.						
1245346	LPIO-4140	no	The link to public transport improvements is under-developed in the local plan. Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1240939	LPIO-4162	yes							
1245638	LPIO-4296	yes	Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1245153	LPIO-4399	yes							
1237667	LPIO-4580	no	Infrastructure is already overstretched particularly in Heswall with traffic congestion that is environmentally damaging.						

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1245416	LPIO-4647	yes	NHS Wirral CCG would like to work with Wirral Council on planning for and responding to the health and care needs and requirements of the Local Plan proposals. We need an improved infrastructure to support existing and future health and care needs of our population.						
1244720	LPIO-4683	no	Those wishing to profit from developing sites, should pay the levy for infrastructure. Wirral residents have seen a recent increase in the rate of council tax and cannot be expected to shoulder the burden of infrastructure costs on behalf of the developers.						
1244629	LPIO-4787	no	Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1237873	LPIO-4871		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1245816	LPIO-5031	yes	I am not sufficiently informed to respond to this, except to say that demand for infrastructure to support development is crucial.						
1237923	LPIO-5087	yes	schools hospital doctors transport should all be considered						
1245713	LPIO-5111		Infrastructure should include transport, tram system, improved mid Wirral train network. Schools, Hospitals, GP services should be considered						
1239571	LPIO-5274	yes							
1246006	LPIO-5337	no	The link to public transport improvements is under developed in the local plan. Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1242372	LPIO-5339	yes							
1240383	LPIO-5441	yes	Consideration should be made in areas where infrastructure requirement is at its limit. What about Green Infrastructure?						
1245954	LPIO-5521	yes							
1245984	LPIO-5750		Sustainable energy should be a priority alongside sustainable transport. Any new and identified need for things like hospitals and schools should be planned with the highest standards of sustainable development.						
1244896	LPIO-5831	yes	Yes, broadly. The Infrastructure Development Plan must provide for Community Infrastructure Levy (CIL) requirements that arise from the quantum of new development identified in the Local Plan. We applaud inclusion of Green and Blue Infrastructure to support our natural environment. Please see the WGSAs answer to Question 2.8 and note the legal judgment in case of [2018] EWHC 991 (Admin) established that land value must be informed by policy, and consequently, it is not acceptable for the Council to grant permission for an application that is deficient in developer contribution. The Local Plan policies must be tightly written so developers have little wiggle room to renege on agreed commitments. In our view there should be no zero CIL charge areas. Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Also, schools, hospitals, GP services, retail, social and leisure facilities, etc., should be considered and developers contribute appropriately and extensively. New roads across Green Belt should be resisted. Perhaps, consideration could be given to a financial mechanism which provides the Council with ongoing receipts (not just one-off Commuted Sums) separate from Council Tax and Business Rates, say, similar to terms enjoyed by private equity and venture capital companies – having a stake in the future.						
1246310	LPIO-5961	no	Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1245767	LPIO-6036	yes	Good digital infrastructure is a priority.						

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1238310	LPIO-6178	no	The spatial options have been selected without reference to the Infrastructure Delivery Plan January 2020 or the traffic spatial modelling report December2019. The Greenbelt spatial options have been selected prior to the analysis of these reports. A cursory inspection of this baseline reports show the preselected greenbelt spatial options 2a and 2b are in totally unsustainable locations and of unsustainable size. WBC approach is to select the spatial options based on developer interest first and try to resolve or make fit the infrastructure, sustainability and environmental constraints later. The draft plan contains no plans for provision of new schools, healthcare, roads highways or utilities. It makes no provision for overall sustainability or infrastructure requirements The plan and reports only list the current position not how shortfalls are to be dealt with. The plan is blindly supporting developers preferred sites. This first stage IDP and spatial portait makes it clear that options 2a and 2b do not have the capacity to cope on any level with the proposed increase in house numbers. WBC is only 3 months away from the final draft plan production. It is too little time to make a fully appraised plan that is best for the people of Wirral. The chosen approach does not reflect a considered study, appraisal or implementation of the infrastructure and sustainability requirements that are needed for a sound plan The Traffic modelling baseline report August 2019 has been used in the stage one IDP 2020. The December report states the base line August report has been rendered useless for comparison by adding spatial options 2a and 2b. The difference in modelling input and results is so significant. Option 2a centres on Irby. All local schools full with no capacity for extension. No GP in Irby. 1 dentist, area 7 Irby gas supply near pipe capacity. Surface waste water concerns. An additional 94 junctions 100-115% over capacity AM and 51 pm. No job growth.						
1246161	LPIO-6243	yes	WUTH agrees with the approach to planning for infrastructure and welcomes the opportunity to have direct involvement in the development of these plans.						
1242541	LPIO-6339	no	The link to public transport improvements is under developed in the local plan. ? Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1242751	LPIO-634		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered. Also how we can avoid building on the greenbelt.						
1246402	LPIO-6466	yes							
1241661	LPIO-6821	no	The link to public transport improvements is under developed in the local plan. Infrastructure should include all points, bus service, tram/streetcar systems and an improved mid-Wirral rail network. Major hospitals should get particular consideration as existing transport links are poor (a function partly of building key infrastructure in the wrong place)						
1245086	LPIO-6895		Wirral certainly needs an improved transport infrastructure. Much of the public transport on the Wirral is inadequate & this was further exacerbated by the demise of Avon buses. There are good bus services into Liverpool from various destinations but getting between locations not on these routes is very difficult with many services running infrequently & not all at night. Other places are just not reachable by public transport. I cannot answer yes or no to the above question as I am not competent to comment on whether this is the best way forward.						
1241723	LPIO-6911	yes	However, the link to public transport improvements is under developed in the local plan. and (7.1b) Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Train, tram and Bus services should be joined up and not separated which promotes single mode travel. This leads to an unconnected cross network. Also Schools, hospitals, GP services should be considered important..						
1237647	LPIO-702	yes							
1246488	LPIO-7250		Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1246348	LPIO-7305	no	If 12,000 houses are built then the infrastructure would be huge.						

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1240932	LPIO-7623	no	No, Our Client disagrees with the Council's approach. Firstly, the sources of funding mentioned within the strategy for planning infrastructure in Wirral should not be as narrow as those listed. We suggest it should clearly state that it would be committed to securing regional/national sources and government grants. Doing so would reduce the burden on sites which may not prove to be financially viable if developers of those sites are burdened with comparatively significant contributions towards highway improvements, public transport and active travel initiatives. Secondly, Our Client questions at what point in the identified IDP (Infrastructure Delivery Plan) process is there likely to be a strong degree of certainty about a brownfield site's ability to successfully emerge through the planning process and for it to be a viable scheme with a good degree of certainty about it being delivered on schedule. If consultation with site promoters focusses on brownfield sites and a number of those sites subsequently fail to emerge, this may adversely skew the plan for infrastructure and the plan may need to be adapted which could result in significant changes. Also, an alternative approach to the IDP therefore is that any infrastructure plan should be flexible with a "pick & mix" approach, aligned to specific areas or groups of sites coming forward. Packages of infrastructure proposals should be tested against a range of scenarios whereby varying degrees of v% of brown field residential are only achieved in area x, supplemented by y% of green belt release sites within area z. Further detail can be found at paragraphs 8.1 to 8.6 of our representations.	https://wirral-consult.objective.co.uk/file/5683689	https://wirral-consult.objective.co.uk/file/5682697	https://wirral-consult.objective.co.uk/file/5682701			
1246581	LPIO-7652	no	Infrastructure in Heswall town centre is already stretched and traffic congestion is harmful to the town centre						
1246592	LPIO-7792	yes	Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered						
1246591	LPIO-7929	yes							
1246594	LPIO-7931	no	Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered.						
1240903	LPIO-7961	no	Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered. However we do not need development and therefore we do not need any infrastructure						
1246596	LPIO-8073	no	Infrastructure in Heswall town centre is already stretched and traffic congestion is harmful to the town centre.						
1246605	LPIO-8178	no	Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered						
1246612	LPIO-8382	yes							
1239410	LPIO-840	yes	I fully support the introduction of CIL charging. The IDP should be ready as soon as possible, ideally at the same time of this Local Plan being adopted.						
1237882	LPIO-8449	no	Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered. Post COVID-19 pandemic is a good time to gain evidence on what infrastructure is need to ensure communities are effectively and efficiently supported. This needs to be planned carefully and developed over time to meet community needs.						
1237748	LPIO-8515	no	Infrastructure in Heswall town centre already stretched and traffic congestion is harmful to the town centre.						
1243888	LPIO-8563								
1246523	LPIO-8644	yes							
1246598	LPIO-8761	yes							
1246631	LPIO-8926	yes							
1245034	LPIO-9014	yes							
1246667	LPIO-9047	yes							

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1240872	LPIO-9125	no	The a41 Poulton road and spital road cannot tolerate anymore traffic. These roads are now dangerous at peak times with traffic queuing back to junction 4 on the M523						
1246651	LPIO-9161	no	I believe that the link to public transport improvements is underdeveloped in the local plan. Infrastructure should include at all points bus services. a tram system and improved mid-Wirral rail network. Schools, hospitals and GP services should all be considered too.						
1239377	LPIO-9187	yes							
1243448	LPIO-928	yes							
1245289	LPIO-9317	yes	In theory this seems a sensible approach, however, I would like to see such a plan before any proposals are finally considered so that we could see the full implications of the proposals & make fully informed decisions at that point.						
1246678	LPIO-9371	yes							
1246624	LPIO-9436	yes	infrastructure needs to be developed to address Climate Change						
1246693	LPIO-9837	yes	Infrastructure should include all points, bus service, tram system and improved mid-Wirral rail network. Schools, hospitals, GP services should be considered - this however needs to be addressed in relation to realistic population figures and improvements need to be made for the existing areas without the requirement of developing new areas i.e. greenbelt.						
1237724	LPIO-9892	no	Infrastructure in Heswall town centre is already stretched and the traffic congestion is harmful both in terms of health and the retail economy.						