



CORE STRATEGY LOCAL PLAN

SUMMARY OF INITIAL GREEN BELT ASSESSMENT

SEPTEMBER 2018

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Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP001 – North of Greasby (east)</p> <p>South of Saughall Massie Road, east of Pump Lane</p> <p>Agricultural land use (pasture, horse grazing and arable)</p> <p>Adjacent to (west of) Settlement Area 5 – Mid Wirral</p> <p>47.91 hectares</p> <p>Urban enclosure - 49%</p> <p>SHLAA 3003 – 46.92ha</p> <p><u>Electoral Wards:</u></p> <p>Greasby, Frankby and Irby Moreton West and Saughall Massie Hoylake and Meols</p>	<p>Green Belt since December 1983</p> <p>Part of the wider east-west strategic separation between Settlement Area 5 – Mid-Wirral and Settlement Area 6 – Hoylake and West Kirby (2.1km from Littlemore Close to Newton but the distance between Greasby and Newton is 1.3km). Also separates Greasby from Saughall Massie Village (and Saughall Massie Conservation Area) (600m north-south)</p> <p>UDP Policy CH17 – Saughall Massie Conservation Area identifies principal planning objectives including the preservation of the rural setting, scale and character of the old village; and a separate and distinct settlement</p> <p>Greasby Brook and Arrowe Brook run through the parcel west to east and from the east to the north and parts of the parcel may be at risk from flooding (3.26 ha)</p> <p>Part of the Birket Floodplain Farmland Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is ‘enhance and restore’. Further development which disrupts the flat nature of the landscape could be detrimental</p>	<p>Development would not reduce the separation between Settlement Area 5 and Settlement Area 6, which is narrower to the north, at Birkenhead Road and to the south, at Frankby Road</p> <p>Saughall Road and Pump Lane could potentially form clear, strong boundaries to a revised Green Belt</p> <p>The impact on Saughall Massie Village Conservation Area could potentially be mitigated by retaining the existing open land to the north of Saughall Massie Road and/or additional landscaping along Saughall Massie Road</p> <p>Option 1.1 – SP001 could, if needed, potentially be proposed for release from the Green Belt, with a capacity up to 682 dwellings (45.49ha developable), subject to appropriate design and boundary treatment and the protection of river corridors</p> <p>Or</p> <p>Option 1.2 – SP001 could, if needed, potentially be proposed for release from the Green Belt as part of a wider package alongside SP003, SP004 and SP005, with</p>

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	<p>to landscape character</p> <p>Best and most versatile agricultural land – 0%</p> <p>The majority of the parcel forms part of the larger Frankby Fields WeBS Core Count area. (89.5%) and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>A public right of way (footpath) runs north to south across the parcel from Saughall Massie Road to Stourport Close</p> <p>Highway realignment along northern boundary (Saughall Massie Road) has already taken place</p>	<p>our without SHLAA 918, SHLAA 638 and SHLAA 741, with a capacity up to 682 dwellings (45.49ha developable), subject to appropriate design and boundary treatment and the protection of river corridors</p> <p>Or</p> <p>Option 1.3 – SP001 with SP006A, to the east of the Greasby Brook, could, if needed, potentially be proposed for release from the Green Belt with a revised capacity of up to 878 dwellings (54.22ha developable), subject to appropriate design and boundary treatment and the protection of river corridors</p> <p>Additional public open space would need to be provided</p> <p>Any future release would need to be subject to independent assessment of the role of the site as supporting habitat, flood risk, landscape impact and highway and transport capacity</p>
<p>SP002 – West of Saughall Massie</p> <p>South of Hoylake Road, east of Heron Road, north of Saughall Massie Road, west of Garden Hey Road (excluding Saughall Massie Conservation Area)</p>	<p>Green Belt since December 1983</p> <p>Part of wider strategic separation between Moreton/Saughall Massie and Meols (1km) and between Moreton/Saughall Massie and Hoylake/West Kirby (approximately 2.5km)</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 6, at the narrowest point between Moreton and Barn Hey Crescent along Hoylake Road</p> <p>The majority of the parcel is not suitable for</p>

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<p>Agricultural land uses (pasture, horse grazing, arable, market gardens and horse related facilities)</p> <p>Adjacent to (west of) Settlement Area 5 – Mid-Wirral</p> <p>117.25 hectares</p> <p>Urban enclosure - 27%</p> <p>SHLAA 638 – 0.89ha (SP002B) SHLAA 741 – 0.93ha (SP002C) SHLAA 742 – 7.78ha SHLAA 918 – 0.17ha (SP002A)</p> <p><u>Electoral Wards:</u> Hoylake and Meols Moreton West and Saughall Massie</p>	<p>Contains the major built complex at Carr Farm, derelict nurseries along Garden Hey Road, holiday accommodation, fishing lake and caravan storage off Barnacre Lane and a strategic Aircraft Beacon (central to the area)</p> <p>A small part of the parcel may be at risk from flooding (0.85 ha)</p> <p>Part of the Birket Floodplain Farmland Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance and restore'. Further development which disrupts the flat nature of the landscape could be detrimental to landscape character</p> <p>Best and most versatile agricultural land – 5.7%</p> <p>Liverpool City Region Core Biodiversity Area – 0.5% (0.58 ha) of Priority Habitat - woodland</p> <p>Small parts of the parcel form part of the larger Frankby Fields (2.6%) and Gilroy Pond and Hoylake Langfields (0.2%) WeBS Core Count areas and may be supporting habitat</p> <p>A public right of way (footpath) runs in a south easterly direction from Birkenhead Road, which is a dead end but in practice walkers</p>	<p>release from the Green Belt.</p> <p>Garden Hey Road, Hoylake Road, Heron Road and Saughall Massie Road form strong, clear boundaries, subject to decisions at SHLAA 918, SHLAA 638 and SHLAA 741 and Saughall Massie Village (SP003)</p> <p>SHLAA 918 (SP002A) and SHLAA 638 (SP002B) at Garden Hey Nursery form part of an existing built up frontage between 60 and 106 Garden Hey Road, which could potentially have no greater impact on separation or open countryside</p> <p>SHLAA 741 (SP002C), directly adjacent to the Saughall Massie Conservation Area, is also largely enclosed to the rear of 100-104 Garden Hey Road, 124 Garden Hey Road and Old Croft and, if brought forward alongside SP003 and SP005, could also potentially have no greater impact on separation or open countryside, subject to any impact on the setting of the Conservation Area</p> <p>SHLAA 742, at the junction between Birkenhead Road and Heron Road, would however form a discordant out-rigger of urban development to the east of Meols</p> <p>Option 2.1 - SP002A and SP002B at Garden Hey Nursery could, if needed,</p>

Summary of Initial Green Belt Assessment for Public Consultation

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	<p>user the track that links to Garden Hey Road</p> <p>UDP Policy CH17 – Saughall Massie Conservation Area identifies principal planning objectives including the preservation of the rural setting, scale and character of the old village; and a separate and distinct settlement</p> <p>Western boundary (Heron Road) may be subject to future road realignment (UDP Proposal TR5/1). Highway realignment along the southern boundary (Saughall Massie Road) has already taken place</p>	<p>potentially be proposed for release from the Green Belt, with or without SP004 and SP005, with capacity up to 27 dwellings (0.99ha developable), subject to appropriate design and boundary treatment</p> <p>Or</p> <p>Option 2.2 – SP002A and SP002B at Garden Hey Nursery and SP002C between Green Hey Road and Barnacre Lane could, if needed, potentially be proposed for release from the Green Belt alongside SP003, SP004 and SP005, with or without SP001, with capacity up to 52 dwellings (1.92ha developable), subject to the impact on the conservation area and appropriate design and boundary treatment</p> <p>Additional public open space would need to be provided</p> <p>Any future release would need to be subject to independent assessment of landscape impact and highway and transport capacity</p>
<p>SP003 – Saughall Massie Conservation Area</p> <p>Rural conservation village around junction of West Kirby Road, Saughall Road, Garden</p>	<p>Green Belt since December 1983</p> <p>Arrowe Brook runs along eastern boundary and a small part of the parcel may be at risk from flooding (0.18 ha)</p>	<p>The existing developed areas of the village could potentially be released from the Green Belt with little impact on separation or the open countryside but only alongside the release of SP004 and SP005 (with or without</p>

Summary of Initial Green Belt Assessment for Public Consultation

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<p>Hey Road and Barnacre Lane, including some remaining associated open land</p> <p>Agricultural land uses (horse grazing, pasture and horse related facilities)</p> <p>Adjacent to (west of) Settlement Area 5 – Mid-Wirral</p> <p>10.80 hectares</p> <p>Urban enclosure - 23%</p> <p>SHLAA 740 – 1.75ha (southern part only) SHLAA 925 – 9.05ha (southern part only) SHLAA 3007 – 0.71ha</p> <p><u>Electoral Wards:</u> Moreton West and Saughall Massie</p>	<p>Part of the Birket Floodplain Farmland Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is ‘enhance and restore’. Further development which disrupts the flat nature of the landscape could be detrimental to landscape character</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area – 1.3% (0.14 ha) of Priority Habitat - woodland</p> <p>A small part of the parcel forms part of the larger Frankby Fields WeBS Core Count area (15.9%) and may be supporting habitat</p> <p>UDP Policy CH17 – Saughall Massie Conservation Area identifies principal planning objectives including the preservation of the rural setting, scale and character of the old village; and a separate and distinct settlement</p>	<p>SHLAA 714, SHLAA 638, SHLAA 918 and SP001) and subject to the ability to define an appropriate revised Green Belt boundary to the south and west of the village</p> <p>Option 3.1 – Retain SP003 in the Green Belt (with or without SP004 and SP005; SHLAA 638 and SHLAA 918; and SP001)</p> <p>Or</p> <p>Option 3.2 – Retain SP003 in the Green Belt but, if needed, propose to identify a new Infill Village in the Green Belt, (which could include or exclude SHLAA 638, SHLAA 918 and SHLAA 741 in SP002), with boundaries defined to the south and west of the village to minimise the impact on the landscape and the character and appearance of the Conservation Area, with or without SP004 and SP005</p> <p>Conservation Area controls would remain in place but limited infill development could also be allowed within defined areas of the village</p> <p>Or</p> <p>Option 3.3 – SP003 could, if needed, potentially be proposed for release from the Green Belt alongside SP004 and SP005 (with or without SHLAA 918, SHLAA 638</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		<p>and SHLAA 741 and SP001)</p> <p>Conservation Area controls would remain in place but the additional presumption against development in the Green Belt would be removed.</p> <p>The boundaries to any new urban area would need to be redefined to the south and west of the village, to minimise the impact on the landscape and the Conservation Area.</p> <p>Any future release would need to be subject to independent assessment of the role of the area as supporting habitat</p>
<p>SP004 – North of Saughall Massie Village (east of Saughall Road)</p> <p>North of Diamond Farm between Arrowse Brook and Saughall Road (to immediate north of Saughall Massie Conservation Area)</p> <p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Adjacent to (west of) Settlement Area 5 – Mid-Wirral</p> <p>8.98 hectares</p> <p>Urban enclosure - 80%</p>	<p>Green Belt since December 1983</p> <p>Outrigger of open land between the Acton Lane/ Cambrian Road housing estate, Saughall Massie Village and Moreton (<200m in places)</p> <p>Arrowse Brook runs along eastern boundary and a small part of the parcel may be at risk from flooding (1.21 ha)</p> <p>Part of the Birket Floodplain Farmland Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance and restore'.</p>	<p>Largely enclosed by the urban area and by Saughall Massie Village, with no likely impact on the open landscape to the west.</p> <p>Development to the east (SHLAA 639, SP004B) or west (SHLAA 925, SP004A) of Arrowse Brook would not reduce the separation between Settlement Area 5 and Settlement Area 6.</p> <p>SHLAA 639 (SP004B), to the rear of Meadowbrook Road, could potentially have little impact on open countryside but has limited access and is subject to flood risk</p> <p>SHLAA 925 (SP004A) could have a limited</p>

Summary of Initial Green Belt Assessment for Public Consultation

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<p>SHLAA 639 – 0.14ha (SP004B) SHLAA 925 – 9.05ha (SP004A)</p> <p><u>Electoral Wards:</u> Moreton West and Saughall Massie</p>	<p>Further development which disrupts the flat nature of the landscape could be detrimental to landscape character</p> <p>The parcel is part of the nature improvement area identified in the LCR Ecological Network</p> <p>Best and most versatile agricultural land – 88.7%</p> <p>UDP Policy CH17 – Saughall Massie Conservation Area identifies principal planning objectives including the preservation of the rural setting, scale and character of the old village; and a separate and distinct settlement</p> <p>The Conservation Area boundary crosses the south of the remaining open area but does not follow any clear physical feature on the ground</p>	<p>impact on the open countryside but could have an impact on the setting of Saughall Massie Conservation Area, further enclosing it from the north, which could only potentially be mitigated by design and layout and/or the provision of public open space but would also have implications for the future of SP004B.</p> <p>Saughall Road and Diamond Farm could potentially form a strong, clear boundary to a revised Green Belt</p> <p>Option 4.1 – SP004A and SP004B could, if needed, potentially be proposed for release from the Green Belt, with or without SP005, SP003 and SHLAA 918, SHLAA 638 and SHLAA 741, with capacity of up to 193 dwellings (8.56ha developable), subject to the impact on the Conservation Area, protection of hedgerows and the river corridor</p> <p>Additional public open space would need to be provided</p> <p>The impact of the loss of best and most versatile agricultural land and on highway and transport capacity would require independent appraisal before release</p>
<p>SP005 – North of Saughall Massie Village (east of Garden Hey Road)</p>	<p>Green Belt since December 1983</p> <p>No strategic separation function but separates</p>	<p>Small gap, largely enclosed by existing development between the urban area and Saughall Massie Village, which would not</p>

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<p>Small area of land between Garden Hey Road Saughall Road (to immediate north of Saughall Massie Conservation Area)</p> <p>Agricultural land uses (pasture)</p> <p>Adjacent to (west of) Settlement Area 5 – Mid-Wirral</p> <p>1.40 hectares</p> <p>Urban enclosure - 24%</p> <p>SHLAA 740 – 1.75ha (SP005A)</p> <p><u>Electoral Wards:</u></p> <p>Moreton West and Saughall Massie</p>	<p>Saughall Massie Conservation Area from the Acton Lane/ Cambrian Road housing estate (approximately 150m)</p> <p>Part of the Birket Floodplain Farmland Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance and restore'. Further development which disrupts the flat nature of the landscape could be detrimental to landscape character</p> <p>Best and most versatile agricultural land – 0%</p> <p>UDP Policy CH17 – Saughall Massie Conservation Area identifies principal planning objectives including the preservation of the rural setting, scale and character of the old village; and a separate and distinct settlement</p> <p>The Conservation Area boundary crosses the south of the remaining open area but does not follow any clear physical feature on the ground</p>	<p>reduce the separation between Settlement Area 5 and Settlement Area 6.</p> <p>Only potentially suitable for release from the Green Belt with SP004, to provide an appropriate revised Green Belt boundary</p> <p>Limited impact on open countryside but could have an impact on the setting of Saughall Massie Conservation Area, further enclosing it from the north, which could only potentially be mitigated by design and layout and/or the provision of public open space</p> <p>Garden Hey Road and Diamond Farm could potentially form a strong, clear boundary to a revised Green Belt, subject to decisions at Saughall Massie Village (SP003)</p> <p>Option 5.1 – SP005A could, if needed, potentially be proposed for release from the Green Belt alongside SP004A, with or without SP003 and SHLAA 918, SHLAA 638 and SHLAA 741, with capacity of up to 47 dwellings (1.74ha developable), subject to the impact on the Conservation Area, the protection of hedgerows and the impact on highway and transport capacity</p> <p>Additional public open space would need to be provided</p>

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<p>SP006 – North of Frankby Road</p> <p>Land to south of Saughall Massie Road, east of China Farm Lane, north of Frankby Road and west of Pump Lane, Greasby (excluding Frankby Conservation Area)</p> <p>Agricultural land uses (pasture, horse grazing, and horse related facilities)</p> <p>Adjacent to (west of) Settlement Area 5 – Mid-Wirral and (east of) Settlement Area 6 – Hoylake and West Kirby</p> <p>153.44 hectares</p> <p>Urban enclosure - 30%</p> <p><u>Electoral Wards:</u></p> <p>West Kirby and Thurstaston Greasby, Frankby and Irby</p>	<p>Green Belt since December 1983</p> <p>Provides essential strategic separation between West Kirby (Newton) and Greasby (approximately 1km), the separation between West Kirby (Newton) and Frankby Village (700m) and the separation between Greasby and Frankby Village (200m)</p> <p>Contains major built complex at Larton Hey Farm, garden nurseries and place of worship at Greasby Bridge, Newton Hall Farm, China Plate Farm and Hillcroft Poultry Farm and the site of former (now reclaimed) RAF Camp</p> <p>Newton Brook runs west to east across the middle of the parcel. Greasby Brook runs north along the eastern boundary and across the north east corner and Arrowe Brook runs along eastern boundary and a significant part of the parcel may be at risk from flooding (11.05 ha)</p> <p>The northern section of the parcel is part of the Birket Floodplain Farmland Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance and restore'. Further development which disrupts the flat nature of the landscape could be detrimental to landscape character</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 6, at the narrowest point between Greasby, Frankby and Newton</p> <p>Only sub-Parcel SP006A, to the east of Greasby Brook, which could potentially provide an appropriate revised Green Belt boundary, could also have potential for release with no further impact on the separation with Settlement Area 6 but only alongside SP001, although this sub-Parcel is less enclosed could have a more significant visual impact.</p> <p>Option 6.1 – Sub-Parcel SP006A could, if needed, potentially be proposed for release from the Green Belt alongside SP001, with capacity up to 196 dwellings (8.73ha developable), subject to appropriate design and boundary treatment and the protection of the river corridor</p> <p>Additional public open space would need to be provided</p> <p>Any future release would need to be subject to independent assessment of the role of the site as supporting habitat, flood risk, landscape impact in an otherwise open and flat landscape and highway and</p>

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	<p>The southern section of the parcel is part of the Thurstaston and Arrowe Park Wooded Hills Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. New Development should conserve the existing field pattern, restore fragmented hedgerows and be set within mature wooded framework and ensure that when viewed from high ground it contributes to and maintains the impression of the character area being almost completely wooded</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area – 19.3% (29.59 ha), which includes the Former RAF Camp Site of Biological Importance (No. B72); Manor Farm Site of Biological Importance (No.B77); and Priority Habitat - woodland, grassland and wetland</p> <p>The majority of the parcel forms part of the larger Frankby Fields WeBS Core Count area (99.4%) and smaller parts of the larger Gilroy Pond and Hoylake Langfields (0.07%) and Caldy Fields (0.06%) WeBS Core Count areas and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR</p>	<p>transport capacity</p>

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	<p>Ecological Network</p> <p>Public rights of way (footpaths) run: south east from China Farm Lane to Frankby Road; north to south from Saughall Massie Road to Frankby Road; and east to west across the northern part of the parcel from Pump Lane to Saughall Massie Road</p> <p>UDP Policy CH12 – Frankby Village Conservation Area identifies principal planning objectives including retaining the character and appearance of an historic rural village, preserving a separate and distinct settlement form and preserving the rural character of former farm buildings</p>	
<p>SP007 – North of Hillbark Road</p> <p>Land to south of Frankby Road, north and east of Hillbark Road and west of Mill Lane (excluding Frankby Conservation Area)</p> <p>Agricultural land uses (horse grazing and horse related facilities)</p> <p>Adjacent to (west of) Settlement Area 5 – Mid-Wirral</p> <p>44.84 hectares</p> <p>Urban enclosure - 34%</p>	<p>Green Belt since December 1983</p> <p>Forms part of strategic separation between West Kirby (Newton) and Greasby (1.3km) and between Greasby and Irby (1.2km) and the separation between Greasby and Frankby Village (200m)</p> <p>Contains two public houses, an area of development off Hillbark Road and an areas of ribbon development along Mill Lane</p> <p>Greasby Brook runs south to north across the parcel and along the eastern boundary and a small part of the parcel may be at risk from flooding (0.18 ha)</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 6 and between Settlement Area 5 and Settlement Area 7, at the narrowest points between Greasby, Frankby and Newton and between Greasby and Irby</p> <p>Not suitable for release from the Green Belt because of the impact on openness and separation</p> <p>SHLAA 1781 would form a discordant out-rigger of urban development to the south of Greasby</p>

Summary of Initial Green Belt Assessment for Public Consultation

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<p>SHLAA 1781 – 19.95ha</p> <p><u>Electoral Wards:</u> Greasby, Frankby and Irby</p>	<p>Part of the Thurstaston and Arrowe Park Wooded Hills Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. New Development should conserve the existing field pattern, restore fragmented hedgerows and be set within mature wooded framework and ensure that when viewed from high ground it contributes to and maintains the impression of the character area being almost completely wooded</p> <p>Best and most versatile agricultural land – 22.6%</p> <p>Liverpool City Region Core Biodiversity Area – 6.7% (2.99 ha) of Priority Habitat – woodland</p> <p>A small part of the parcel forms part of the larger Frankby Fields WeBS Core Count area (0.02%) and may be supporting habitat</p> <p>Part of the parcel also forms part of the nature improvement area identified in the LCR Ecological Network</p> <p>UDP Policy CH12 – Frankby Village Conservation Area identifies principal planning objectives including retaining the character and appearance of an historic rural village, preserving a separate and distinct</p>	

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	settlement form and preserving the rural character of former farm buildings	
<p>SP008 – North of Montgomery Hill</p> <p>Land to south of Frankby Road, west of Hillbark Road, north of Montgomery Hill and east of Telegraph Road and Grange Cross Lane</p> <p>Agricultural land uses (pasture and horse grazing)</p> <p>Adjacent to (east of) Settlement Area 6 – Hoylake and West Kirby</p> <p>89.37 hectares</p> <p>Urban enclosure - 27%</p> <p>SHLAA 927 – 13.15ha</p> <p><u>Electoral Wards:</u></p> <p>West Kirby and Thurstaston Greasby, Frankby and Irby</p>	<p>Green Belt since December 1983</p> <p>Part of wider strategic separation between West Kirby (Newton) and Greasby (1.4km), between West Kirby (Newton) and Irby (approximately 2km) and the separation between and the separation between West Kirby (Newton) and Frankby Village (1.2km)</p> <p>Contains Frankby Cemetery, small ribbon development at Baytree Road, Newton Park (Grange Cross Lane), Newton Allotments (Newton Park Road) and a larger collection of buildings at Torpenhow (Montgomery Hill)</p> <p>Newton Brook runs north, to the east of the western boundary</p> <p>Part of the Thurstaston and Arrowe Park Wooded Hills Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. New Development should conserve the existing field pattern, restore fragmented hedgerows and be set within mature wooded framework and ensure that when viewed from high ground it contributes to and maintains the impression of the character area being almost completely wooded</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 6 at the narrowest point between Greasby, Frankby and Newton and between Settlement Area 6 and Settlement Area 7</p> <p>Only sub-parcels to the west of Newton Brook along Grange Cross Lane, to the west of Newton Brook and to rear of 73-75 Column Road (SP008A, 10.56ha), could potentially be suitable for release from the Green Belt, because of their limited impact on separation or open countryside but as no strong boundary is evident and the majority of these sites are in active recreational use (Newton Park, 3.62ha; Newton Allotments, 1.44ha), the remaining sites would appear as discordant outriggers of development within the Green Belt.</p> <p>SHLAA 927 would also form a discordant outlier of urban development to the west of Newton</p>

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	<p>Best and most versatile agricultural land – 35.0%</p> <p>Liverpool City Region Core Biodiversity Area – 8.1% (7.26 ha) of Priority Habitat – woodland and wetland.</p> <p>All of the parcel to the west of Frankby Cemetery is in the Caldy Fields WeBS Core Count area (78.1%) and a small area of the parcel is also in the Frankby Fields WeBS Core Count area (0.2%) and may be supporting habitat and part of the Parcel now falls within the new Frankby Cemetery Site of Biological Importance (16%, No. 79).</p> <p>Part of the parcel also forms part of the nature improvement area identified in the LCR Ecological Network</p> <p>Public rights of way (footpaths) run south east from Frankby Road to Montgomery Hill along the edge of Frankby Cemetery and east to west from Montgomery Hill to Grange Cross Lane.</p>	
<p>SP009 – Royden Country Park and Thurstaston Common</p> <p>Land to south of Hillbark Road and Montgomery Hill, east of Telegraph Road and west of Mill Hill Road, Sandy Lane and</p>	<p>Green Belt since December 1983</p> <p>Part of wider strategic separation between Caldy and Greasby (1.7km), between Greasby and Irby (1.1km) and between Irby and Caldy (1.4km)</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 6 and between Settlement Area 5 and Settlement Area 7, at the narrowest points between Greasby and Irby and between Caldy and Irby</p> <p>The majority of the parcel is not suitable for</p>

Summary of Initial Green Belt Assessment for Public Consultation

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<p>Thurstaston Road, Irby</p> <p>Strategic countryside recreation facility</p> <p>Agricultural land uses including (pasture, horse grazing and arable)</p> <p>Adjacent to (north and west of) Settlement Area 7 – Heswall</p> <p>181.56 hectares</p> <p>Urban enclosure - 13%</p> <p>SHLAA 1760 – 0.96ha SHLAA 1761 – 1.11ha SHLAA 1762 – 0.20ha SHLAA 1763 – 1.50ha SHLAA 1776 – 4.03ha SHLAA 1778 – 3.47ha (SP009A) SHLAA 1790 – 0.10ha</p> <p><u>Electoral Wards:</u></p> <p>West Kirby and Thurstaston Greasby, Frankby and Irby</p>	<p>Contains a major strategic countryside recreation facility and Local Nature Reserve, including Irby Quarry, Irby Common and Calday Rugby Club sports ground (Telegraph Road), Benty Farm, small areas of ribbon development at Thurstaston Road/School Lane and Dawpool Primary School.</p> <p>Identified as an Area of Special Landscape Value in the UDP (Proposal LA2/2)</p> <p>Part of the Thurstaston and Arrowe Park Wooded Hills Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. New Development should conserve the existing field pattern, restore fragmented hedgerows and be set within mature wooded framework and ensure that when viewed from high ground it contributes to and maintains the impression of the character area being almost completely wooded</p> <p>Best and most versatile agricultural land – 21.4%</p> <p>Liverpool City Region Core Biodiversity Area (69.2% - 125.58 ha), which includes Thurstaston Common Site of Special Scientific Interest; Thurstaston Common Local Nature Reserve; Thurstaston Common Local Geological Site (No. 8); Irby Quarry Local</p>	<p>release from the Green Belt because of the impact on openness and separation</p> <p>SHLAA 1760, 1761, 1762, 1763 and 1790 would introduce isolated or discordant development in the Green Belt</p> <p>SHLAA 1776 (with or without SHLAA 1774 in SP011 adjacent) would visibly reduce the already narrow separation between Irby and Greasby, to the north of Irby and no strong boundary would appear to be apparent to the north</p> <p>While Sandy Lane is an existing clear boundary, SP009B (which includes SHLAA 1778, SP009A) to the west of Irby, this sub-Parcel is enclosed between Sandy Lane and Thurstaston Common woodland and could have a more limited practical impact on the perceived separation between Irby and Cald</p> <p>Option 9.1 – Sub-Parcel SP009B could, if needed, potentially be proposed for release from the Green Belt with capacity up to 92 dwellings (4.09ha developable), subject to appropriate design and boundary treatment and the protection of the woodland and river corridor along Greasby Brook</p> <p>The impact of the loss of best and most versatile agricultural land and on highway</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Geological Site (No. 3); Irby Quarry Site of Biological Importance (No. B9); Royden Park Site of Biological Importance (No. B13) and Priority Habitat – woodland, heath and grassland</p> <p>A small area of the parcel is in the Caldy Fields WeBS Core Count area (0.2%) and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>A network of Public Rights of Way (footpaths) run throughout the parcel connecting Montgomery Hill, Hillbark Road, Mill Hill Road, Sandy Lane, Thurstaston Road and Telegraph Road and a public bridlepath links Sandy Lane and Sandy Lane North</p>	<p>and transport capacity would require independent appraisal before release</p>
<p>SP010 – North of Arrowe Brook Lane</p> <p>Land to north of Arrowe Brook Lane, east of Mill Lane and south west of Arrowe Road</p> <p>Adjacent to (south of) Settlement Area 5 – Mid Wirral</p> <p>Agricultural land uses (pasture and horse grazing)</p> <p>64.24 hectares</p>	<p>Green Belt since December 1983</p> <p>Part of wider separation between Greasby and Irby (1.1km) and between Greasby and Woodchurch (1.5km), part of which forms part of a prominent open hillside</p> <p>Contains Greenhouse Farm and Arrowe Brook Farm and small area of sparse development towards Mill Lane, to the west of Greasby Brook which runs north across the south west corner of the parcel</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 7 at the narrowest point between Greasby and Irby</p> <p>Only the more enclosed sub-Parcel SP010A (former SHLAA 879, now part of the larger SHLAA 1959, SP010B) to the rear of Rigby Drive could have potential for release with a limited impact on separation, although the site would be viewed as part of a rising hillside from the surrounding area and no strong</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Urban enclosure - 48%</p> <p>(SHLAA 879 – 23.73ha, SP010A) SHLAA 1959 – 42.86ha (SP010B)</p> <p><u>Electoral Wards:</u> Greasby, Frankby and Irby</p>	<p>Part of the Thurstaston and Arrowe Park Wooded Hills Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. New Development should conserve the existing field pattern, restore fragmented hedgerows and be set within mature wooded framework and ensure that when viewed from high ground it contributes to and maintains the impression of the character area being almost completely wooded</p> <p>Best and most versatile agricultural land – 66.1%</p> <p>Liverpool City Region Core Biodiversity Area – 4.8% (3.1 ha), which includes Greasby Copse and Ponds Site of Biological Importance (No. B39); and Priority Habitat – woodland</p>	<p>southern boundary would appear to be apparent.</p> <p>Option 10.1 – Sub-Parcel SP010A could, if needed, potentially be proposed for release from the Green Belt with capacity up to 311 dwellings (20.70ha developable), subject to appropriate design and boundary treatment and the protection of Greasby Copse and Ponds</p> <p>Additional public open space will need to be provided in areas not within 400m of Arrowe Park</p> <p>The impact of the loss of best and most versatile agricultural land, the visual and landscape impact from Arrowe Road and Arrowe Brook Lane and highway and transport capacity would require independent appraisal before release</p>
<p>SP011 – North of Irby</p> <p>Land to the west of Mill Hill Road, south of Arrowe Brook Lane and west of Limbo Lane (footpath), to north of Heathbank Avenue</p> <p>Adjacent to (north of) Settlement Area 7 – Heswall</p> <p>Agricultural land uses (pasture, horse grazing,</p>	<p>Green Belt since December 1983</p> <p>Part of wider strategic separation between Greasby and Irby (1.1km)</p> <p>Contains Redstones Farm, Irby Hill Farm and Irby Cricket Club sports ground</p> <p>A tributary to Arrowe Brook and a public right of way (bridlepath) runs along eastern boundary and a small part of the parcel may</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 7 at the narrowest point between Greasby and Irby</p> <p>Not suitable for release from the Green Belt because of the impact on openness and separation</p> <p>SHLAA 1774 (with or without SHLAA 1776 in SP009 adjacent) would visibly reduce the</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>arable and horse related facilities)</p> <p>43.50 hectares</p> <p>Urban enclosure - 33%</p> <p>SHLAA 1774 – 8.16ha</p> <p><u>Electoral Wards:</u> Greasby, Frankby and Irby</p>	<p>be at risk from flooding 0.05 ha</p> <p>Part of the Thurstaston and Arrowe Park Wooded Hills Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. New Development should conserve the existing field pattern, restore fragmented hedgerows and be set within mature wooded framework and ensure that when viewed from high ground it contributes to and maintains the impression of the character area being almost completely wooded</p> <p>Best and most versatile agricultural land – 46.1%</p> <p>Liverpool City Region Core Biodiversity Area - 1.6% (0.69 ha) of Priority Habitat – woodland and wetland</p>	<p>already narrow separation between Irby and Greasby, to the north of Irby and no strong boundary would appear to be apparent to the north</p>
<p>SP012 – Pikes Hey Road</p> <p>Built up areas around junction of Telegraph Road, Column Road, Caldby Road and Montgomery Hill</p> <p>Adjacent to (west of) Settlement Area 6 – Hoylake and West Kirby</p> <p>10.53 hectares</p>	<p>Green Belt since December 1983</p> <p>Over-washed area of modern development, mainly comprising houses in larger grounds. Part of wider strategic separation between Caldby and Irby (1.4km) and between Caldby and Greasby (1.7km)</p> <p>Part of the Thurstaston and Arrowe Park Wooded Hills Landscape Character Area, where the quality and condition of the</p>	<p>Existing built up area, which is already joined to the urban area at Caldby Road, that could potentially be released from the Green Belt with no impact on separation or open countryside</p> <p>Option 12.1 – SP012 could, if needed, potentially be proposed for release from the Green Belt, with or without SP013</p> <p>Conservation Area controls would remain</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Urban enclosure - 10%</p> <p><u>Electoral Wards:</u></p> <p>West Kirby and Thurstaston</p>	<p>landscape is good and the landscape strategy for the character area is 'conserve'. New Development should conserve the existing field pattern, restore fragmented hedgerows and be set within mature wooded framework and ensure that when viewed from high ground it contributes to and maintains the impression of the character area being almost completely wooded</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area – 14.5% (1.53 ha) of Priority Habitat – woodland</p> <p>Small areas of the parcel are also in the Caldys Fields (0.2%) and Thurstaston Fields (0.06%) WeBS Core Count areas and may be supporting habitat</p> <p>Properties at 160 to 164 Caldys Road, East Farm Mews and 469 Telegraph Road, to the north west of the parcel are included within Caldys Conservation Area</p> <p>UDP Policy CH11 – Caldys Conservation Area, identifies principal planning objectives including retaining the low density character of substantial suburban houses in maturely landscaped large grounds with strongly enclosed boundary treatment and preserving views of the Dee Estuary and of the North</p>	<p>in place, in line with the rest of the Conservation Area to the west but the additional presumption against development in the Green Belt would be removed</p> <p>Or</p> <p>Option 12.2 – Retain SP012 in the Green Belt, with or without SP013 but, if needed, propose to identify a new Infill Village in the Green Belt</p> <p>Conservation Area controls would remain in place, in line with the rest of the Conservation Area to the west and infill development would only be allowed within defined areas</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	Wales coast beyond	
<p>SP013 – West of Column Road, West Kirby</p> <p>Land to the west of Column Road, (to immediate north east of Caldy Conservation Area)</p> <p>Adjacent to (east of) Settlement Area 6 – Hoylake and West Kirby</p> <p>Agricultural land uses (pasture and horse grazing)</p> <p>36.15 hectares</p> <p>Urban enclosure - 79%</p> <p>SHLAA 1944 – 10.18ha SHLAA 1983 – 1.43ha</p> <p><u>Electoral Wards:</u></p> <p>West Kirby and Thurstaston</p>	<p>Green Belt since December 1983</p> <p>Out-rigger of open land, on a prominent open hillside between the established built up areas of West Kirby and Caldy. No strategic separation function but separates Caldy Conservation Area from the more densely built up areas of West Kirby (typically <500m)</p> <p>Stapledon Wood, on the upper slopes, forms part of the wider linked network of publicly accessible open space at Caldy Hill (UDP Urban Greenspace GR2/207) and Newton Common (Urban Greenspace GR2/192)</p> <p>Part of the Thurstaston and Arrowe Park Wooded Hills Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. New Development should conserve the existing field pattern, restore fragmented hedgerows and be set within mature wooded framework and ensure that when viewed from high ground it contributes to and maintains the impression of the character area being almost completely wooded</p> <p>Best and most versatile agricultural land – 27.1%</p>	<p>Woodland and fields enclosed by the existing urban areas at Caldy and Newton</p> <p>Column Road and the rear of East Farm Mews, subject to any decision about SP012 adjacent, could potentially form a strong, clear boundary to a revised Green Belt, with limited impact on the open countryside to the west and would not reduce the separation between Settlement Area 6 and Settlement Area 5 or between Settlement Area 6 and Settlement Area 7</p> <p>Only the lower fields adjacent to Telegraph Road (SP013A, 19.15ha) would, however, be potentially appropriate for development, subject to any impact on the Conservation Area, with Stapledon Wood (UDP Proposal NC6/4, 16.34ha) retained as Urban Greenspace alongside the other open spaces associated with Caldy Hill</p> <p>SHLAA 1944 and SHLAA 1983 would, however, on their own, introduce discordant urban development to the east of Stapledon Wood and additional urban development in the open countryside along Column Road.</p> <p>Option 13.1 – SP013 could, if needed, potentially be proposed for release from the Green Belt, with or without SP012, with</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Liverpool City Region Core Biodiversity Area – 49.4% (17.85 ha), which includes Caldy Hill Site of Biological Importance (No. 3); Stapleton Wood Site of Biological Importance (No. 4); and Priority Habitat – woodland</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>Public rights of way (footpaths) run north south from Column Road to Caldy Road and from this footpath north east to Fleck Lane. A public bridlepath also runs north south from Column Road to Kings Drive</p> <p>Caldy Conservation Area runs immediately adjacent to the whole of the southern boundary. UDP Policy CH11 – Caldyc Conservation Area, identifies principal planning objectives including retaining the low density character of substantial suburban houses in maturely landscaped large grounds with strongly enclosed boundary treatment and preserving views of the Dee Estuary and of the North Wales coast beyond</p> <p>Area of Special Landscape Value in the UDP (Proposal LA2/2)</p>	<p>a capacity up to 267 units (17.78ha developable), subject to appropriate boundary treatment, the continued protection of Stapeldon Wood and the impact on Caldyc Conservation Area</p> <p>The impact of the loss of best and most versatile agricultural land, the visual and landscape impact from Column Road and Thurstaston Hill and highway and transport capacity would require independent appraisal before release</p>
<p>SP014 – West of China Farm Lane</p> <p>Land to south of Saughall Massie Road, west of China Farm Lane, to north of Fulton</p>	<p>Green Belt since December 1983</p> <p>Part of the wider strategic separation between West Kirby and Hoylake (typically above</p>	<p>Part of the wider separation between Settlement Area 6 and Settlement Area 5, although development would extend no</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Avenue/ Farndon Drive</p> <p>Agricultural land uses (pasture and horse grazing)</p> <p>Adjacent to (north of) Settlement Area 6 – Hoylake and West Kirby</p> <p>19.88 hectares</p> <p>Urban enclosure - 41%</p> <p>SHLAA 1965 – 19.49ha</p> <p><u>Electoral Wards:</u></p> <p>West Kirby and Thurstaston</p>	<p>1.7km)</p> <p>Newton Brook runs north across the middle of the parcel</p> <p>Part of the Birket Floodplain Farmland Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance and restore'. Further development which disrupts the flat nature of the landscape could be detrimental to landscape character</p> <p>Best and most versatile agricultural land – 68.1%</p> <p>Liverpool City Region Core Biodiversity Area – 0.6% (0.13 ha) of Priority Habitat - woodland</p> <p>The majority of the parcel is in the Frankby Fields WeBS Core Count area (97.2%) and may be supporting habitat. A smaller area on the northern edge of the parcel is also in the Gilroy Pond and Hoylake Langfields WeBS Core Count area (0.8%)</p> <p>The northern boundary (Saughall Massie Road) may be subject to future road realignment (UDP Proposal TR5/1)</p>	<p>further west than the existing separation between Newton and Greasby, to the south</p> <p>Not suitable for release from the Green Belt because of the impact on openness, as development in this parcel would form a discordant out-rigger of urban development to north west of West Kirby (Newton), even though Saughall Massie Road and China Farm Lane could potentially form clear, strong boundaries to a revised Green Belt</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP015 – Upper Birket Valley</p> <p>Land to the south and west of the Liverpool to West Kirby railway line, north of Greenbank Road and Saughall Massie Road, west of Heron Road</p> <p>Agricultural land uses (pasture, horse grazing, arable and horse related facilities)</p> <p>Adjacent to (east of) Settlement Area 6 – Hoylake and West Kirby</p> <p>428.16 hectares</p> <p>Urban enclosure - 65%</p> <p>SHLAA 627 – 3.15ha SHLAA 904 – 8.69ha SHLAA 929 – 0.28ha (SP015A) SHLAA 1933 – 2.12ha SHLAA 1934 – 0.45ha SHLAA 1935 – 1.62ha SHLAA 1936 – 17.38ha SHLAA 1937 – 4.58ha SHLAA 1943 – 22.67ha</p> <p><u>Electoral Wards:</u></p> <p>West Kirby and Thurstaston Hoylake and Meols</p>	<p>Green Belt since December 1983</p> <p>Large expansive area of low-lying land associated with the upper Birket Valley, criss-crossed by its associated tributaries</p> <p>Part of the strategic separation between Hoylake and West Kirby (typically between 900m and 1.6km) and between Hoylake and Moreton and between Hoylake and Greasby (typically between 2.7km to 1.9km)</p> <p>Contains larger complexes of built development at Oldfield Manor Farm, Three Lanes End Farm, Long Rake and Rake House Farm and the West Kirby Household Waste Reception Centre and includes Hoylake Municipal Golf Course and sports grounds at the urban edge at Greenbank Road (West Kirby), Melrose Avenue (Hoylake) and Acres Road (Meols)</p> <p>Excludes larger areas of development at Carr Lane Industrial Estate (Hoylake) and at Birch Road/Rycroft Road and Fornalls Green Lane (Meols)</p> <p>A significant part of the parcel may be at risk from flooding (121.61 ha)</p> <p>Part of the Birket Floodplain Farmland Landscape Character Area, where the quality and condition of the landscape is poor to</p>	<p>Part of the wide expanse of open land between West Kirby and Hoylake and Meols and the wider separation between Settlement Area 6 and Settlement Area 5</p> <p>The majority of the parcel is not suitable for release from the Green Belt because of the impact on openness in an otherwise flat and open landscape, within which few strong boundaries can be identified</p> <p>The majority of the northern areas between the existing urban areas at Carr Lane in Hoylake and Fornall's Green Lane in Meols, including SHLAA 904, SHLAA 1933, SHLAA 1935 and SHLAA 1936, which could potentially be served by the railway stations at Manor Road and Meols, are also at risk of flooding</p> <p>SHLAA 1934, which together with 'The Orchard' and 64 Fornall's Green Lane, would complete the otherwise built-up frontage along Fornall's Green Lane, is also at risk of flooding</p> <p>Only the small site at SP015A (SHLAA 929), which would complete the short existing built frontage between Acres Road Playing Field and 15 Acres Road opposite Fieldway, would therefore be potentially suitable for release for development, without significantly extending</p>

Summary of Initial Green Belt Assessment for Public Consultation

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	<p>moderate and the landscape strategy for the character area is 'enhance and restore'. Further development which disrupts the flat nature of the landscape could be detrimental to landscape character</p> <p>Best and most versatile agricultural land – 16.6%</p> <p>Liverpool City Region Core Biodiversity Area - 8.4% (36.01 ha) of Priority Habitat – woodland</p> <p>A significant part of the parcel is in the Gilroy Pond and Hoylake Langfields WeBS Core Count area (68.2%), with a smaller part in the Frankby Fields WeBS Core Count area (0.05%) and may be supporting habitat.</p> <p>Part of the parcel also forms part of the nature improvement area identified in the LCR Ecological Network</p> <p>A network of Public Rights of Way (footpaths) run across the parcel, in a generally north to south direction, connecting Frankby Road and Acres Lane with Oldfield Lane and Saughall Massie Road; Carr Lane with Saughall Massie Road and Gilroy Road; and Carr Lane (Hoylake Railway Station) and Greenbank Road. The route from Hoylake Railway Station to Greenbank Road is also a permissive cyclepath and forms part of the Wirral Circular Trail</p>	<p>the urban area to the south or west</p> <p>SHLAA 627 at Carr Lane, Hoylake, which has already been the subject of dismissed appeals; SHLAA 1933, SHLAA 1935 and SHLAA 1936 to the west of Fornall's Green Lane and The Ridgeway; SHLAA 1937, to the east of Hoylake RUFC; and SHLAA 1943, to the north of Gilroy Road, would, on their own, form discordant intrusions of urban development in an otherwise flat and open landscape.</p> <p>Option 15.1 - SP015A could, if needed, potentially be proposed for release from the Green Belt, with a capacity up to 4 units (0.25ha developable), to reflect surrounding densities, subject to appropriate layout and boundary treatment, to complete the frontage to Acres Road</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>There is poor vehicular access across the majority of this parcel</p> <p>Eastern (Heron Road) and southern boundaries (Saughall Massie Road) may be subject to future road realignment (UDP Proposal TR5/1)</p> <p>The majority of the parcel is identified as part of an Area Requiring Landscape Renewal in the UDP (Proposal LA4/3)</p>	
<p>SP016 – Royal Liverpool Golf Course</p> <p>Land to the west of Meols Drive, between Stanley Road (Hoylake) and Lingdale Road (West Kirby)</p> <p>International Championship Golf Course</p> <p>Adjacent to (west of) Settlement Area 6 – Hoylake and West Kirby</p> <p>81.21 hectares</p> <p>Urban enclosure - 68%</p> <p><u>Electoral Wards:</u> Hoylake and Meols</p>	<p>Green Belt since December 1983</p> <p>Part of strategic separation between Hoylake and West Kirby (between 1.3km and 0.9km reducing to <600m along Meols Drive)</p> <p>Linked to main Green Belt on opposite side of Liverpool to West Kirby railway line across the residential properties at 51-63 and 60-64 Meols Drive (150m gap)</p> <p>The parcel is identified as part of the Coastal Zone in the UDP and the coastline to the west is of national and international significance</p> <p>A small part of the parcel along the western edge may be at risk from flooding (2.76 ha)</p> <p>Part of the North Wirral Shore Landscape Character Area, where the quality and condition of the landscape is good and the</p>	<p>Already largely enclosed by the surrounding urban areas at Stanley Road, Meols Drive and West Kirby, with no real link to the Green Belt or landscape to the west in SP015</p> <p>The majority of the remaining open area, beside the strip of public open space along the undeveloped coastline, is now owned by the Golf Course, which could be protected as Urban Greenspace</p> <p>The Liverpool to West Kirby railway line, to the rear of 51-63 Meols Drive, could potentially form a strong, clear boundary to a revised Green Belt, with no impact on the open countryside to the west or the separation between Settlement Area 5 and Settlement Area 6</p> <p>A revised boundary could also take account of more recent development at Leas Park, on a</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>landscape strategy for the character area is 'conserve'. This is an open exposed landscape with few trees and built development although often frequent is contained and maintains a sense of separation. Any development should maintain the open exposed character with minimal trees or woodland planting</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area – 88.1% (71.54 ha), which includes the Dee Estuary Special Area of Conservation; Dee Estuary Special Protection Area; Dee Estuary Ramsar Site; Dee Estuary Special Site of Scientific Interest; Red Rocks Special Site of Scientific Interest; Royal Liverpool Golf Course Site of Biological Importance (No. 1); and Priority Habitat – coastal, wetland, grassland, heath and woodland</p> <p>Part of the parcel is in the West Kirby Beach WeBS Core Count area (8.64%) and may be supporting habitat</p> <p>The majority of the parcel also forms part of the nature improvement area identified in the LCR Ecological Network</p> <p>Public rights of way (footpaths) run east west across the southern part of the parcel from Meols Drive to the foreshore and from Stanley</p>	<p>former previously developed site in the Green Belt</p> <p>Option 16.1 – SP016 and the existing residential properties between 60 and 80 and 51 to 63 Meols Drive, including 1 to 16 Leas Park and 1 Winnington Road could, if needed, potentially be proposed for release from the Green Belt, with the Golf Course (63.07ha) and the remaining open land along the undeveloped coastline (5.34ha) protected as Urban Greenspace</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	Road to Meols Drive to the east	
<p>SP017 – North of Birkenhead Road</p> <p>Land to the south of the Liverpool to West Kirby railway line, between Birch Road/ Rycroft Road and Carr Lane, to the north of Birkenhead Road</p> <p>Agricultural land uses (pasture and horse grazing)</p> <p>Adjacent to (west of) Settlement Area 5 – Mid-Wirral and (east of) Settlement Area 6 – Hoylake and West Kirby</p> <p>70.47 hectares</p> <p>Urban enclosure - 50%</p> <p>SHLAA 1818 – 1.01ha SHLAA 1950 – 26.48ha SHLAA 1977 – 4.45ha</p> <p><u>Electoral Wards:</u> Hoylake and Meols Moreton West and Saughall Massie</p>	<p>Green Belt since December 1983</p> <p>Part of essential strategic separation between Moreton and Meols (approximately 900m)</p> <p>Includes some smaller areas of development at Greenfields and Car Hall Farm but excludes the existing larger area of development at Barn Hey Crescent and contains the Carr Lane (North Wirral) Brickworks, identified as a Mineral Reserve on the UDP (32.9 ha)</p> <p>The Birket runs north across the western part of the parcel and a significant part of the parcel may be subject to flooding (45.98 ha)</p> <p>Part of the Birket Floodplain Farmland Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance and restore'. Further development which disrupts the flat nature of the landscape could be detrimental to landscape character</p> <p>Best and most versatile agricultural land – 13.19%</p> <p>Liverpool City Region Core Biodiversity Area - 7.7% (5.41 ha), which includes Meols Meadows Site of Special Scientific Interest</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 6 at the narrowest point between Moreton and Meols</p> <p>The majority of the parcel is not suitable for release from the Green Belt, because of the impact on separation and openness, the absence of strong boundaries and the risk of flooding</p> <p>SHLAA 1950 would also form a discordant out-rigger of urban development to west of Moreton</p> <p>SHLAA 1977, between the existing urban areas at Derwent Road and Barn Hey Crescent, which would have no impact the on east-west separation with Moreton, is subject to risk of flooding and no strong boundary is evident to the east</p> <p>SHLAA 1818, between Barn Hey Crescent and Birkenhead Road, which could potentially be suitable for release, with a limited impact on separation and openness, is also subject to risk of flooding</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>(part); and Priority Habitat – wetland, grassland and woodland</p> <p>The parcel includes parts of the Moreton Brick Pit WeBS Core Count area (27.4%) and the Meols Railway Station Pond WeBS Core Count area (1.5%) and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>The majority of the parcel is identified as part of an Area Requiring Landscape Renewal in the UDP (Proposal LA4/2)</p>	
<p>SP018 – Moreton Coastal Plain</p> <p>Land to the north of the Liverpool to West Kirby railway line between Bennets Lane (Meols) and Pasture Road (Moreton)</p> <p>Agricultural land uses (pasture, horse grazing, arable and horse related facilities)</p> <p>Adjacent to (west of) Settlement Area 5 – Mid-Wirral and (east of) Settlement Area 6 – Hoylake and West Kirby</p> <p>204.28 hectares</p> <p>Urban enclosure - 52%</p>	<p>Green Belt since December 1983</p> <p>Part of the essential strategic separation between Leasowe and Meols (2.4km), between Moreton and Meols (0.9km) and between Moreton and the coast (0.9km)</p> <p>Contains part of the major strategic coastal recreation facilities associated with the North Wirral Coastal Park and Includes caravan sites at Park Lane (Meols), larger areas of development at the North Wirral Waste Water Treatment Works and at Lingham Farm, ribbon development along Pasture Road and the golf facility at Tarran Way</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 6 at the narrowest point between Moreton and Meols</p> <p>The Liverpool to West Kirby railway line forms a clear strong boundary to the south</p> <p>The majority of the parcel is not suitable for release from the Green Belt, because of the impact on openness and separation and the risk of flooding. The parcel may also comprise supporting habitat for the internationally designated coastline to the north</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SHLAA 537 – 2.05ha SHLAA 538 – 0.23ha SHLAA 1976 – 7.04ha</p> <p><u>Electoral Wards:</u> Hoylake and Meols Moreton West and Saughall Massie</p>	<p>There is poor vehicular access to the majority of this parcel</p> <p>The Birket and Arrowe Brook run west to east across the middle of the parcel and large parts of the parcel may be at risk from flooding (168.56 ha)</p> <p>The coastline to the north is of national and international significance and part of the parcel is identified as part of the Coastal Zone in the UDP</p> <p>The majority of the parcel forms part of the Birket Floodplain Farmland Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance and restore'. Further development which disrupts the flat nature of the landscape could be detrimental to landscape character</p> <p>A smaller area along the northern edge of the parcel is part of the North Wirral Shore Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. This is an open exposed landscape with few trees and built development although often frequent is contained and maintains a sense of separation. Any development should maintain</p>	<p>SHLAA 537 and SHLAA 538 would also introduce isolated and discordant new development into an otherwise flat and open landscape</p> <p>The existing boundary to the Green Belt to the west of Tarran Industrial Estate, to the north and west of 26 Tarran Way West (SP018C, 0.21ha); and to the south and east of the Golf Driving Range, at Tarran Way South (SP018D, 0.49ha); does not however appear to accurately follow the existing pattern of development</p> <p>Only part of SHLAA 1976, between Cleveley Road and the railway, would have no impact on the east-west separation with Moreton but is crossed by the River Birket, subject to risk of flooding, may be supporting habitat and no strong boundary is evident to the east</p> <p>Option 18.1 – A sliver of land to the north and west of 26 Tarran Way West (SP018C) could be proposed for release from the Green Belt as a boundary correction to the Green Belt, to better reflect the existing pattern of development</p> <p>Option 18.2 - The boundary to the Green Belt at the entrance to the Golf Driving Range, at Tarran Way South (SP018D), could be re-defined, as a boundary correction to the Green Belt, to better</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>the open exposed character with minimal trees or woodland planting</p> <p>Best and most versatile agricultural land – 38.60%</p> <p>Liverpool City Region Core Biodiversity Area - 28.7% (58.62 ha), which includes Meols Meadows Site of Special Scientific Interest (part); Leasowe Common Site of Biological Importance (No. 66); Meols Fields Site of Biological Importance (No. 67), which has recently been extended by 13%; Pasture Farm Ponds Site of Biological Importance (No. 68); and Priority Habitat – grassland, wetland and woodland</p> <p>A significant part of the parcel is in the Meols and Leasowe Lighthouse Fields WeBS Core Count area (63.0%) and smaller areas of the parcel are also in the Hoylake (2.4%) and Leasowe Bay and Islands (0.01%) WeBS Core Count area and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>Public rights of way (footpaths) run north along Lingham Lane to North Wirral Coastal Park and then east to Park Lane and north west from Pasture Road to North Wirral</p>	<p>reflect the existing pattern of development</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Coastal Park and a public bridlepath also runs east to west through North Wirral Coastal Park from Leasowe Road to Park Lane</p> <p>The majority of the parcel is identified as part of an Area Requiring Landscape Renewal in the UDP (Proposal LA4/2)</p>	
<p>SP019 – West of Arrowe Park</p> <p>Land to the south of Arrowe Brook Lane and to the east of Limbo Lane (footpath), north of Thingwall Road and west of Arrowe Park</p> <p>Agricultural land uses (pasture and arable)</p> <p>Adjacent to (north of) Settlement Area 7 – Heswall and south of Settlement Area 5 – Mid-Wirral</p> <p>100.79 hectares</p> <p>Urban enclosure - 27%</p> <p>SHLAA 1952 – 40.02ha (SP019B)</p> <p><u>Electoral Wards:</u> Greasby, Frankby and Irby</p>	<p>Green Belt since December 1983</p> <p>Part of the wider strategic separation between Settlement Area 5 and Settlement Area 7 (between 1.2km and 1.6km)</p> <p>Contains the collection of buildings at Arrowebrook Farm</p> <p>Arrowe Brook runs north and south along the western boundary and across the middle of the parcel from west to east between Limbo Lane and Arrowe Park and part of the parcel may be at risk from flooding (1.80 ha)</p> <p>Part of the Thurstaston and Arrowe Park Wooded Hills Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. New Development should conserve the existing field pattern, restore fragmented hedgerows and be set within mature wooded framework and ensure that when viewed from high</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 7 at the narrowest point between Greasby and Irby</p> <p>The majority of the parcel is not suitable for release from the Green Belt because of the impact on openness and separation</p> <p>SHLAA 1952 (SP019B), to the south of Arrowe Brook, east of Irby could, however, potentially be released without significant impact on the separation between Irby and Greasby or between Irby, Thingwall and Woodchurch, subject to the protection of the river corridor, the woodland along Glenwood Drive and other existing landscape features such as woodlands and ponds and public rights of way</p> <p>Public open space could potentially be provided by providing access to Arrowe Park to the immediate west</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>ground it contributes to and maintains the impression of the character area being almost completely wooded</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area (8.3% - 8.38 ha), which includes Limbo Lane Ponds Site of Biological Importance (No. 37); Arrowse Brook Farm Ponds Site of Biological Importance (No. 38); Arrowse Park Site of Biological Importance (No.36); and Priority Habitat – woodland and wetland</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>The parcel is bisected north to south and east to west by a network of public and permissive rights of way</p> <p>Public rights of way (footpaths) run along the north eastern edge of the parcel from Arrowse Brook Lane until it crosses into Arrowse Park and across the parcel from Arrowse Brook Road to the footpath running along the eastern boundary. A public bridlepath also runs north to south along western boundary from Arrowse Brook Road to Thingwall Road</p>	<p>Option 19.1 – SP019B could, if needed, potentially be proposed for release from the Green Belt, with a capacity of up to 524 dwellings (34.91ha developable), subject to appropriate design and boundary treatment, the protection of woodlands, ponds and rights of way and the provision of access to Arrowse Park to the west</p> <p>The visual and landscape impact from Thingwall Road and Arrowse Brook Lane and highway and transport capacity would require independent appraisal before release</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP020 – Arrowe Park</p> <p>Land to the west of Arrowe Park Road between Arrowe Brook Road and Thingwall Road East, to the east of Arrowe Brook</p> <p>Strategic countryside recreation facility</p> <p>Adjacent to (south of) Settlement Area 5 – Mid Wirral and (north of) Settlement Area 7 - Heswall</p> <p>171.19 hectares</p> <p>Urban enclosure - 46%</p> <p><u>Electoral Wards:</u></p> <p>Pensby and Thingwall Greasby, Frankby and Irby</p>	<p>Green Belt since December 1983</p> <p>Part of the wider strategic separation between Greasby and Irby (1.8km) and between Woodchurch and Thingwall (1.2km)</p> <p>Contains a major strategic countryside recreation facility including Arrowe Park Municipal Golf Course</p> <p>Also contains the Major Developed Site at Arrowe Park Hospital (UDP Proposal GB9/1, see SP020A below), larger buildings at Arrowe Hall and the Warrens Medical Centre and a collection of smaller buildings at Ivy Farm and Top House Farm (Thingwall Road East)</p> <p>Arrowe Brook runs north along the western boundary to the parcel and part of the parcel may be at risk from flooding (1.85 ha)</p> <p>Part of the Thurstaston and Arrowe Park Wooded Hills Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. New Development should conserve the existing field pattern, restore fragmented hedgerows and be set within mature wooded framework and ensure that when viewed from high ground it contributes to and maintains the impression of the character area being almost</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 7 at the narrowest point between Woodchurch and Thingwall</p> <p>Not suitable for release from the Green Belt because of the impact on openness and separation</p> <p>Arrowe Brook Road, Arrowe Park Road and Thingwall Road form strong, clear boundaries to the Green Belt</p> <p>The potential for small infill developments associated with existing clusters of development at Ivy Farm (Arrowe Park Road) and Top House Farm (Thingwall Road East), including further development at Arrowe Park Hospital, could potentially continue to be supported in line with national policy for previously developed sites in the Green Belt, without any further impact on strategic separation or open countryside</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>completely wooded</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area (71.7% - 122.72 ha), which includes Arrowe Park Site of Biological Importance (No. B36); Arrowe Brook Local Geological (No. 16); and Priority Habitat – woodland, wetland and grassland</p> <p>Part of the parcel is in the Arrowe Park Pond WeBS Core Count area (0.6%) and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p>	
<p>SP020A – Major Developed Site at Arrowe Park Hospital</p> <p>Large, intensively developed hospital complex and car parking, providing general district and maternity services for the Borough</p> <p>Adjacent to (west of) Settlement Area 5 – Mid Wirral</p> <p>12.16 hectares</p> <p>Urban enclosure - 18%</p>	<p>Green Belt since December 1983</p> <p>Part of the wider strategic separation between Greasby and Irby and between Woodchurch and Thingwall</p> <p>The site is enclosed by Arrowe Country Park and already closely reflects the boundaries to the existing developed area</p> <p>Part of the Thurstaston and Arrowe Park Wooded Hills Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy</p>	<p>Not suitable for release from the Green Belt in isolation</p> <p>Further infill development could, however, be provided for by maintaining or revising the boundary to the major developed site, in line with national policy for previously developed sites in the Green Belt, without any further impact on separation or open countryside</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p><u>Electoral Wards:</u> Pensby and Thingwall</p>	<p>for the character area is 'conserve'. New Development should be set within a mature wooded framework and ensure that it contributes to and maintains the impression of the character area being almost completely wooded</p> <p>Liverpool City Region Core Biodiversity Area – 12% (1.45ha)</p> <p>Arrowe Park is part of the nature improvement area identified in the LCR Ecological Network</p>	
<p>SP021 – Leasowe Coast</p> <p>Land to the north of Leasowe Road and Bayswater Road, between Pasture Road (Moreton) and Derby Pool (Wallasey)</p> <p>Agricultural land uses horse grazing, arable, nurseries)</p> <p>Adjacent to (north of) Settlement Area 5 – Mid-Wirral and (west of) Settlement Area 1 – Wallasey</p> <p>170.42 hectares</p> <p>Urban enclosure - 50%</p> <p>SHLAA 637 – 5.30ha SHLAA 1782 – 1.33ha</p>	<p>Green Belt since December 1983</p> <p>Part of the essential east-west strategic separation between Leasowe and Wallasey (700m) and the north-south separation between Leasowe and Wallasey and the coast (typically >600m reducing to <300m in the west)</p> <p>Contains part of the major strategic coastal recreation facilities associated with the North Wirral Coastal Park and includes Leasowe Golf Course, Wallasey Golf Course, former market gardens (to the south of Green Lane), Castlefields Estate, Leasowe Castle Hotel, and ribbon development along Bayswater Road but excludes the Miniature Golf Course and picnic area at Derby Pool</p> <p>Part of the North Wirral Shore Landscape</p>	<p>Forms part of the separation between Settlement Area 1 and Settlement Area 5, at one of the narrowest points between Wallasey and Leasowe and between Leasowe and the coastline to the north</p> <p>Leasowe Road, the A554 and Bayswater Road form strong, clear boundaries to the Green Belt to the south and east</p> <p>SHLAA 637 and SHLAA 1782 would form discordant out-riggers of urban development to the north of Leasowe Road</p> <p>Areas to the west of Leasowe Castle, including SHLAA 637, are also at risk from flooding</p> <p>Only the properties at 4 to 60 Bayswater Road (SP021A, 1.18ha) would be potentially</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p><u>Electoral Wards:</u> Leasowe and Moreton East Wallasey</p>	<p>Character Area. Quality and condition of the landscape is good and the landscape strategy for the character area is conserve. This is an open exposed landscape with few trees and built development although often frequent is contained and maintains a sense of separation. Any development should maintain the open exposed character with minimal trees or woodland planting</p> <p>Best and most versatile agricultural land – 20.11%</p> <p>The coastline to the north is of national and international significance and part of the western area of the parcel may be at risk from flooding (18.68 ha)</p> <p>Liverpool City Region Core Biodiversity Area – 45.2% (77.05 ha), which includes Wallasey Golf Course Site of Biological Importance (No. 59A); Leasowe Gun Site Site of Biological Importance (No. 59B); Leasowe Common Site of Biological Importance (No. 66); and Priority Habitat – coastal and woodland</p> <p>A small part of the parcel is in the Leasowe Bay and Islands WeBS Core Count area (0.02%) and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p>	<p>suitable to release from the Green Belt, to reflect the existing pattern of development, without any significant impact on openness or separation</p> <p>Option 21.1 – The properties at 4 to 60 Bayswater Road (SP021A) could be proposed for release from the Green Belt, to reflect the existing pattern of development, as a boundary correction to the Green Belt</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>There is permissive access along the coast and throughout North Wirral Coastal Park</p> <p>Public rights of way (bridlepaths) provide access to the North Wirral Coastal Park and to the foreshore from Bayswater Road along Green Lane; Leasowe Road along Telegraph Lane; and from Leasowe Road across Leasowe Common</p> <p>The majority of the area (excluding the market gardens) is identified as part of the Coastal Zone in the UDP</p>	
<p>SP022 – M53 Corridor (East of Leasowe)</p> <p>Land to the south of Leasowe Road, east of Shackelton Road and Ross Avenue and between the M53 Motorway and the Leasowe Estate, to the north of the Liverpool to West Kirby railway line</p> <p>Adjacent to (east of) Settlement Area 5 – Mid-Wirral and (west of) Settlement Area 1 – Wallasey</p> <p>80.81 hectares</p> <p>Urban enclosure - 63%</p> <p><u>Electoral Wards:</u> Leasowe and Moreton East</p>	<p>Green Belt since February 2000</p> <p>Part of the wider essential strategic east-west separation between Leasowe and Wallasey (300m), between Leasowe and Birkenhead (600m) and the separation between Leasowe and the M53 Motorway (400m)</p> <p>Includes Wallasey School playing fields, Bidston Golf Course, the buildings associated with the Solar Campus at Leasowe Road and the Heyes Drive housing estate and the Leasowe Road playing fields</p> <p>The parcel is crossed, to the east of the Wallasey School playing fields by the River Fender, by the River Birkett and by the drainage ditches associated with the course of the old Birkett. The majority of the area, to</p>	<p>Provides the separation between Settlement Area 1 and Settlement Area 5 at the narrowest point between Wallasey and Leasowe and part of the strategic separation between Settlement Area 5 and Settlement Areas 2 and 3 at the narrowest point between Bidston and Leasowe</p> <p>Not suitable for release from the Green Belt without a significant impact on openness and separation</p> <p>The majority of the parcel is also subject to risk of flooding including part of the Functional Floodplain</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>the south of the old Birkett, is designated as Washland in the UDP and a large proportion of the parcel may be at risk from flooding (63.62 ha)</p> <p>Part of the North Fender Urban Fringe Landscape Character Area, where the quality and condition of the landscape is poor and the landscape strategy for the character area is 'restore' or 'create'. Development along the urban fringe should reduce the prominence of the urban fringe within the wider landscape, restore fragmented field boundaries and maintain a sense of separation and 'open' land between settlements.</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area - 37.8% (30.55 ha), which includes Old Birket Site of Biological Importance (No. 60); Leasowe Pond Site of Biological Importance (No. 61); and Priority Habitat – woodland and wetland</p> <p>Part of the parcel is within the Bidston and Fender Fields WeBS Core Count area (28.0%) and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>A permissive footpath crosses the parcel from</p>	

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Scoresby Road and provides a link to Bidston Station. The permissive Wirral Circular Trail off-road cycle route also runs across the parcel from Leasowe Road and follows the River Birket west</p> <p>The area to the south of the Leasowe Estate is identified as an area for Transport Corridor Environmental improvements and the area to the south of the Birkett as an Area Requiring Landscape Renewal in the UDP (Proposal LA4/1)</p>	
<p>SP023 – M53 Corridor (North of Fender Lane)</p> <p>Land between Fender Lane and the Liverpool to West Kirby railway line, to the east of Cornflower Way</p> <p>Agricultural land uses (horse grazing)</p> <p>Adjacent to (east of) Settlement Area 5 – Mid-Wirral</p> <p>20.32 hectares</p> <p>Urban enclosure - 21%</p> <p>SHLAA 922 – 5.87ha SHLAA 923 – 5.34ha SHLAA 924 – 7.97ha</p> <p><u>Electoral Wards:</u></p>	<p>Green Belt since February 2000</p> <p>Part of the wider essential east-west strategic separation between Moreton and Suburban Birkenhead (700m) and the separation between Moreton and the M53 Motorway (500m)</p> <p>The parcel is crossed, south to north, by the River Fender and east to west by its associated drainage ditches. The whole parcel is designated as Washland in the UDP and a significant portion is at risk from flooding (19.87 ha)</p> <p>Part of the North Fender Urban Fringe Landscape Character Area, where the quality and condition of the landscape is poor and the landscape strategy for the character area is 'restore' or 'create'. Development along the</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 3 at the narrowest point between Moreton and Beechwood</p> <p>Not suitable for release from the Green Belt without a significant impact on openness and separation</p> <p>The majority of the parcel is also subject to risk of flooding including part of the Functional Floodplain</p> <p>SHLAA 922, SHLAA 923 and SHLAA 924, whether together or apart, would also introduce discordant new development into the otherwise flat and open landscape to the west of the Motorway</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
Leasowe and Moreton East	<p>urban fringe should reduce the prominence of the urban fringe within the wider landscape, restore fragmented field boundaries and maintain a sense of separation and 'open' land between settlements</p> <p>Best and most versatile agricultural land – 0%</p> <p>The majority of the parcel is in the Bidston and Fender Fields WeBS Core Count area (96.4%) and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>Identified as an area for Transport Corridor Environmental improvements and as an Area Requiring Landscape Renewal in the UDP (Proposal LA4/1)</p>	
<p>SP024 – M53 Corridor (East of Moreton)</p> <p>Land between the M53 Motorway and Fender View Road, between Fender Lane and the Moreton Spur and to the south of Chapelhill Road, east of Sandbrook Lane</p> <p>Agricultural land uses (horse grazing, east of Fender View Road)</p> <p>Adjacent to (east of) Settlement Area 5 – Mid-Wirral</p>	<p>Green Belt since February 2000</p> <p>Part of the wider essential strategic east-west separation between Moreton and Suburban Birkenhead (700m), the separation between Moreton and the M53 Motorway (between 300 and 500m) and the north-south separation between Moreton, the Motorway Spur road and Upton (typically <300m)</p> <p>The parcel contains grazing land and the public recreation facilities at Upton Park, to</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 3 at the narrowest point between Moreton and Beechwood and the remaining separation between Moreton and Upton at Upton Park</p> <p>The majority of the parcel is not suitable for release from the Green Belt because of the impact on openness and separation</p> <p>The majority of the parcel, including SHLAA 920, SHLAA 921 and SHLAA 1855, is subject</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>46.24 hectares</p> <p>Urban enclosure - 46%</p> <p>SHLAA 920 – 9.16ha SHLAA 921 – 16.87ha SHLAA 1855 - 5.69ha</p> <p><u>Electoral Wards:</u> Leasowe and Moreton East</p>	<p>the north of the Moreton Spur, east of Sandbrook Lane</p> <p>The parcel is crossed, south to north, along its eastern boundary by the River Fender and west to east by a network of associated drainage ditches. The majority of the parcel is designated as Washland in the UDP and may be at risk from flooding (31.27 ha)</p> <p>Part of the North Fender Urban Fringe Landscape Character Area, where the quality and condition of the landscape is poor and the landscape strategy for the character area is 'restore' or 'create'. Development along the urban fringe should reduce the prominence of the urban fringe within the wider landscape, restore fragmented field boundaries and maintain a sense of separation and 'open' land between settlements</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area - 24.9% (11.53 ha), which includes Sandbrook Lane Pond Site of Biological Importance (No. 63); and Priority Habitat – woodland</p> <p>Part of the parcel is within the Bidston and Fender Fields WeBS Core Count area (55.6%) and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR</p>	<p>to risk of flooding and includes part of the Functional Floodplain</p> <p>SHLAA 921 and SHLAA 1855 would also introduce discordant new development into the otherwise flat and open landscape to the west of the Motorway</p> <p>While SHLAA 920, to the east of Fender View Road, could potentially accommodate development without significantly narrowing the separation between Moreton and Beechwood, the site is visually prominent, with no strong boundary apparent to the south or east and is also subject to risk of flooding</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Ecological Network</p> <p>The parcel is identified as an area for Transport Corridor Environmental improvements and the area outside Upton Park is identified as an Area Requiring Landscape Renewal in the UDP (Proposal LA4/1)</p>	
<p>SP025 – M53 Corridor (East of Upton)</p> <p>Land between the Motorway, to the east of Meadway and Manor Drive, between Norwich Drive and Ford Way</p> <p>Agricultural land uses (horse grazing)</p> <p>Adjacent to (east of) Settlement Area 5 – Mid-Wirral</p> <p>14.42 hectares</p> <p>Urban enclosure - 52%</p> <p>SHLAA 526 – 2.56ha (SP025A) SHLAA 1816 – 0.22ha</p> <p><u>Electoral Wards:</u> Upton</p>	<p>Green Belt since February 2000</p> <p>Part of the wider essential strategic east-west separation between Upton and Suburban Birkenhead (typically 200m) and the separation between Upton and the M53 Motorway (typically <150m)</p> <p>Includes the waste water detention tanks at Upton Park Drive, garden nurseries at Upton Park Drive, and the collection of buildings associated with Ford Lane and Alwood Farm</p> <p>The parcel is crossed, south to north by the River Fender and a small area of the parcel may be at risk from flooding (1.20 ha)</p> <p>Part of the North Fender Urban Fringe Landscape Character Area, where the quality and condition of the landscape is poor and the landscape strategy for the character area is 'restore' or 'create'. Development along the urban fringe should reduce the prominence of the urban fringe within the wider landscape,</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 3 in the narrowest section between Upton and Beechwood</p> <p>The majority of the parcel would not be suitable for release from the Green Belt because of the impact on openness and separation, which could erode the viability of a continued Green Belt designation along the M53 Corridor</p> <p>Part of SHLAA 526 (SP025B) could, however, potentially accommodate new development without extending further east than 10 Felthorpe Close, to the immediate north, providing that development extends no further east than the public footpath adjacent and the river corridor</p> <p>While the Green Belt boundary could also potentially be amended to exclude the houses in large grounds, towards the south of the parcel, at Ford Lane and Alwood Farm</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>restore fragmented field boundaries and maintain a sense of separation and 'open' land between settlements</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area - 50.4% (7.27 ha), which includes Priority Habitat – woodland</p> <p>A public right of way (footpath) runs through the northern part of the parcel from Wolferton Close along the River Fender and then across to Upton Park Drive</p> <p>The parcel is identified as an area for Transport Corridor Environmental improvements and the area to the north of Alwood Farm is identified as an Area Requiring Landscape Renewal in the UDP (Proposal LA4/1)</p>	<p>(including SHLAA 1816) or to identify an Infill Village in the Green Belt, this could lead to an intensification of development that would further diminish the already narrow east-west separation</p> <p>Option 25.1 – SP025B could, if needed, potentially be proposed for release from the Green Belt, with a capacity of up to 47 dwellings (2.08ha developable), subject to appropriate design and boundary treatment, the protection of the river corridor and public footpath and highway and transport capacity</p>
<p>SP026 – M53 Corridor (East of Woodchurch)</p> <p>Land between the M53 Motorway and Carr Bridge Road between Ford Way and Woodchurch Road</p> <p>Adjacent to (east of) Settlement Area 5 – Mid-Wirral</p> <p>42.11 hectares</p>	<p>Green Belt since February 2000</p> <p>Part of the wider essential strategic east-west separation between Woodchurch and Suburban Birkenhead (300m) and the separation between Woodchurch and the M53 Motorway (<200m)</p> <p>Includes Woodchurch Leisure Centre, Woodchurch Community Centre, Woodchurch High School (now re-sited and</p>	<p>Forms part of the remaining separation between Settlement Area 5 and Settlement Area 3 between Woodchurch and Noctorum</p> <p>The majority of the parcel would not be suitable for release from the Green Belt because of the impact on openness and separation, which could erode the viability of a continued Green Belt designation along the M53 Corridor</p>

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<p>Urban enclosure - 52%</p> <p><u>Electoral Wards:</u> Upton</p>	<p>re-developed), St Benedict's High School (now housing), the new Foxfield Special School and the school and nursing home associated with the adjacent St Michael and All Angels RC Church at New Hey Road</p> <p>An area adjacent to the Motorway, to the north of Woodchurch Leisure Centre, now includes Woodchurch Community Woodland</p> <p>Part of the North Fender Urban Fringe Landscape Character Area, where the quality and condition of the landscape is poor and the landscape strategy for the character area is 'restore' or 'create'. Development along the urban fringe should reduce the prominence of the urban fringe within the wider landscape, restore fragmented field boundaries and maintain a sense of separation and 'open' land between settlements</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area - 42.3% (17.82 ha) of Priority Habitat – woodland</p> <p>A public right of way (footpath) crosses the southern part of the parcel from east to west linking to the public right of way on the other side of the M53 Motorway and River Fender with New Hey Road and providing access to the Holmlands Drive housing estate</p>	<p>The boundary to the Green Belt could, however, be amended to take account of recent housing development at the former St Benedict's High School (SP026A, 3.15ha)</p> <p>Option 26.1 – The properties at Sunflower Close, Bridge Meadow Road and 360 to 390 New Hey Road (SP026A), could, if needed, potentially be proposed for release from the Green Belt, to reflect the existing pattern of development, as a boundary correction to the Green Belt</p>

Summary of Initial Green Belt Assessment for Public Consultation

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	<p>A permissive footpath also crosses the middle of the parcel from east to west linking the public right of way on the other side of the M53 Motorway and River Fender to Carr Bridge Road and Noctorum Avenue</p> <p>The majority of this area is identified as an area for Road Corridor Environmental improvement in the UDP</p>	
<p>SP027 – M53 Corridor (West of Bidston Moss)</p> <p>Land between the M53 Motorway, Fender Lane and Bidston Approach, to the west of Junction 1 Retail Park</p> <p>Agricultural land uses (horse grazing)</p> <p>Adjacent to (west of) Settlement Area 2 – Commercial Core and (west of) Settlement Area 3 – Suburban Birkenhead</p> <p>30.54 hectares</p> <p>Urban enclosure - 42%</p> <p>SHLAA 738 – 6.98ha</p> <p><u>Electoral Wards:</u></p> <p>Bidston and St James</p>	<p>Green Belt since February 2000</p> <p>Part of the wider essential east-west strategic separation between Leasowe, Moreton and Birkenhead (between 700m and 800m) and the separation between Birkenhead and the M53 Motorway (400m reducing to 200m in the south and <150m in the north)</p> <p>The parcel is bisected by the Bidston to Wrexham railway line, the Liverpool to West Kirby railway line, overhead electricity cables and pylons and by the River Birkett</p> <p>Contains Bidston Railway Station and Park and Ride Car Park and Bidston Moss Local Nature Reserve (to the north of the Birkett)</p> <p>The area to the north of the Birkett is designated as Washland in the UDP and the majority of the parcel may be at risk from flooding (24.55 ha)</p>	<p>The parcel forms part of the remaining separation between Settlement Area 5 and Settlement Area 3 between Leasowe, Moreton and Bidston and is highly visible from the M53 Motorway</p> <p>The majority of the parcel would not be suitable for release from the Green Belt because of the impact on openness and separation</p> <p>Fender Lane and the A554 currently provide clear, strong boundaries to the south and east</p> <p>SHLAA 738, to the east of the Bidston to Wrexham railway line, which could potentially provide an alternative strong boundary to a revised Green Belt, could potentially accommodate development with a more limited impact on openness and separation but is at risk of flooding and subject to a biodiversity designation</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Part of the North Fender Urban Fringe Landscape Character Area, where the quality and condition of the landscape is poor and the landscape strategy for the character area is 'restore' or 'create'. Development along the urban fringe should reduce the prominence of the urban fringe within the wider landscape, restore fragmented field boundaries and maintain a sense of separation and 'open' land between settlements</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area - 68.2% (20.81 ha), which includes Bidston Moss Local Nature Reserve; Bidston Marsh Site of Biological Importance (No. 62); and Priority Habitat – wetland and woodland</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>Public right of way (footpath) and permissive off-road cycle route (Sunstans National Cycle Network Route 56) runs across the south eastern part of the parcel from Bidston Link Road to Bidston Station providing a link to Wallasey and a permissive footpath runs from Bidston Station north west to Bidston Golf Course under the M53 Motorway providing a link to the Leasowe Housing Estate</p>	

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	<p>The UDP identifies the Bidston to Wrexham railway line and the areas to the west as areas for Transport Corridor Environmental Improvements and the areas to the south of the Birkett are identified as an Area Requiring Landscape Renewal (Proposal LA4/1)</p>	
<p>SP028 – M53 Corridor (West of Beechwood)</p> <p>Land between the M53 Motorway and the Bidston to Wrexham railway line, at Beechwood, between Fender Lane and Ford Way</p> <p>Agricultural land uses (horse grazing)</p> <p>Adjacent to (west of) Settlement Area 3 – Suburban Birkenhead</p> <p>29.75 hectares</p> <p>Urban enclosure - 46%</p> <p><u>Electoral Wards:</u> Bidston and St James</p>	<p>Green Belt since February 2000</p> <p>Part of the wider essential strategic east-west separation between Moreton and Upton and Suburban Birkenhead (700m reducing to <200m in the south) and the separation between Beechwood and the M53 Motorway (300m reducing to 50m in the south)</p> <p>Includes open fields and ponds and the Motorway link roads associated with the Moreton Spur Road</p> <p>The River Fender crosses the south western corner of the parcel and a significant area may be at risk from flooding (13.25 ha)</p> <p>The parcel is crossed along its southern section by overhead electricity cables and pylons</p> <p>There is also poor vehicular access to the majority of this parcel</p> <p>Part of the North Fender Urban Fringe Landscape Character Area, where the quality</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 3 at the narrowest point between Moreton and Upton and Beechwood</p> <p>Not suitable for release from the Green Belt because of the impact on openness and separation</p> <p>The Bidston to Wrexham railway line forms a clear, strong boundary to the Green Belt, to the east and the majority of the wider northern area is also at risk of flooding</p>

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	<p>and condition of the landscape is poor and the landscape strategy for the character area is 'restore' or 'create'. Development along the urban fringe should reduce the prominence of the urban fringe within the wider landscape, restore fragmented field boundaries and maintain a sense of separation and 'open' land between settlements</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area - 24.6% (7.31 ha) of Priority Habitat – wetland and woodland</p> <p>Part of the parcel also forms part of the nature improvement area identified in the LCR Ecological Network</p> <p>The UDP identifies the parcel as an Area Requiring Landscape Renewal (Proposal LA4/1). The Bidston to Wrexham railway line and the areas to the west are identified as areas for Transport Corridor Environmental Improvements</p>	
<p>SP029 – M53 Corridor (West of Noctorum)</p> <p>Land between the M53 Motorway and the Bidston to Wrexham railway line at Noctorum, between Ford Way and Woodchurch Road</p> <p>Adjacent to (west of) Settlement Area 3 –</p>	<p>Green Belt since February 2000</p> <p>Part of the wider essential strategic separation between Woodchurch and Suburban Birkenhead (300m) and between Noctorum, Holmlands Drive and the M53 Motorway (150m reducing to <50m in the</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 3 between Woodchurch and Birkenhead</p> <p>The Bidston to Wrexham railway line forms a clear, strong boundary to the Green Belt, to the east</p>

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<p>Suburban Birkenhead</p> <p>14.88 hectares</p> <p>Urban enclosure - 53%</p> <p><u>Electoral Wards:</u></p> <p>Cloughton Oxton</p>	<p>north)</p> <p>Includes Upton railway station and the site of a proposed railway station and railway station car park at Woodchurch Road, currently being used under a temporary licence as playing fields ('The Glen')</p> <p>The heavily canalised River Fender runs through the length of the parcel and a small area may be at risk from flooding (0.76 ha)</p> <p>Overhead electricity pylons and cables run south to north across the whole length of the parcel</p> <p>There is also poor vehicular access to the majority of this parcel</p> <p>Part of the North Fender Urban Fringe Landscape Character Area, where the quality and condition of the landscape is poor and the landscape strategy for the character area is 'restore' or 'create'. Development along the urban fringe should reduce the prominence of the urban fringe within the wider landscape, restore fragmented field boundaries and maintain a sense of separation and 'open' land between settlements</p> <p>Best and most versatile agricultural land – 0% (not relevant)</p>	<p>Not suitable for release from the Green Belt because of the impact on separation and openness and the limited potential to accommodate new development</p>

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	<p>Liverpool City Region Core Biodiversity Area - 24.7% (3.68 ha) of Priority Habitat – woodland</p> <p>A public right of way (footpath) runs north to south along the full length of the parcel from Upton Station to Woodchurch Road to south and crosses the southern part of the parcel east to west connecting Holmlands Drive housing estate and Woodchurch</p> <p>A permissive footpath also crosses the middle of the parcel from east to west connecting Noctorum Avenue with Woodchurch beyond the M53 Motorway</p> <p>The Bidston to Wrexham railway line and the areas to the west are identified in the UDP as areas for Transport Corridor Environmental Improvements. The area around Upton Station is identified as an Area Requiring Landscape Renewal (Proposal LA4/1)</p>	
<p>SDP030 – North of Lever Causeway</p> <p>Land to the east of the M53 Motorway and the Bidston to Wrexham railway line, to the south of Prenton Dell Road and Stanley Avenue, Mountwood, to the north of Landican Lane, Storeton Village and the Lever Causeway</p> <p>Agricultural land uses (pasture and horse grazing)</p>	<p>Green Belt since December 1983</p> <p>Part of a wider strategic separation between Bebington and Settlement Area 7 – Heswall (3.5km distant), the separation between Prenton and Little Storeton (1.1km), the separation between Bebington and the M53 Motorway (1.8km) and the separation between Prenton and the M53 Motorway (1.3km reducing to 600m in the west)</p>	<p>Part of the remaining open land between the urban edge in Bebington and the M53 Motorway, situated on a rising hillside visible from the M53 Motorway</p> <p>Development would have limited impact on the separation with Settlement Area 7 to the west but could introduce discordant development into the open countryside unless part of a wider release to the east of the M53 Motorway, which could potentially provide an</p>

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<p>Adjacent to (south of) Settlement Area 3 – Suburban Birkenhead and (west of) Settlement Area 4 – Bromborough and Eastham</p> <p>150.95 hectares</p> <p>Urban enclosure - 56%</p> <p>SHLAA 1819 – 10.58ha SHLAA 1880 – 3.11ha SHLAA 1949 – 6.13ha</p> <p><u>Electoral Wards:</u></p> <p>Prenton Bebington</p>	<p>Includes Prenton Golf Course, Prenton Rugby Club, the former Prenton Brickworks, Prenton Dell open space and a small collection of buildings associated with Roman Road at Prenton</p> <p>Overhead electricity pylons and cables run north-south along the western boundary</p> <p>Part of the Landican and Thingwall Rural Fringe Landscape Character Area, where the quality and condition of the landscape is moderate and the landscape strategy for the character area is 'enhance'. Changes along the urban fringe could have a positive effect on the character if they increase screening of urban features and reduce the prominence of the urban fringe</p> <p>Best and most versatile agricultural land – 18.6%</p> <p>Liverpool City Region Core Biodiversity Area – 31.4% (47.41 ha), which includes Prenton Dell and Claypit Site of Biological Importance (No. 71); and Priority Habitat – woodland</p> <p>Public right of way (footpath) runs north to south along the full length of the parcel from Upton Station to Woodchurch Road to south</p> <p>There is poor vehicular access to the majority of this parcel, particularly from the north,</p>	<p>alternative strong boundary to a revised Green Belt, alongside SP031 to SP039 and SP041</p> <p>Development across the whole of the parcel would also join Little Storeton with the existing urban area</p> <p>Few strong boundaries are apparent between the urban edge and the M53 Motorway or between the urban edge and Lever Causeway</p> <p>Only the area to the north of Prenton Golf Course (SP030E, 25.32ha) would not be visually prominent, with open views across the southern part of the parcel from the M53 Motorway, to the north of Cow Hey Covert</p> <p>On their own, SHLAA 1949, at Prenton Dell, which also appears to have no strong boundary apparent to the east; and SHLAA 1880, to the east of Roman Road, bounded by the Golf Course to the south and west; would introduce discordant out-riggers of urban development into the open countryside, although the release of SHLAA 1880 could also allow existing properties at Roman Road to be brought into the urban area</p> <p>Only part of SHLAA 1819 (SP030C, 7.87ha), to the south of Stanley Avenue could potentially accommodate development with a more limited impact on openness and</p>

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	<p>including a significant change in ground level to the rear of Prenton Dell Road</p> <p>A public right of way (bridlepath) crosses the parcel north to south from Roman Road to Little Storeton</p>	<p>separation, although no strong boundary is apparent to the west</p> <p>Option 30.1 – SP030E (25.32ha) between the urban edge and Prenton Golf Course, including SHLAA 1949, SHLAA 1880 and surrounding land, could, if needed, potentially be proposed for release from the Green Belt, with a capacity of up to 322 dwellings (21.46ha developable), subject to appropriate highway access being available, with Prenton RUFC protected as Urban Greenspace and Prenton Golf Course remaining within the Green Belt</p> <p>And/or</p> <p>Option 30.2 – SP030C could, if needed, potentially be proposed for release from the Green Belt, with or without SP033A, to establish a revised western boundary to the Green Belt, to reflect the western extent of Stanley Avenue, with a capacity of up to 163 dwellings (7.24ha developable), subject to appropriate design and boundary treatment and the protection of trees and woodland and the tree lined corridor along Lever Causeway</p> <p>Or</p> <p>Option 30.3 – SP030 alongside SP031 to SP039 and SP041 could, if needed,</p>

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		<p>potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along the M53 Motorway, to the north of Junction 4, with a capacity of up to 1,467 dwellings (97.81ha developable), subject to appropriate design and boundary treatment and the protection of trees and woodland and the tree lined corridor along Lever Causeway</p> <p>Prenton Golf Course (42.32ha), Prenton RUFC (3.30ha) and landscape features such as Marsh Hey Covert and Cow Hey Covert and the public right of way between Prenton Dell Road and Little Storeton could be protected alongside any additional public open space to be provided, as Urban Greenspace</p> <p>The impact of the loss of best and most versatile agricultural land, visual and landscape impact and highway and transport capacity would require independent appraisal before release</p>
<p>SP031 – West of Landican Lane, Storeton</p> <p>Land to the east of the M53 Motorway to the south and west of Landican Lane, to the north of Station Road</p> <p>Agricultural land uses (arable)</p>	<p>Green Belt since December 1983</p> <p>Part of a wider strategic separation between Bebington and Settlement Area 7 – Heswall (3.5km distant), the separation between Storeton Village and Little Storeton and the M53 Motorway (200m) and the separation</p>	<p>Part of the remaining open land between the urban edge in Bebington and the M53 Motorway, on an open hillside adjacent to the M53 Motorway</p> <p>Although adjacent to Little Storeton and Storeton Village to the east, the parcel is</p>

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<p>Not adjacent to any urban Settlement Area</p> <p>16.95 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>Bebington</p>	<p>between Bebington and the M53 Motorway (1.4km)</p> <p>Part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. This character area is sensitive to any changes which would reduce the local distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>Best and most versatile agricultural land – 1.0%</p> <p>Liverpool City Region Core Biodiversity Area – 2.0% (0.34 ha) of Priority Habitat - woodland</p> <p>Public right of way (footpath) crosses east to west across the middle of the parcel between Little Storeton and Lower Thingwall</p>	<p>isolated from any main settlement and would introduce discordant urban development into the open countryside unless part of a wider release to the east of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt, alongside SP030, SP032 to SP039 and SP041</p> <p>Option 31.1 – SP031 alongside SP030, SP032 to SP039 and SP041 could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along the M53 Motorway, to the north of Junction 4, with a capacity of 248 dwellings (16.56ha developable), subject to appropriate design and layout, the protection of woodland and the public right of way from Thingwall to Little Storeton and provision of additional public open space</p> <p>Visual and landscape impact and highway and transport capacity would require independent appraisal before release</p>
<p>SP032 – Little Storeton</p> <p>Land to the east of Landican Lane, west of Lever Causeway, to the north and south of Little Storeton Lane</p> <p>Agricultural land uses (horse grazing)</p>	<p>Green Belt since December 1983</p> <p>Part of a wider strategic separation between Bebington and Settlement Area 7 – Heswall (3.5km distant) and the separation between Bebington and the M53 Motorway (1.4km)</p>	<p>Existing developed area in the Green Belt at Little Storeton Lane, which could potentially be identified as a Infill Village in the Green Belt without introducing discordant development within the open countryside</p> <p>Part of the remaining open area between the</p>

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<p>Not adjacent to any urban Settlement Area</p> <p>7.17 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>Bebington</p>	<p>Includes the collection of buildings associated with Little Storeton Lane and Grange Farm and two open fields to the south between Landican Lane and Lever Causeway to the south of Little Storeton Lane</p> <p>The area of the parcel to the north of Little Storeton Lane is part of the Landican and Thingwall Rural Fringe Landscape Character Area, where the quality and condition of the landscape is moderate and the landscape strategy for the character area is 'enhance'. Changes along the urban fringe could have a positive effect on the character if they increase screening of urban features and reduce the prominence of the urban fringe</p> <p>The area to the south of Little Storeton Lane is part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. This character area is sensitive to any changes which would reduce the local distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>A small area to the south east of the parcel is part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the</p>	<p>urban edge in Bebington and the M53 Motorway, situated on a rising hillside towards the M53 Motorway</p> <p>Only suitable for release from the Green Belt as part of a wider release to the east of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt, alongside SP030, SP031, SP033 to SP039 and SP041</p> <p>Option 32.1 – Retain SP032 in the Green Belt but, if needed, propose to identify a new Infill Village in the Green Belt, which could include the existing built-up areas at Lever Causeway (SP033B) and the existing Infill Village at Storeton Village (SP034)</p> <p>Or</p> <p>Option 32.2 – SP032 alongside SP030, SP031, SP033 to SP039 and SP041 could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along the M53 Motorway, to the north of Junction 4</p> <p>Additional public open space would need to be provided</p> <p>Land to the north of Grange Farm (SP032B, 1.22ha developable) and the fields to the south of Little Storeton Lane</p>

Summary of Initial Green Belt Assessment for Public Consultation

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	<p>character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 20.6%</p> <p>Liverpool City Region Core Biodiversity Area – 9.4% (0.67 ha) of Priority Habitat - woodland</p>	<p>(SP032C, 1.94ha developable) could have a capacity of up to 71 dwellings</p>
<p>SP033 – South of Lever Causeway</p> <p>Land to south and east of Lever Causeway, the north of Rest Hill Road, to the south of Marsh Lane, west of Mount Road (excluding Storeton Village)</p> <p>Agricultural land uses (horse grazing and horse related facilities)</p> <p>Adjacent to (west of) Settlement Area 4 – Bromborough and Eastham</p> <p>62.07 hectares</p> <p>Urban enclosure - 21%</p> <p>SHLAA 1551 – 0.08ha SHLAA 1777 – 0.87ha SHLAA 1780 (part) – 2.91ha</p>	<p>Green Belt since December 1983</p> <p>Part of a wider strategic separation between Bebington and Settlement Area 7 – Heswall (3.5km distant), the separation between Bebington and Little Storeton and Storeton Village (1.1km) and the separation between Bebington and the M53 Motorway (1.4km)</p> <p>Includes buildings outside the Infill Village at Storeton Hall Farm, an area of more modern ribbon development on Lever Causeway and the buildings associated with Woodend Farm along the Mount Road frontage adjacent to SP035A</p> <p>Part of a prominent open hillside, up towards Storeton Woods</p> <p>Part of the Clatterbrook and Dibbin Valley</p>	<p>Part of the remaining open land between the urban edge in Bebington and the M53 Motorway, situated on the upper slopes of a rising hillside, above Storeton Village</p> <p>Development would have limited impact on the separation with Settlement Area 7 to the west but would introduce discordant development into the open countryside unless part of a wider release to the east of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt, alongside SP030 to SP032, SP034 to SP039 and SP041, which would also join Storeton Village with the existing urban area</p> <p>Only SHLAA 1777 (SP033A), which is largely enclosed by existing development and Storeton Hill Woodland; and SHLAA 1551,</p>

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<p><u>Electoral Wards:</u> Bebington</p>	<p>Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 46.6%</p> <p>Liverpool City Region Core Biodiversity Area - 23.4% (14.51ha), which includes Storeton Wood Site of Biological Importance (No. 40) (part); Storeton Hill Local Geological Site (No. 10) (part); and Priority Habitat – woodland, heath and wetland</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>A public right of way (footpath) runs north to south across the parcel from Lever Causeway to Rest Hill Road. A network of permissive paths also run through Storeton Wood Woodland Trust site linking Marsh Lane, Rest Hill Road and Mount Road</p>	<p>which forms part of an otherwise built up frontage along Lever Causeway; could also potentially accommodate development without harm to open countryside</p> <p>Alternatively, additional developed areas at Lever Causeway (SP033B, 1.16ha, including SHLAA 1551) and at Storeton Hall Farm (SP033C, including SHLAA 1780) could potentially be added to the existing adjacent Infill Village (UDP Proposal GB7/5), again, without any significant impact on the open countryside</p> <p>Option 33.1 - SP033A (SHLAA 1777), with or without SP035 and SP030C could, if needed, potentially be proposed for release from the Green Belt, with a capacity of up to 5 dwellings (0.51ha developable), to reflect existing densities, subject to appropriate design and boundary treatment and the protection of existing woodland</p> <p>And/or</p> <p>Option 33.2 – Retain SP033 in the Green Belt, with or without the release of SP033A but, if needed, propose to include the existing built-up areas at Lever Causeway (SP033B), including SHLAA 1551 and Storeton Hall Farm (SP033C), including SHLAA 1780, in an extended Infill Village</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		<p>in the Green Belt, with or without any additional areas at Little Storeton (SP032)</p> <p>Or</p> <p>Option 33.3 – The whole of SP033, alongside SP030 to SP032, SP034 to SP039 and SP041, could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along the M53 Motorway, to the north of Junction 4, with a capacity of up to 636 dwellings (42.42ha developable), subject to appropriate design and boundary treatment and the protection of existing woodland</p> <p>Additional public open space would need to be provided in areas not within 400m of Storeton Woods (12.52ha), which could be protected as Urban Greenspace</p> <p>The impact of the loss of best and most versatile agricultural land, visual and landscape impact and highway and transport capacity would require independent appraisal before release</p>
<p>SP034 – Storeton Village</p> <p>Land at Storeton Village, to the south and east of Lever Causeway around the junctions between Rest Hill Road, Red Hill Road and</p>	<p>Green Belt since December 1983</p> <p>Part of a wider strategic separation between Bebington and Settlement Area 7 – Heswall (3.5km distant) and the separation between</p>	<p>Existing developed area in the Green Belt which is already identified as a Infill Village in the Green Belt, which could potentially be extended without introducing discordant development within the open countryside</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Keepers Lane</p> <p>Agricultural land uses (horse related facilities)</p> <p>Not adjacent to any urban Settlement Area</p> <p>4.11 hectares</p> <p>Urban enclosure - 0%</p> <p>SHLAA 1780 (part) – 2.91ha</p> <p><u>Electoral Wards:</u></p> <p>Bebington</p>	<p>Bebington and the M53 Motorway (1.2km)</p> <p>Designated as an Infill Village in the UDP (Proposal GB7/5)</p> <p>Part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 0.2%</p> <p>Liverpool City Region Core Biodiversity Area – 2.7% (0.11 ha) of Priority Habitat - woodland</p>	<p>Part of the remaining open area between the urban edge in Bebington and the M53 Motorway, situated on a rising hillside towards the M53 Motorway</p> <p>Only suitable for release from the Green Belt as part of a wider release to the east of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt, alongside SP030 to SP033, SP035 to SP039 and SP041</p> <p>Option 34.1 – Retain SP034 in the Green Belt but, if needed, propose to identify an extended Infill Village, to include the existing built-up areas at Lever Causeway (SP033B) and Little Storeton (SP032A) and other appropriate surrounding areas</p> <p>Or</p> <p>Option 34.2 – SP034 alongside SP030 to SP033, SP035 to SP039 and SP041 could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along the M53 Motorway, to the north of Junction 4</p>
<p>SP035 – North of Marsh Lane</p> <p>Land to the north of Marsh Lane, to the south of Lever Causeway, west of Mount Road</p>	<p>Green Belt since December 1983</p> <p>Part of a wider strategic separation between Bebington and Settlement Area 7 – Heswall (3.5km distant), the separation between</p>	<p>Part of the remaining open land between the urban edge in Bebington and the M53 Motorway, situated at the top of a rising hillside</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Agricultural land uses (horse grazing)</p> <p>Adjacent to (west of) Settlement Area 4 – Bromborough and Eastham</p> <p>9.38 hectares</p> <p>Urban enclosure - 19%</p> <p>SHLAA 1779 – 5.32ha</p> <p><u>Electoral Wards:</u></p> <p>Bebington</p>	<p>Bebington and Little Storeton (1.2km) the separation between Bebington and the M53 Motorway (1.7km)</p> <p>Includes the collection of frontage development at 1 Lever Causeway and 40-44 Mount Road</p> <p>Part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area – 8.0% (0.75 ha) of Priority Habitat – woodland</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p>	<p>Development would have limited impact on the separation with Settlement Area 7 to the west but would, on its own, including SHLAA 1779, introduce discordant development into the open countryside</p> <p>The frontage to Mount Road between Lever Causeway and Marsh Lane (SP035A, 1.31ha including the existing development at 1 Lever Causeway, 40 and 42 Mount Road and Broadway and part of SHLAA 1779 between Broadway and Marsh Lane) could potentially be released with little impact on separation although open views exist to Mount Road and no strong boundary is apparent to the west</p> <p>Alternatively, the whole of SP035 could potentially be released but only alongside SP030C, to the north, to align with the existing extent of the western boundary to Stanley Avenue, with limited impact on separation and Marsh Lane providing a clear, strong boundary to a revised Green Belt</p> <p>Option 35.1 – SP035A, the frontage to Mount Road between Lever Causeway and Marsh Lane, with or without SP033A, could, if needed, potentially be proposed for release from the Green Belt, with capacity of up to 5 dwellings (0.69ha developable), to reflect existing densities, subject to appropriate design and</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		<p>boundary treatment and the protection of the tree lined corridor along Lever Causeway</p> <p>Or</p> <p>Option 35.2 – The whole of SP035 alongside SP030C could, if needed, potentially be proposed for release from the Green Belt, with or without SP033A, to establish a revised western boundary the Green Belt along Marsh Lane and to reflect the western extent of Stanley Avenue, with a capacity of up to 174 dwellings (7.75ha developable), subject to appropriate design and boundary treatment and the protection of the tree lined corridor along Lever Causeway</p> <p>Or</p> <p>Option 35.3 – The whole of SP035, alongside SP030 to SP034, SP036 to SP039 and SP041, could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along the M53 Motorway, to the north of Junction 4, with a capacity of up to 174 dwellings (7.75ha developable), subject to appropriate design and boundary treatment and the protection of the tree lined corridor along Lever Causeway</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		Visual and landscape impact and highway and transport capacity would require independent appraisal before release
<p>SP036 – South of Rest Hill Road</p> <p>Land to north of Red Hill Road, west of Mount Road, to the south of Rest Hill Road (excluding Storeton Village)</p> <p>Agricultural land uses (pasture)</p> <p>Adjacent to (west of) Settlement Area 4 – Bromborough and Eastham</p> <p>37.06 hectares</p> <p>Urban enclosure - 20%</p> <p>SHLAA 1962 – 28.13ha</p> <p><u>Electoral Wards:</u></p> <p>Bebington</p>	<p>Green Belt since December 1983</p> <p>Part of a wider strategic separation between Bebington and Settlement Area 7 – Heswall (3.5km distant), the separation between Bebington and Storeton Village (800m) and the separation between Bebington and the M53 Motorway (900m)</p> <p>Forms part of a prominent open hillside, up towards Storeton Woods, including the buildings at Hillside Farm, Hillside Cottages Storeton Hill woodland and the TV relay station at Storeton Hill woodland</p> <p>Part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 40.5%</p> <p>Liverpool City Region Core Biodiversity Area -</p>	<p>Part of the remaining open land between the urban edge in Bebington and the M53 Motorway, situated on the upper slopes of a rising hillside above Storeton Village, highly visible from the M53 Motorway and the across the open countryside to the west</p> <p>Development would have limited impact on the separation with Settlement Area 7 to the west but would introduce discordant development into the open countryside unless part of a wider release to the east of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt, alongside SP030 to SP035, SP037 to SP039 and SP041, which would also join Storeton Village with the existing urban area</p> <p>Alternatively, additional developed areas at Storeton House Farm (parts of SHLAA 1962) could potentially be added to the existing adjacent Infill Village (UDP Proposal GB7/5), without any significant impact on the open countryside</p> <p>Option 36.1 – Retain SP036 in the Green Belt but, if needed, propose to include the existing built-up areas at Storeton House</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>23.5% (8.69 ha), which includes Storeton Wood Site of Biological Importance (No. 40) (part); Storeton Hill Local Geological Site (No. 10) (part); and Priority Habitat – woodland and wetland</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>Public right of way (footpath) runs north to south across the parcel to the west of Storeton Wood and Hillside Farm from Rest Hill Road to Red Hill Road</p>	<p>Farm, including parts of SHLAA 1962, in an extended Infill Village in the Green Belt</p> <p>Or</p> <p>Option 36.2 – The whole of SP036, alongside SP030 to SP035, SP037 to SP039 and SP041, could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along the M53 Motorway, to the north of Junction 4, with a capacity of up to 393 dwellings (26.23ha developable), subject to appropriate design and boundary treatment</p> <p>Additional public open space would need to be provided in areas not within 400m of Storeton Woods (7.98ha), which could be protected as Urban Greenspace</p> <p>The impact of the loss of best and most versatile agricultural land, visual and landscape impact and highway and transport capacity would require independent appraisal before release</p>
<p>SP037 – South of Red Hill Road</p> <p>Land to the east of the M53 Motorway, to the north of Junction 4, between Brimstage Lane, Red Hill Road and Mount Road</p>	<p>Green Belt since December 1983</p> <p>Part of a wider strategic separation between Bebington and Settlement Area 7 – Heswall (4km distant) and the separation between Bebington and the M53 Motorway (900m)</p>	<p>Part of the remaining open land between the urban edge in Bebington and the M53 Motorway, situated on a rising hillside highly visible from the M53 Motorway and the across the open countryside to the west</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Agricultural land uses (pasture and horse grazing)</p> <p>Adjacent to (south and west of) Settlement Area 4 – Bromborough and Eastham</p> <p>49.38 hectares</p> <p>Urban enclosure - 0%</p> <p>SHLAA 866 – 1.26ha SHLAA 1969 – 40.09ha</p> <p><u>Electoral Wards:</u> Bebington</p>	<p>Includes Highways Depot and Clatterbridge HWRC at Junction 4 of the M53 Motorway</p> <p>Part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 61.3%</p> <p>Liverpool City Region Core Biodiversity Area – 11.0% (5.44 ha) of Priority Habitat – woodland</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>Public right of way (footpath) crosses the parcel from Red Hill Road on the north to Brimstage Lane on the west</p>	<p>Parcel is isolated from any main settlement and would introduce discordant urban development into the open countryside unless part of a wider release to the east of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt, alongside SP030 to SP036, SP038, SP039 and SP041</p> <p>SHLAA 866, to the rear of the Depot and Waste Reception Centre at Mount Road, would also, on its own, introduce discordant urban development into the open countryside</p> <p>Option 37.1 – The whole of SP037, alongside SP030 to SP036, SP038, SP039 and SP041, could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along the M53 Motorway, to the north of Junction 4, with a capacity of up to 581 dwellings (38.71ha developable), subject to appropriate design and boundary treatment and the protection of Umberstone Covert and the smaller woodland at Brimstage Lane</p> <p>Additional public open space would need to be provided in areas not within 400m of Storeton Woods or Brackenwood Park, which could be protected as Urban Greenspace</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		<p>The impact of the loss of best and most versatile agricultural land, visual and landscape impact and highway and transport capacity would require independent appraisal before release</p>
<p>SP038 – Brackenwood Park and Golf Course</p> <p>Land to the south of Braken Lane, to the east of Mount Road and west of Brackenwood Road</p> <p>Adjacent to (west of) Settlement Area 4 – Bromborough and Eastham</p> <p>27.48 hectares</p> <p>Urban enclosure - 38%</p> <p><u>Electoral Wards:</u></p> <p>Bebington</p>	<p>Green Belt since December 1983</p> <p>Part of a wider strategic separation between Bebington and Settlement Area 7 – Heswall (3.5km distant) and between Bebington and the M53 Motorway (800m)</p> <p>Contains the public outdoor recreation facilities at Brackenwood Park and Brackenwood Municipal Golf Course</p> <p>Part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is ‘enhance’. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area – 17.1% (4.70 ha) of Priority Habitat – woodland</p>	<p>Part of the remaining open land between the urban edge in Bebington and the M53 Motorway</p> <p>Development would have limited impact on the separation with Settlement Area 7 to the west but would, on its own, introduce a discordant out-rigger of urban development into the open countryside unless with SP039 or as part of a wider release to the east of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt</p> <p>Option 38.1 – SP038 alongside SP039, could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along Mount Road and Brimstage Road</p> <p>Or</p> <p>Option 38.2 – SP038 alongside SP030 to SP037, SP039 and SP041 could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along Brimstage</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>Public right of way (footpath) runs along the western edge of the parcel adjacent to Mount Road</p>	<p>Road and the M53 Motorway, to the north of Junction 4, subject to the protection of existing ponds and woodland</p> <p>And/or</p> <p>Option 38.3 – SP038 alongside SP039 to SP044 or S039 to SP046, could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along Mount Road and the M53 Motorway to the south of junction 4, subject to the protection of existing ponds and woodland</p> <p>Brackenwood Park (3.84ha) and Golf Course (22.69ha) could be protected as Urban Greenspace</p>
<p>SP039 – South of Peter Prices Lane</p> <p>Land to the north and east of M53 Motorway Junction 4, to the east of Brackenwood Road, north of Brimstage Road and south of Peter Prices Lane</p> <p>Adjacent to (west of) Settlement Area 4 – Bromborough and Eastham</p> <p>25.34 hectares</p> <p>Urban enclosure - 41%</p>	<p>Green Belt since December 1983</p> <p>Part of a wider strategic separation between Bebington and Settlement Area 7 – Heswall (4km distant) and the separation between Bebington and the M53 Motorway (800m)</p> <p>Contains the public outdoor recreation facilities at Brackenwood Municipal Golf Course and Poulton Recreation Ground</p> <p>Part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to</p>	<p>Part of the remaining open land between the urban edge in Bebington and the M53 Motorway</p> <p>Development would have limited impact on the separation with Settlement Area 7 to the west but would, on its own, introduce a discordant out-rigger of urban development into the open countryside unless with SP038 or as part of a wider release to the east of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p><u>Electoral Wards:</u> Bebington</p>	<p>moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area – 9.7% (2.46 ha) of Priority Habitat - woodland</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>Two public rights of way (footpaths) run east to west across the southern part of the parcel from Brimstage Road to the junction of Mount Road and Brakenwood Lane. One footpath follows a direct route across the Golf Course and the other follows the southern edge of the parcel</p>	<p>Option 39.1 – SP039 alongside SP038 could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along Mount Road and Brimstage Road</p> <p>Or</p> <p>Option 39.2 – SP039, alongside SP030 to SP038 and SP041, could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along Brimstage Road and the M53 Motorway, to the north of Junction 4, subject to the protection of existing ponds and woodland</p> <p>And/Or</p> <p>Option 39.3 – SP039 alongside SP038 and SP040 to SP044 or SP038 and SP040 to SP046 could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along Mount Road and the M53 Motorway to the south of junction 4, subject to the protection of existing ponds and woodland</p> <p>Brackenwood Golf Course (19.36ha) and Poulton Recreation Ground (5.05ha) could be protected as Urban Greenspace</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP040 – East of M53 Junction 4</p> <p>Land to the south of Brimstage Road, to the east of the M53 Motorway and north Clatterbridge Road</p> <p>Agricultural land uses (arable)</p> <p>Adjacent to (west of) Settlement Area 4 – Bromborough and Eastham</p> <p>12.66 hectares</p> <p>Urban enclosure - 10%</p> <p>SHLAA 1942 – 11.06ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider strategic separation between Bebington, Poulton-Spital and Settlement Area 7 – Heswall (4km distant) and the separation between Bebington, Poulton-Spital and the M53 Motorway (<600m)</p> <p>Part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 91.0%</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p>	<p>Part of the remaining open land between the urban edge at Poulton-Spital and the M53 Motorway</p> <p>Development would have limited impact on the separation with Settlement Area 7 to the west but would introduce a discordant out-rigger of urban development into the open countryside unless part of a wider release to the east of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt</p> <p>Option 40.1 – SP040 alongside SP038, SP039 and SP042 to SP044 could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along the M53 Motorway to the south of junction 4, to Thornton Common Road, with a capacity of up to 163 dwellings (10.85ha developable), subject to appropriate design and boundary treatment</p> <p>Or</p> <p>Option 40.2 - SP040 alongside SP038, SP039 and SP042 to SP046 could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along the M53 Motorway to the south of junction 4, to Eastham Rake, with a capacity of up to</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		<p>163 dwellings (10.85ha developable), subject to appropriate design and boundary treatment</p> <p>Additional public open space would need to be provided in areas not within 400m of Poulton Recreation Ground</p> <p>The impact of the loss of best and most versatile agricultural land, visual and landscape impact and highway and transport capacity would require independent appraisal before release</p>
<p>SP041 – Land at Keepers Lane, Storeton</p> <p>Land to the east of the M53 Motorway, between Station Road, Storeton Village and Brimstage Lane</p> <p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Not adjacent to any urban Settlement Area</p> <p>22.89 hectares</p> <p>Urban enclosure - 0%</p> <p>SHLAA 1963 – 22.30ha</p> <p><u>Electoral Wards:</u></p> <p>Bebington</p>	<p>Green Belt since December 1983</p> <p>Part of a prominent open hillside, up towards Storeton Woods</p> <p>Part of a wider strategic separation between Bebington and Settlement Area 7 – Heswall (3.5km distant), between Bebington and the M53 Motorway (800m) and an important separation between Storeton Village and the M53 Motorway (<200m)</p> <p>Includes the buildings and poultry houses associated with Storeton Lodge</p> <p>The majority of the parcel is part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to</p>	<p>Part of the remaining open land between the urban edge at Bebington and the M53 Motorway, on an open hillside adjacent to the M53 Motorway</p> <p>Although adjacent to Storeton Village, to the north, SP041 is isolated from any main settlement and would introduce discordant urban development into the open countryside unless part of a wider release to the east of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt, alongside SP030 to SP039</p> <p>Alternatively, additional areas between the Lever Causeway Woodland and Keepers Lane at Home Farm (parts of SHLAA 1963) could potentially be added to the existing</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>A smaller area to the north west of the parcel is part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. This character area is sensitive to any changes which would reduce the local distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>Best and most versatile agricultural land – 54.1%</p> <p>Liverpool City Region Core Biodiversity Area - 4.6% (1.05 ha) of Priority Habitat – woodland</p> <p>Public right of way (footpath) runs north to south across the parcel from Storeton Village along Keepers Lane and on to Brimstage Road</p>	<p>adjacent Infill Village (UDP Proposal GB7/5)</p> <p>Option 41.1 – Retain SP041 in the Green Belt but, if needed, propose to include additional areas between the Lever Causeway Woodland and Keepers Lane at Home Farm, including parts of SHLAA 1963, in an extended Infill Village in the Green Belt</p> <p>Or</p> <p>Option 41.2 – The whole of SP041 alongside SP030 to SP039 could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along the M53 Motorway, with a capacity of up to 304 dwellings (20.27ha developable), subject to appropriate design and boundary treatment and the protection of the Lever Causeway Woodland</p> <p>Additional public open space would also need to be provided</p> <p>The impact of the loss of best and most versatile agricultural land, visual and landscape impact and highway and transport capacity would require independent appraisal before release</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP042 – North of Poulton Hall Road</p> <p>Land to the east of the M53 Motorway, to the south of Clatterbridge Road, west of Poulton Royd Drive and Poulton Road, to the north of Thornton Common Road and Poulton Hall Road</p> <p>Agricultural land uses (arable)</p> <p>Adjacent to (west of) Settlement Area 4 – Bromborough and Eastham</p> <p>80.11 hectares</p> <p>Urban enclosure - 27%</p> <p>SHLAA 1984 – 37.14ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider strategic separation between Poulton-Spital, Bromborough and Settlement Area 7 – Heswall (4.5km distant) and the separation between Poulton-Spital and the M53 Motorway (400m)</p> <p>The southern and western parts of the parcel also form part of a wider incursion of countryside which separates the urban areas at Poulton Spital from Brookhurst (Kent Close, 700m) and the existing outrigger of urban development at Raby Drive (north south, 950m)</p> <p>Includes Claremount Farm, and the buildings in large grounds associated with Poulton Royd, Windy harbour, Mill Hill and Windcots along Poulton Royd Drive and Lancelyn Farm</p> <p>Clatter Brook meanders from west to east across the south west corner of the parcel as part of Dibbinsdale SSSI and a small area of the parcel may be at risk from flooding (1.89 ha)</p> <p>Part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is ‘enhance’. Any new development should ensure that it does not</p>	<p>Part of the remaining open land between the urban edge at Poulton-Spital and at Bromborough and the M53 Motorway</p> <p>Development would have limited impact on the separation with Settlement Area 7 to the west but would introduce a discordant outrigger of urban development into the open countryside unless part of a wider release to the east of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt</p> <p>Only the existing properties in large grounds at Poulton Royd Drive, between Clatterbridge Road and Poulton Green Close (SP042A), would be potentially suitable for release from the Green Belt, without any significant impact on the open countryside</p> <p>Option 42.1 – The properties at Claremont Farm to 83 Poulton Royd Drive (SP042A) could, if needed, potentially be proposed for release from the Green Belt, to reflect the existing pattern of development, as a boundary correction to the Green Belt</p> <p>Or</p> <p>Option 42.2 – SP042 alongside SP038 to SP040 and SP043 and SP044 could, if needed, potentially be proposed for release from the Green Belt, to establish a</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 89.8%</p> <p>Liverpool City Region Core Biodiversity Area – 14.6% (11.68 ha), which includes Dibbinsdale Site of Special Scientific Interest (part, 3.91ha); Priority Habitat – woodland and wetland; and Ancient & Semi-Natural Woodland</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p>	<p>revised Green Belt boundary along Mount Road and along the M53 Motorway to the south of junction 4, to Thornton Common Road, with a capacity of up to 939 dwellings (62.61ha developable), subject to the protection of existing ponds and woodlands and Dibbinsdale SSSI, which is also at risk from flooding</p> <p>Or</p> <p>Option 42.3 – SP042 alongside SP038 to SP040 and SP043 to SP046 could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along the M53 Motorway to the south of junction 4, to Eastham Rake, with a capacity of up to 939 dwellings (62.61ha developable), subject to the protection of existing ponds and woodlands and Dibbinsdale SSSI, which is also at risk from flooding</p> <p>Dibbinsdale SSSI could be protected as Urban Greenspace</p> <p>Additional public open space will need to be provided</p> <p>The impact of the loss of best and most versatile agricultural land, visual and landscape impact and highway and transport capacity would require</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		independent appraisal before release
<p>SP043 – East of Poulton Road, Spital</p> <p>Land to the east of Poulton Road and Dibbinsdale Road, to the west of the Liverpool to Chester railway line</p> <p>Agricultural land uses (arable)</p> <p>Adjacent to (west of) Settlement Area 4 – Bromborough and Eastham, between Poulton Spital and Brookhurst</p> <p>64.71 hectares</p> <p>Urban enclosure - 77%</p> <p>SHLAA 1930 – 24.42ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider east- west strategic separation between Bromborough and the M53 Motorway and between Bromborough and Settlement Area 7 – Heswall (5.4km distant) but also forms part of a wider incursion of countryside which separates the urban areas at Poulton Spital from Brookhurst (Kent Close) (north south, 700m)</p> <p>Includes Vineyard Farm and smaller isolated developments at Vineyard Cottage and Rose Cottage</p> <p>Dibbinsdale Brook meanders across the parcel from south to north and the eastern and southern edges of the parcel, may be at risk from flooding (9.27 ha)</p> <p>Part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is ‘enhance’. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land –</p>	<p>Part of the remaining open land between the urban edge at Bromborough and the M53 Motorway, largely enclosed by the existing urban areas at Poulton-Spital and Brookhurst (at Kent Close)</p> <p>Poulton Road could potentially form a clear, strong boundary to a revised Green Belt</p> <p>Development would have no greater impact on the separation with Settlement Area 7 to the west</p> <p>Only a smaller area at Vineyard Farm (SP043B, 21.51ha) would, however, be potentially developable, because of the location of Dibbinsdale LNR and Spital Field Open Space (36.41ha), part of which is also at risk from flooding</p> <p>Otherwise, the existing Green Belt boundary would need amending to exclude 5-11 and 12-14 Venables Close (SP043A), to reflect the existing pattern of development</p> <p>The M53 Motorway could also potentially provide an alternative strong boundary to a revised Green Belt, if SP043 was to be part of a wider release of land to the east of the M53 Motorway</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>35.6%</p> <p>Liverpool City Region Core Biodiversity Area - 79.3% (51.34 ha), which includes Dibbinsdale Site of Special Scientific Interest (part, 30.08 ha); Brotherton Park and Dibbinsdale Local Nature Reserve (part); Priority Habitat – woodland and wetland; and Ancient & Semi-Natural Woodland</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>Public rights of way (footpaths) cross the parcel from Poulton Road to the west, to Brotherton Park and to The Rake, Bromborough</p>	<p>Option 43.1 - SP043A could be proposed for release from the Green Belt, to reflect the existing pattern of development at Venables Close, as a boundary correction to the Green Belt</p> <p>Or</p> <p>Option 43.2 – SP043, with or without SP044, could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along Poulton Road, with a capacity of up to 323 dwellings (21.51ha developable), subject to the protection of existing ponds, trees and woodland and Dibbinsdale SSSI</p> <p>Or</p> <p>Option 43.3 - SP043, alongside SP038 to SP040, SP042 and SP044, could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along Mount Road and the M53 Motorway to the south of junction 4, to Thornton Common Road, with a capacity of up to 323 dwellings (21.51ha developable), subject to the protection of existing ponds, trees and woodland and Dibbinsdale SSSI</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		<p>Or</p> <p>Option 43.4 – SP043, alongside SP038 to SP040, SP042 and SP044 to SP046, could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along Mount Road and the M53 Motorway to the south of junction 4, to Eastham Rake, with a capacity of up to 323 dwellings (21.51ha developable), subject to the protection of existing ponds, trees and woodland and Dibbinsdale SSSI and LNR</p> <p>Additional public open space would need to be provided in areas not within 400m of Dibbinsdale LNR and Spital Field (33.79ha), which could be protected as Urban Greenspace</p> <p>The impact of the loss of best and most versatile agricultural land, visual and landscape impact and highway and transport capacity would require independent appraisal before release</p>
<p>SP044 – South of Poulton Hall Road</p> <p>Land to the south of Poulton Hall Road, east of Raby Mere Road and west of Dibbinsdale Road, to the north of Raby Drive</p>	<p>Green Belt since December 1983</p> <p>Part of a wider east- west strategic separation between Bromborough and the M53 Motorway and between Bromborough and Settlement Area 7 – Heswall (5.3km distant) but also forms part of a wider incursion of</p>	<p>Part of the remaining open land between the urban edge at Bromborough and the M53 Motorway, enclosed by the existing urban areas at Poulton-Spital, Brookhurst (at Doe’s Meadow Wood and Dibbins Green) and Raby Drive</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Agricultural land uses (pasture)</p> <p>Adjacent to (west of) Settlement Area 4 – Bromborough and Eastham, between Poulton Spital, Brookhurst and the Raby Drive housing estate</p> <p>41.69 hectares</p> <p>Urban enclosure – 56%</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>countryside which separates the urban areas at Poulton Spital from Brookhurst (Kent Close, 700m) and the existing outrigger of urban development at Raby Drive (north-south, 950m)</p> <p>Includes Poulton Hall and the collection of ribbon development associated with Dibbinsdale Road</p> <p>Dibbinsdale Brook, part of which is SSSI, meanders from west to east and south to north, along the southern and eastern edges of the parcel and part of the parcel may be at risk from flooding (4.70 ha.)</p> <p>Part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is ‘enhance’. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 48.8%</p> <p>Liverpool City Region Core Biodiversity Area – 41.1% (17.15 ha), which includes Dibbinsdale Site of Special Scientific Interest (part, 5.27 ha); The Marfords Site of Biological</p>	<p>Poulton Road and Poulton Hall Road could potentially form clear, strong boundaries to a revised Green Belt</p> <p>Development would have no greater impact on the separation with Settlement Area 7 to the west but could introduce a discordant outrigger of urban development into the open countryside unless released with SP043 or as part of a wider release to the east of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt</p> <p>Option 44.1 – SP044 alongside SP043 could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along Poulton Road and Poulton Hall Road, with a capacity of up to 341 dwellings (22.72ha developable), subject to the protection of existing ponds and woodlands and Dibbinsdale SSSI, which is also at risk of flooding</p> <p>Or</p> <p>Option 44.2 – SP044 alongside SP038 to SP040, SP042 and SP043 could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along Mount Road and the M53 Motorway to the south of</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Importance (No. 44); Priority Habitat – woodland and wetland; and Ancient & Semi-Natural Woodland</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p>	<p>junction 4, to Thornton Common Road, with a capacity of up to 341 dwellings (22.72ha developable), subject to the protection of existing ponds and woodlands and Dibbinsdale SSSI, which is also at risk of flooding</p> <p>Or</p> <p>Option 44.3 – SP044 alongside SP038 to SP040, SP042, SP043, SP045 and SP046 could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along Mount Road and the M53 Motorway to the south of junction 4, to Eastham Rake, with a capacity of up to 341 dwellings (22.72ha developable), subject to the protection of existing ponds and woodlands and Dibbinsdale SSSI, which is also at risk of flooding</p> <p>Additional public open space may need to be provided in areas not within 400m of Diddinsdale LNR or Marford Woods (2.86ha), which could be protected as Urban Greenspace</p> <p>The impact of the loss of best and most versatile agricultural land, visual and landscape impact and highway and transport capacity would also require independent appraisal before release</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP045 – North of Raby Hall Road</p> <p>Land to the east of the M53 Motorway to the south of Thornton Common Road, west of Blakeley Road and north of Raby Hall Road</p> <p>Agricultural land uses (pasture, horse grazing, arable and horse related facilities)</p> <p>Adjacent to (west of) Settlement Area 4 – Bromborough and Eastham</p> <p>35.30 hectares</p> <p>Urban enclosure - 26%</p> <p>SHLAA 511 – 1.62ha SHLAA 648 – 2.90ha SHLAA 649 – 3.68ha SHLAA 1947 – 10.29ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider east- west strategic separation between Bromborough and Settlement Area 7 – Heswall (4.5km distant). The parcel also forms an important separation between the existing outrigger of urban development at Raby Drive and the M53 Motorway (approximately 600m reducing to 300m in the north)</p> <p>Includes Raby Mere and existing development at Raby Hall, Raby Hall Cottages and Farm Cottage</p> <p>Part of the parcel along the western boundary and beside the stream that feeds Raby Mere may be at risk from flooding (3.09 ha)</p> <p>Part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is ‘enhance’. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 54.0%</p> <p>Liverpool City Region Core Biodiversity Area</p>	<p>Part of the remaining open land between the urban edge at Raby Drive and the M53 Motorway, only part of which (to the west of Raby Hall) is subject to glimpsed views from the M53 Motorway</p> <p>Development would have limited impact on the separation with Settlement Area 7 to the west but would introduce a discordant outrigger of urban development into the open countryside unless part of a wider release to the east of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt</p> <p>Only SHLAA 649 at Blakeley Road (SP045A), which is largely enclosed by the existing urban area, Raby Mere Woodland and Raby Hall, could potentially accommodate development with a more limited impact on openness and separation</p> <p>Option 45.1 – SP045A at Blakeley Road could, if needed, potentially be proposed for release from the Green Belt, with a capacity of up to 76 dwellings (3.38ha developable), subject to appropriate design and boundary treatment</p> <p>Or</p> <p>Option 45.2 – SP045 alongside SP038 to SP040, SP042 to SP044 and SP046, could,</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>– 62.8% (22.16 ha), which includes Dibbinsdale Site of Special Scientific Interest (part, 1.48 ha), along the northern edge of the parcel; Raby Mere Site of Biological Importance (No. B43); Tom's Paddock Site of Biological Importance (No. B74); Priority Habitat – woodland, wetland and grassland; and Ancient & Semi-Natural Woodland</p> <p>Part of the parcel is within the Raby Mere WeBS Core Count area (4.5%) and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p>	<p>if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along Mount Road and the M53 Motorway to the south of junction 4, to Eastham Rake, with a capacity of up to 187 dwellings (12.46ha developable), subject to the protection of existing ponds and woodland and Raby Mere and Raby Mere Woodland and Dibbinsdale SSSI, which are also at risk of flooding</p> <p>Raby Mere Woodland and Dibbinsdale SSSI could be protected as Urban Greenspace</p> <p>Additional public open space would need to be provided</p> <p>The impact of the loss of best and most versatile agricultural land, the role of the site as supporting habitat, visual and landscape impact and highway and transport capacity would also require independent appraisal before release</p>
<p>SP046 – South of Raby Hall Road</p> <p>Land to the east of the M53 Motorway, to the south of Raby Hall Road, to the west of Brookhurst Avenue</p> <p>Agricultural land uses (pasture)</p>	<p>Green Belt since December 1983</p> <p>Part of the wider east- west strategic separation between Brookhurst and Settlement Area 7 – Heswall (5.4km distant); the wider strategic north- south and east-west separation between Settlement Area 4 –</p>	<p>Part of the remaining open land between the urban edge at Eastham and the M53 Motorway, subject to occasional glimpsed views from the M53 Motorway</p> <p>Development would have limited impact on the separation with Settlement Area 7 to the</p>

Summary of Initial Green Belt Assessment for Public Consultation

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<p>Adjacent to (west of) Settlement Area 4 – Bromborough and Eastham</p> <p>131.31 hectares</p> <p>Urban enclosure - 44%</p> <p>SHLAA 1948 – 100.62ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Bromborough and Eastham and Willaston in Cheshire West and Chester (1.5km distant) and between Settlement Area 4 – Bromborough and Eastham and Neston (4.7km distant) in Cheshire West and Chester; and the separation between Brookhurst and the M53 Motorway (1.0km reducing to <400m in the south)</p> <p>Includes Bromborough Golf Course, Hargrave House Farm and an area of modern ribbon development to the west of Dibbinsdale Brook along Brookhurst Avenue towards Eastham Rake</p> <p>Dibbinsdale Brook meanders south to north along the eastern boundary of the parcel, along Plymyard Dale and part of the parcel may be at risk from flooding (4.82 ha)</p> <p>Part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 18.8%</p>	<p>west but would introduce a discordant out-rigger of urban development into the open countryside unless part of a wider release to the east of the M53 Motorway, which provide an alternative strong boundary to a revised Green Belt</p> <p>Only the houses already built at 224-274 Brookhurst Avenue and 202-204 Eastham Rake (SP046A, 0.92ha) would potentially be suitable for release from the Green Belt, without any significant impact on the open countryside</p> <p>Option 46.1 – SP046A could be proposed for release from the Green Belt, to reflect the existing pattern of development at Brookhurst Avenue and Eastham Rake, as a boundary correction to the Green Belt</p> <p>Or</p> <p>Option 46.2 – SP046, alongside SP038 to SP040 and SP042 to SP045, could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along Mount Road and the M53 Motorway to the south of junction 4, to Eastham Rake, with a capacity of up to 834 dwellings (55.63ha developable), subject to the protection of existing ponds and woodland and Plymyard Dale, which is also subject to</p>

Summary of Initial Green Belt Assessment for Public Consultation

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	<p>Liverpool City Region Core Biodiversity Area – 53.5% (70.21 ha), which includes Bromborough Golf Course Ponds Site of Biological Importance (No. 45); Hargrave House Farm Ponds Site of Biological Importance (No. 46); Plymyard Dale Site of Biological Importance (No. 47); Priority Habitat – woodland and wetland; and Ancient & Semi-Natural Woodland</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>A public right of way (footpath) runs from Raby Hall Road, at the north of the parcel, across the golf course and along the western boundary from where it connects to Benty Heath Lane on the other side of the M53 Motorway</p> <p>There is limited vehicular access from the east across Plymyard Dale</p>	<p>risk of flooding</p> <p>Additional public open space would need to be provided</p> <p>Bromborough Golf Course (58.53ha) could be protected as Urban Greenspace</p> <p>The impact of the loss of best and most versatile agricultural land, visual and landscape impact and highway and transport capacity would also require independent appraisal before release</p>
<p>SP047 – Eastham Rake Triangle</p> <p>Land between Eastham Rake, the M53 Motorway and the Liverpool to Chester railway line</p> <p>Adjacent to (west of) Settlement Area 4 – Bromborough and Eastham</p>	<p>Green Belt since December 1983</p> <p>Part of the wider strategic north-south and east-west separation between Settlement Area 4 – Bromborough and Eastham and Willaston in Cheshire West and Chester (1.2km distant) and between Settlement Area 4 – Bromborough and Eastham and Neston (4.7km distant) in Cheshire West and</p>	<p>Remnant of wooded open land between the urban edge at Eastham and the M53 Motorway, with the existing tree canopy highly visible from the M53 Motorway</p> <p>The M53 Motorway could potentially provide an alternative strong boundary to a revised Green Belt</p>

Summary of Initial Green Belt Assessment for Public Consultation

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<p>0.64 hectares</p> <p>Urban enclosure - 27%</p> <p>SHLAA 650 – 0.51ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Chester; the separation between Eastham and the M53 Motorway (<100m); and the separation between Eastham and Roften in the Green Belt in Cheshire West and Chester (800m distant)</p> <p>Part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 0% (not relevant)</p> <p>Liverpool City Region Core Biodiversity Area - 100% (0.64 ha) of Priority Habitat – woodland</p> <p>New railway station and railway station car park at Eastham Rake, to the immediate north, has been completed</p>	<p>Development would have no significant impact on separation or open countryside but the site is subject to a Tree Preservation Order and would form a discordant out-rigger of urban development to the south of Eastham Rake</p> <p>Option 47.1 – SP047 alongside SP048 could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary along the M53 Motorway but retain SP047 with SP048 undeveloped as Urban Greenspace</p>
<p>SP048 – Lowfields, Eastham</p> <p>Land to the east of the M53 Motorway and the Liverpool to Chester railway line, to the south of Eastham Rake and west of Lowfields Avenue</p>	<p>Green Belt since December 1983</p> <p>Part of the wider strategic east-west separation between Settlement Area 4 – Bromborough and Eastham and Willaston in Cheshire West and Chester (1.4km) and between Settlement Area 4 – Bromborough</p>	<p>Part of the mainly wooded remaining open land between the urban edge at Eastham and the M53 Motorway, with the existing tree canopy highly visible from the M53 Motorway</p> <p>The M53 Motorway could potentially provide an alternative strong boundary to a revised</p>

Summary of Initial Green Belt Assessment for Public Consultation

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<p>Adjacent to (west of) Settlement Area 4 – Bromborough and Eastham</p> <p>6.32 hectares</p> <p>Urban enclosure - 51%</p> <p><u>Electoral Wards:</u></p> <p>Eastham</p>	<p>and Eastham and Neston (5.1km) in Cheshire West and Chester; the separation between Eastham and the M53 Motorway (150m reducing to <50m in the south); and the separation between Eastham and Rofren in the Green Belt in Cheshire West and Chester (500m)</p> <p>Parcel provides public open space which is also subject to a local biodiversity designation</p> <p>Crossed to the north by overhead electricity cables and pylons</p> <p>Dibbinsdale Brook runs south to north across the middle of the parcel and a significant proportion of the parcel may be at risk from flooding (3.13 ha)</p> <p>Part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 0% (not relevant)</p> <p>Liverpool City Region Core Biodiversity Area -</p>	<p>Green Belt</p> <p>Development would have no significant impact on separation but the land is held as public open space and subject to risk of flooding and is not suitable for development</p> <p>Option 48.1 - SP048 could, if needed, potentially be proposed for release from the Green Belt, with or without SP047 or SP049, to establish a revised Green Belt boundary along the M53 Motorway but retain SP048 undeveloped as Urban Greenspace</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>98.7% (6.24 ha), which includes Lowfields Site of Biological Importance (No. 48); and Priority Habitat – woodland</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>A public right of way (footpath) crosses the parcel connecting Lowfields Aveune with Dale Hey, Hooton Road, on the other side of the M53 Motorway, in Cheshire West and Chester</p> <p>New railway station and railway station car park at Eastham Rake, to the immediate north, has already been completed</p>	
<p>SP049 – South of Mill Park</p> <p>Land to the east of the M53 Motorway, to the south of Pickmere Drive and Kingsley Avenue, west of New Chester Road</p> <p>Agricultural land uses</p> <p>Adjacent to (south of) Settlement Area 4 – Bromborough and Eastham</p> <p>25.84 hectares</p> <p>Urban enclosure - 41%</p> <p>SHLAA 891 – 8.72ha</p>	<p>Green Belt since December 1983</p> <p>Part of the wider north-south separation between Settlement Area 4 – Bromborough and Eastham and Ellesmere Port in Cheshire West and Chester (2km); the separation between Eastham and the M53 Motorway (300m reducing to <50m in the west); and the separation between Eastham and Roften (500m) between Eastham and Hooton, in the Green Belt in Cheshire West and Chester (650m)</p> <p>Visually prominent from the M53 Motorway adjacent</p>	<p>Part of the remaining open land between the urban edge at Eastham and the M53 Motorway, at Mill Park</p> <p>On their own, SHLAA 891, SHLAA 930, SHLAA 1769 and SHLAA 3002, would form discordant outriggers to the south of Mill Park but the M53 Motorway and New Chester Road could potentially provide alternative strong boundaries to a revised Green Belt</p> <p>Development would have limited impact on the separation with Ellesmere Port to the south but would be highly visible from the M53 Motorway in embankment</p>

Summary of Initial Green Belt Assessment for Public Consultation

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<p>SHLAA 930 – 11.37ha SHLAA 1769 – 2.65ha SHLAA 3002 – 1.43ha</p> <p><u>Electoral Wards:</u></p> <p>Eastham</p>	<p>Contains the complex of related buildings associated with the Travel Lodge, Starbucks and a garden nursery at New Chester Road (SP049D)</p> <p>Part of the Eastham Former Wooded Estate Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance and restore'. Any new development should reinforce the rural farmland and parkland characteristics, maximise views across the River Mersey and enhance and restore field boundaries and hedgerow trees. Changes along the urban and industrial fringes should reduce the prominence of visible urban edges through small scale woodland planting and orientation of buildings to reduce their scale and mass in views</p> <p>Best and most versatile agricultural land – 91.3%</p> <p>Liverpool City Region Core Biodiversity Area – 12.8% (3.31 ha) of Priority Habitat – woodland and wetland</p> <p>The eastern boundary is identified as an area for Transport Corridor Environmental improvements in the UDP</p>	<p>Option 49.1 – SP049 could, if needed, potentially be proposed for release from the Green Belt, with or without SP048, to establish a new Green Belt boundary along the M53 Motorway and New Chester Road, with a capacity of up to 307 dwellings (20.45ha developable), subject to appropriate design and boundary treatment and the protection of existing ponds and woodlands</p> <p>Additional public open space would need to be provided in areas not within 400m of Lowfields (SP048, 5.22ha)</p> <p>The impact of the loss of best and most versatile agricultural land, visual and landscape impact, flood risk and highway and transport capacity would also require independent appraisal before release</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP050 – South West of Rivacre Road</p> <p>Land to the north east of Junction 5 of the M53 Motorway, to the east of New Chester Road and south of Eastham Village, west of Rivacre Road</p> <p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Adjacent to (south and east of) Settlement Area 4 – Bromborough and Eastham</p> <p>46.84 hectares</p> <p>Urban enclosure - 4%</p> <p><u>Electoral Wards:</u></p> <p>Eastham</p>	<p>Green Belt since December 1983</p> <p>Along with SP051 to SP055 forms part of a wider incursion of Green Belt between the urban residential areas in Settlement Area 4 – Bromborough and Eastham, the entrance to the Manchester Ship Canal and its associated Tank Farm complexes and the adjoining industrial areas to the south of North Road in Ellesmere Port</p> <p>Part of the wider north-south strategic separation between Settlement Area 4 – Bromborough and Eastham and Ellesmere Port in Cheshire West and Chester (2.1km distant reducing to 1.1km at the North Road industrial complex in the east); the east-west separation between the urban residential areas of Eastham, the Manchester Ship Canal Tank Farm Complex (600m distant) and the North Road industrial complex (1.1km distant); the separation between Eastham and the M53 Motorway (800m reducing to 400m in the west); and the separation between Eastham and Hooton in the Green Belt in Cheshire West and Chester (700m)</p> <p>Contains some of the limited outbuildings associated with Eastham Hall</p> <p>Part of the Eastham Former Wooded Estate Landscape Character Area, where the quality and condition of the landscape is poor to</p>	<p>Part of the remaining open land between the urban edge at Eastham and the M53 Motorway, to the south of Eastham Village</p> <p>Development would have limited impact on the separation with Ellesmere Port to the south, which already joins the urban area at Eastham along North Road and the Manchester Ship Canal but would introduce a discordant out-rigger of urban development into the open countryside unless part of a wider release to the north and east of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt</p> <p>Development of SP050 would however also completely enclose Eastham Village with urban development, with implications for the status of Eastham Village (SP052) and land further north (SP053, SP054 and SP055) as a continued part of the Green Belt</p> <p>If not released for employment, the site could accommodate up to 592 dwellings (39.45ha developable)</p> <p>Option 50.1 – Retain SP050 in the Green Belt</p> <p>Or</p> <p>Option 50.2 – SP050 alongside SP049 and</p>

Summary of Initial Green Belt Assessment for Public Consultation

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	<p>moderate and the landscape strategy for the character area is 'enhance and restore'. Any new development should reinforce the rural farmland and parkland characteristics, maximise views across the River Mersey and enhance and restore field boundaries and hedgerow trees. Changes along the urban and industrial fringes should reduce the prominence of visible urban edges through small scale woodland planting and orientation of buildings to reduce their scale and mass in views</p> <p>Best and most versatile agricultural land – 55.4%</p> <p>Liverpool City Region Core Biodiversity Area – 13.5% (6.32 ha) of Priority Habitat – woodland</p> <p>The northern part of the parcel (10.84ha, 23.2%) is within the 400m COMAH Public Information Zone for KANEB Terminals</p> <p>The western boundary along New Chester Road is identified as an area for Transport Corridor Environmental improvements in the UDP</p>	<p>SP051 to SP055 could, if needed, potentially be proposed for release from the Green Belt, to establish a revised Green Belt boundary to the north of the M53 Motorway, with a capacity of up to 592 dwellings (39.45 developable), subject to appropriate design and boundary treatment, the protection of existing ponds and woodland and the impact on Eastham Village Conservation Area</p> <p>Additional public open space would need to be provided for dwellings not within 400m of Torr Park (3.63ha)</p> <p>The impact of the loss of best and most versatile agricultural land, visual and landscape impact, highway and transport capacity and issues related to public safety would also require independent appraisal before release</p>
<p>SP051 – North East of Rivacre Road</p> <p>Land to the north east of Rivacre Road, south of Bankfields Drive and the Manchester Ship Canal Tank Farm Complex, to the north west</p>	<p>Green Belt since December 1983</p> <p>Along with SP050 and SP052 to SP055 forms part of a wider incursion of Green Belt between the urban residential areas in</p>	<p>Part of the remaining open land to the north and east of the M53 Motorway between the urban edge at Eastham and the industrial area to the south of West Road in Ellesmere</p>

Summary of Initial Green Belt Assessment for Public Consultation

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<p>of West Road</p> <p>Agricultural land uses (arable)</p> <p>Adjacent to (south and east of) Settlement Area 4 – Bromborough and Eastham</p> <p>47.84 hectares</p> <p>Urban enclosure - 58%</p> <p>SHLAA 1785 – 27.28ha (SP051A) SHLAA 1786 – 2.93ha SHLAA 1787 – 3.06ha</p> <p><u>Electoral Wards:</u></p> <p>Eastham</p>	<p>Settlement Area 4 – Bromborough and Eastham, the entrance to the Manchester Ship Canal and its associated Tank Farm complexes and the adjoining industrial areas to the south of North Road in Ellesmere Port</p> <p>Part of the wider north-south and east-west strategic separation between Settlement Area 4 – Bromborough and Eastham and Ellesmere Port in Cheshire West and Chester (2.3km reducing to 1.1km at the North Road industrial complex in the east); the east-west separation between the urban residential areas of Eastham and the Manchester Ship Canal Tank Farm Complex (55m) and the North Road industrial complex (1.1km); the separation between the Manchester Ship Canal Tank Farm Complex and the M53 Motorway (800m); and the separation between the Manchester Ship Canal Complex and Hooton in the Green Belt in Cheshire West and Chester (1.3km)</p> <p>Includes an outdoor racing track and warehouse on an area of former airfield hard-standing at North Road and the small estate of former RAF housing at Merton Road and Dudley Crescent (SP051A)</p> <p>Part of the Eastham Former Wooded Estate Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the</p>	<p>Port</p> <p>Potential employment site, given the proximity of the Manchester Ship Canal Tank Farms, to the north and east and existing industrial development at Hooton Park, to the south</p> <p>Rivacre Road to the west or the M53 Motorway as part of a wider release alongside SP049 and SP050, could potentially provide an alternative strong boundary to a revised Green Belt</p> <p>Alternatively, while SHLAA 1786 and SHLAA 1787 would, on their own, form discordant outriggers of urban development, the remaining parts of the former airfield to the north of West Road (the remainder of the land parcel to the east of SHLAA 1785, SP051B, 20.02ha), could also provide land for additional employment development with direct access to the M53 Motorway</p> <p>Development of SP051 and/or SP051B would have limited impact on the separation with Ellesmere Port, which already joins the urban area at Eastham along North Road and the Manchester Ship Canal, without significantly further compromising the east-west separation between the urban residential areas at Mill Park and the Manchester Ship Canal Complex, subject to any additional impact on Eastham Village Conservation Area</p>

Summary of Initial Green Belt Assessment for Public Consultation

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	<p>character area is 'enhance and restore'. Any new development should reinforce the rural farmland and parkland characteristics, maximise views across the River Mersey and enhance and restore field boundaries and hedgerow trees. Changes along the urban and industrial fringes should reduce the prominence of visible urban edges through small scale woodland planting and orientation of buildings to reduce their scale and mass in views</p> <p>Best and most versatile agricultural land – 44.4%</p> <p>Liverpool City Region Core Biodiversity Area – 1.2% (0.59ha), which is a small area of Priority Habitat – woodland</p> <p>More than half the parcel falls within a COMAH Public Information Zone (PIZ) (26.51ha, 55.6%). The northern part of the parcel (22.85ha) is within the 400m PIZ for KANEB Terminals and the eastern part of the parcel (4.92ha) is within the 250m PIZ for Eastham Refinery</p>	<p>Development of SP051 and/or SP051B would not, on their own, have implications for the status of Eastham Village (SP052) and the status of parcels further north (SP053, SP054 and SP055) as a continued part of the Green Belt</p> <p>Option 51.1 – SP051B could, if needed, potentially be proposed for release from the Green Belt for additional employment uses (5.81ha, developable), to establish a revised Green Belt boundary along the northern edge of the former Hooton Park airfield, to the north of West Road, subject to appropriate design and boundary treatment</p> <p>Or</p> <p>Option 51.2 – SP051 could, if needed, potentially be proposed for release from the Green Belt for additional employment uses (31.14ha, developable), to establish a revised Green Belt boundary along Rivacre Road, subject to appropriate design and boundary treatment, the protection of existing ponds and woodlands and the impact on Eastham Village Conservation Area</p> <p>Or</p> <p>Option 51.3 – SP051 could, if needed,</p>

Summary of Initial Green Belt Assessment for Public Consultation

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		<p>potentially be proposed for release from the Green Belt for additional employment uses (31.44ha, developable), alongside SP049, SP050 and SP052 to SP055, to establish a revised Green Belt boundary to the north of the M53 Motorway, subject to the protection of existing ponds and woodlands and the impact on Eastham Village Conservation Area</p> <p>Or</p> <p>Option 51.4 – SP051 could, if needed, potentially be proposed for release from the Green Belt for additional housing development, alongside SP049, SP050 and SP052 to SP055, to establish a revised Green Belt boundary to the north of the M53 Motorway, with a capacity of up to 467 dwellings (31.44ha developable), subject to the protection of existing ponds and woodlands, the impact on Eastham Village Conservation Area and the provision of additional public open space</p> <p>Or</p> <p>Option 51.5 – SP051 could, if needed, potentially be proposed for release from the Green Belt for mixed housing and employment development, with or without SP049, SP050 and SP052 to SP055, with a capacity of up to 380 dwellings (SP051A,</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		<p>25.33ha developable) and up to 5.81ha of new employment development (SP051B), subject to the protection of existing ponds and woodlands, the impact on Eastham Village Conservation Area and the provision of additional public open space</p> <p>The impact of the loss of best and most versatile agricultural land, visual and landscape impact, highway and transport capacity and issues related to public safety would also require independent appraisal before release</p>
<p>SP052 – Eastham Village Conservation Area</p> <p>Conservation village to the east of New Chester Road associated with the junctions between Eastham Village Road, Rivacre Road, Stanley Lane and Ferry Road (to the south of St John’s Road)</p> <p>Agricultural land uses (pasture)</p> <p>Adjacent to (east and west of) Settlement Area 4 – Bromborough and Eastham</p> <p>31.19 hectares</p> <p>Urban enclosure - 46%</p> <p>SHLAA 896 – 0.09ha SHLAA 1785 (part) – 27.28ha</p>	<p>Green Belt since December 1983</p> <p>Along with SP053 to SP055 forms part of a wider incursion of Green Belt that separates Wirral International Business Park and the urban residential areas in Settlement Area 4 – Bromborough and Eastham (approximately 500m to the west) from the Tank Farm complexes associated with the entrance to the Manchester Ship Canal</p> <p>The urban residential areas and the Manchester Ship Canal are however already joined by development within this parcel and by the more modern ribbon development at St David Road, St Johns Road and Ferry Road to the immediate north (SP053)</p> <p>Includes Torr Park and Malone Field Rugby</p>	<p>The existing developed areas of the village could potentially be identified as an Infill Village or could potentially be released from the Green Belt with little impact on separation or the open countryside</p> <p>Release from the Green Belt would also have implications for the status of parcels further north (SP053, SP054 and SP055) as a continued part of the Green Belt</p> <p>Not releasing the village from the Green Belt would prevent options that included the potential release of SP050 but would not prevent options that included the potential release of SP049 or SP051</p> <p>Option 52.1 – Retain SP052 in the Green Belt but, if needed, propose to identify a</p>

Summary of Initial Green Belt Assessment for Public Consultation

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<p>SHLAA 3028 – 0.11ha</p> <p><u>Electoral Wards:</u></p> <p>Eastham</p>	<p>Ground</p> <p>Part of the Eastham Former Wooded Estate Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance and restore'. Any new development should reinforce the rural farmland and parkland characteristics, maximise views across the River Mersey and enhance and restore field boundaries and hedgerow trees. Changes along the urban and industrial fringes should reduce the prominence of visible urban edges through small scale woodland planting and orientation of buildings to reduce their scale and mass in views</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area – 14.7% (4.58ha) of Priority Habitat – woodland</p> <p>Public right of way (footpath) runs across Malone Field Rugby Ground from New Chester Road to Eastham Village Road</p> <p>The entire parcel is within the 400m COMAH Public Information Zone for KANEB Terminals (100%)</p> <p>The western boundary along New Chester Road is identified as an area for Transport</p>	<p>new Infill Village in the Green Belt</p> <p>Conservation Area controls would remain in place but limited infill development could also be allowed within defined areas of the village</p> <p>Or</p> <p>Option 52.2 – SP052 could, if needed, potentially be proposed for release from the Green Belt, alongside SP053 to SP055, to establish a revised Green Belt boundary to the south of Eastham Village</p> <p>Conservation Area controls would remain in place but the additional presumption against development in the Green Belt would be removed</p> <p>Or</p> <p>Option 52.3 – SP052 could, if needed, potentially be proposed for release from the Green Belt, alongside SP053 to SP055 and SP049 to SP51, to establish a revised Green Belt boundary along the M53 Motorway</p> <p>Conservation Area controls would, again, remain in place but the additional presumption against development in the Green Belt would be removed</p>

Summary of Initial Green Belt Assessment for Public Consultation

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	<p>Corridor Environmental improvements in the UDP</p> <p>UDP Policy CH10 – Eastham Village Conservation Area, identifies principal planning objectives including maintaining a sense of separation between the village core and surrounding built-up area by retaining open spaces, such as Torr Park, Malone Field and St Mary’s playing field</p>	<p>Open spaces such as Torr Park (3.63ha), Malone Field (3.55ha) and St Marys Playing Field (1.18ha) could be protected as Urban Greenspace in addition to Conservation Area controls</p> <p>Issues related to public safety would also require independent appraisal before additional development could be permitted</p>
<p>SP053 – Eastham Village (Outside the Conservation Area)</p> <p>Land at St David Road, St Johns Road, 43-115 and 82-144 Ferry Road, Seaview Avenue and 1139-1163 New Chester Road (excluding Eastham Conservation Area)</p> <p>Adjacent to (between and linked to different parts of) Settlement Area 4 – Bromborough and Eastham</p> <p>14.30 hectares</p> <p>Urban enclosure - 33%</p> <p>SHLAA 1928 – 1.26ha SHLAA 1929 – 0.40ha</p> <p><u>Electoral Wards:</u></p> <p>Eastham</p>	<p>Green Belt since December 1983</p> <p>Along with SP052, SP054 and SP055 forms part of a wider incursion of Green Belt that separates Wirral International Business Park (900m to the north) and the urban residential areas in Settlement Area 4 – Bromborough (500m to the west) from the entrance to the Manchester Ship Canal and its associated Tank Farm complexes</p> <p>The urban residential areas and the Manchester Ship Canal are however already joined both by lower density development within the older Village to the south (SP052) and by the more modern development within this parcel to the north of Torr Park, along St David Road, St Johns Road, Ferry Road and Seaview Avenue, which are already designated as an Infill Village in the Green Belt in the UDP (see SP053A below)</p>	<p>Existing developed area in the Green Belt which is already identified as a Infill Village, which could potentially be extended with little impact on separation or open countryside</p> <p>Land between 112 Ferry Road and 1 and 3 Bankfield Drive (SHLAA 1929, SP053B, 0.40ha, capacity up to 10 dwellings, to reflect existing densities); to the south of Seaview Avenue (SHLAA 1928, SP053A, 1.27ha, capacity up to 30); at 1141 to 1163 New Chester Road and 2 to 6 Eastham Village Road (SP053C, 0.36ha); and to the north of Seaview Avenue (SP055C, 1.35ha, capacity up to 21 dwellings), could potentially be added to the Infill Village (SP053A) without significantly affecting any strategic separation or introducing discordant development into the open countryside</p> <p>Alternatively, there may be potential to remove SP053 from the Green Belt alongside</p>

Summary of Initial Green Belt Assessment for Public Consultation

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	<p>Part of the Eastham Former Wooded Estate Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance and restore'. Any new development should reinforce the rural farmland and parkland characteristics, maximise views across the River Mersey and enhance and restore field boundaries and hedgerow trees. Changes along the urban and industrial fringes should reduce the prominence of visible urban edges through small scale woodland planting and orientation of buildings to reduce their scale and mass in views</p> <p>Liverpool City Region Core Biodiversity Area – 3.5% (0.5 ha) of Priority Habitat - woodland</p> <p>The entire parcel is within the 400m COMAH Public Information Zone for KANEB Terminals (100%)</p> <p>The western boundary along New Chester Road is identified as an area for Transport Corridor Environmental improvements in the UDP</p> <p>Seaview Avenue and land to the east of Ferry Road is within the Coastal Zone identified in the UDP</p>	<p>SP054 and SP055 or as part of a wider release to the north of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt</p> <p>Option 53.1 – Subject to no change in the status of SP052, SP054 and SP055 an extended Infill Village could, if needed, be proposed to include SP053A and/or SP053B and/or SP053C and/or SP055C</p> <p>Or</p> <p>Option 53.2 – SP053 could, if needed, potentially be proposed for release from the Green Belt, alongside SP054 and SP055, to establish a revised Green Belt boundary to the north of Eastham Village</p> <p>Or</p> <p>Option 53.3 – SP053 could, if needed, potentially be proposed for release from the Green Belt, alongside SP052, SP054 and SP055, to establish a revised Green Belt boundary to the south of Eastham Village</p> <p>Or</p> <p>Option 53.4 – SP053 could, if needed, potentially be proposed for release from the Green Belt alongside SP049 to SP052,</p>

Summary of Initial Green Belt Assessment for Public Consultation

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		<p>SP054 and SP055, to establish a revised Green Belt boundary along the M53 Motorway</p> <p>Issues related to public safety would require independent appraisal before additional development could be permitted</p>
<p>SP053A – Infill Village at St David’s Road, Eastham</p> <p>Mature, suburban-style residential area between New Chester Road and Ferry Road, to the immediate north of Eastham Village Conservation Area</p> <p>Adjacent to (between and linked to different parts of) Settlement Area 4 – Bromborough and Eastham</p> <p>12.30 hectares</p> <p>Urban enclosure - 11%</p> <p><u>Electoral Wards:</u></p> <p>Eastham</p>	<p>Green Belt since December 1983</p> <p>Existing developed area between New Chester Road and the Manchester Ship Canal to the immediate north of Eastham Village Conservation Area</p> <p>Part of the Eastham Former Wooded Estate Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is ‘enhance and restore’. Any new development should reinforce rural and parkland characteristics; maximise views across the River Mersey; enhance and restore field boundaries and hedgerow trees; and reduce the prominence of visible urban edges through small scale woodland planting and orientation of buildings to reduce their scale and mass in views</p> <p>Liverpool City Region Core Biodiversity Area – 1% (0.14ha)</p> <p>The entire parcel is within the 400m COMAH</p>	<p>Existing developed area in the Green Belt, not suitable for release from the Green Belt in isolation but which could potentially be extended with little impact on separation or open countryside (in line with Option 53.1 above)</p> <p>Issues related to public safety would also require independent appraisal before any additional development could be permitted</p>

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	<p>Public Information Zone for KANEB Terminals (100%)</p> <p>Seaview Avenue, the east of Ferry Road is within the Coastal Zone identified in the UDP</p>	
<p>SP054 – Carlett Park</p> <p>Land to south of Wirral International Business Park, east of New Chester Road, west of Ferry Road and north of St David Road</p> <p>Adjacent to (south and east of) Settlement Area 4 – Bromborough and Eastham</p> <p>116.08 hectares</p> <p>Urban enclosure - 54%</p> <p><u>Electoral Wards:</u></p> <p>Eastham Bromborough</p>	<p>Green Belt since December 1983</p> <p>Along with SP055, SP052 and SP053 forms part of a wider incursion of Green Belt that separates Wirral International Business Park (900m to the north) and the urban residential areas in Settlement Area 4 – Bromborough (700m to the west) from the entrance to the Manchester Ship Canal and its associated Tank Farm complexes</p> <p>Includes the public facilities for outdoor sport and recreation at the Leverhulme Sports Ground, Eastham Country Park and Green Lane playing fields, Carlett Park Allotments, Carlett Park playing field and Eastham Lodge Golf Course, Eastham Ferry Hotel, The Warrens Farm and an MOD Tank Farm</p> <p>Part of the Eastham Former Wooded Estate Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is ‘enhance and restore’. Any new development should reinforce the rural farmland and parkland characteristics, maximise views across the River Mersey and</p>	<p>There may be potential to remove this parcel from the Green Belt alongside SP053 and SP055 or alongside SP052, SP053 and SP055 or as part of a wider release to the north of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt</p> <p>Option 54.1 – SP054 could, if needed, potentially be proposed for release from the Green Belt, alongside SP053 and SP055, to establish a revised Green Belt boundary to the north of Eastham Village</p> <p>Or</p> <p>Option 54.2 – SP054 could, if needed, potentially be proposed for release from the Green Belt, alongside SP052, SP053 and SP055, to establish a revised Green Belt boundary to the south of Eastham Village</p> <p>Or</p> <p>Option 54.3 – SP054 could, if needed, potentially be proposed for release from</p>

Summary of Initial Green Belt Assessment for Public Consultation

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	<p>enhance and restore field boundaries and hedgerow trees. Changes along the urban and industrial fringes should reduce the prominence of visible urban edges through small scale woodland planting and orientation of buildings to reduce their scale and mass in views</p> <p>Best and most versatile agricultural land – 0%</p> <p>The adjacent coastline is subject to national and international biodiversity designations and a small part of the parcel that fronts onto the Mersey Estuary may be at risk from flooding (0.07 ha)</p> <p>Liverpool City Region Core Biodiversity Area – 80.0% (92.88 ha), which includes Eastham Woods Site of Biological Importance (No. 50) (part); Ancient & Semi-Natural Woodland; and Priority Habitat – woodland</p> <p>A small part of the parcel is within the New Ferry WeBS Core Count area (0.2%) and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>Public right of way (bridlepath) crosses the northern part of the parcel, east to west along Green Lane, connecting Eastham Ferry and</p>	<p>the Green Belt alongside SP052, SP053 and SP055 and SP049 to SP051, to establish a revised Green Belt boundary along the M53 Motorway</p> <p>Open spaces such as Leverhulme Sports Ground (23.42ha), Eastham Country Park and Green Lane playing fields (41.10ha), Carlett Park Allotments (1.12ha), Carlett Park playing field (2.59ha) and Eastham Lodge Golf Course (38.20ha) could be protected as Urban Greenspace or as Sports Grounds for Protection from Development</p> <p>Issues related to public safety would require independent appraisal before any additional development could be permitted to the south of the Major Developed Site at Carlett Park</p>

Summary of Initial Green Belt Assessment for Public Consultation

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	<p>the New Chester Road, Bromborough</p> <p>Public right of way (footpaths) run along the coastal frontage of Eastham Country Park on the north eastern boundary of the parcel and the short distance from the northern boundary of the parcel to Green Lane (bridlepath) connecting Wirral International Business Park with Eastham Country Park and Eastham Ferry</p> <p>The area of new housing development at Carlett Park was identified as a Major Developed Site in the Green Belt in the UDP (Proposal GB9/4, see SP054A below)</p> <p>The southern parts of the parcel, to south of the Major Developed Site at Carlett Park (7.8ha, 6.7%), are within the 400m COMAH Public Information Zone for KANEB Terminals</p> <p>The eastern boundary with the Mersey Estuary is within the Coastal Zone identified in the UDP</p> <p>The western boundary along New Chester Road is identified as an area for Transport Corridor Environmental improvements in the UDP</p>	
<p>SP054A – Major Developed Site at Carlett Park, Eastham</p>	<p>Green Belt since December 1983</p> <p>Part of the wider incursion of Green Belt that</p>	<p>Not suitable for removal from the Green Belt in isolation but an amended developed area boundary could be identified to form a new</p>

Summary of Initial Green Belt Assessment for Public Consultation

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<p>Former Wirral Metropolitan College campus on a free-standing site between New Chester Road and Ferry Road, now redeveloped for housing on the previously developed footprint</p> <p>Not adjacent to any urban Settlement Area</p> <p>5.06 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>Eastham</p>	<p>separates Wirral International Business Park (600m to the north) and the urban residential areas in Settlement Area 4 – Bromborough (400m to the west) from Eastham Village (350m to the south) and the entrance to the Manchester Ship Canal and its associated Tank Farm complexes (250m to the east</p> <p>Enclosed by Eastham Lodge Golf Course, Carlett Park playing field and Eastham Country Park</p> <p>Part of the Eastham Former Wooded Estate Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance and restore'. Any new development should reinforce parkland characteristics, maximise views across the River Mersey, enhance and restore field boundaries and hedgerow trees and reduce the prominence of visible urban edges through small scale woodland planting and orientation of buildings to reduce their scale and mass in views</p> <p>Liverpool City Region Core Biodiversity Area – 9% (0.43ha)</p> <p>Eastham Country Park to the north east is subject to a local biodiversity designation and is a Priority Habitat</p>	<p>Infill Village in the Green Belt without further significant impact on separation or openness</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP055 – East of Ferry Road, Eastham</p> <p>Land to east of Ferry Road, to the north of Seaview Avenue between Ferry Road, the Manchester Ship Canal and the coast</p> <p>Agricultural land uses (pasture) and memorial gardens</p> <p>Adjacent to (south, east and west of) Settlement Area 4 – Bromborough and Eastham</p> <p>15.96 hectares</p> <p>Urban enclosure - 36%</p> <p>SHLAA 928 – 1.24ha SHLAA 1588 – 0.14ha</p> <p><u>Electoral Wards:</u></p> <p>Eastham</p>	<p>Green Belt since December 1983</p> <p>Along with SP054, SP052 and SP053 forms part of a wider incursion of Green Belt that separates Wirral International Business Park (0.9km to the north) and the urban residential areas in Settlement Area 4 – Bromborough (700m distant to the west) from the entrance to the Manchester Ship Canal and its associated Tank Farm complexes</p> <p>Forms prominent high ground overlooking the Mersey Estuary, the QEII Dock and the entrance to the Manchester Ship Canal</p> <p>The adjacent coastline is subject to national and international biodiversity designations and a small part of the parcel that fronts the Mersey Estuary may be at risk from flooding (0.2 ha)</p> <p>Includes properties at Lock Road, Mayfields Woodland Remembrance Park and some of the public outdoor recreation facilities associated with the Eastham Ferry river frontage and Eastham Country Park</p> <p>Part of the Eastham Former Wooded Estate Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is ‘enhance and restore’. Any new development should reinforce the rural</p>	<p>Remaining area of open land overlooking the coast and the Queen Elizabeth Dock at the entrance to the Manchester Ship Canal</p> <p>Land to the north of Seaview Avenue, between the Queen Elizabeth Dock and Eastham Lodge Golf Club (including SHLAA 928 at Ferry Road and SHLAA 1588 at Mayfield Drive, combined as SP055C, 1.35ha) could potentially be released from the Green Belt or added to the adjacent Infill Village (SP053), with no further impact on separation or open countryside</p> <p>Alternatively, there may be potential to remove SP055 from the Green Belt alongside SP052, SP053 and SP054 or as part of a wider release to the north of the M53 Motorway, which could potentially provide an alternative strong boundary to a revised Green Belt</p> <p>Option 55.1 – Subject to no change in the status of SP052, SP053 and SP054, SP055C could, if needed, be proposed to be included in an extended Infill Village, as part of SP053</p> <p>Or</p> <p>Option 55.2 - Subject to no change in the status of SP052, SP053 and SP054, SP055C could, if needed, potentially be</p>

Summary of Initial Green Belt Assessment for Public Consultation

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	<p>farmland and parkland characteristics, maximise views across the River Mersey and enhance and restore field boundaries and hedgerow trees. Changes along the urban and industrial fringes should reduce the prominence of visible urban edges through small scale woodland planting and orientation of buildings to reduce their scale and mass in views</p> <p>Best and most versatile agricultural land – 0% (no relevant)</p> <p>Liverpool City Region Core Biodiversity Area – 33.3% (5.32 ha), which includes Eastham Woods Site of Biological Importance (No. 50) (small part); and Priority Habitat – woodland</p> <p>A small part of the parcel is within the New Ferry WeBS Core Count area (4.4%) and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>The southern part of the parcel (1.46ha, 9.1%), including a large part of SP055C, is within the 400m COMAH Public Information Zone for KANEB Terminals</p> <p>The whole parcel, including the eastern boundary with the Mersey Estuary, is within the Coastal Zone identified in the UDP</p>	<p>proposed for release from the Green Belt, with a capacity of up to 35 dwellings, subject to appropriate design and boundary treatment</p> <p>Or</p> <p>Option 55.3 – SP055 could, if needed, potentially be proposed for release from the Green Belt, alongside SP052 to SP054, to establish a revised Green Belt boundary to the south of Eastham Village</p> <p>Or</p> <p>Option 55.4 – SP055 could, if needed, potentially be proposed for release from the Green Belt alongside SP052 to SP054 and SP049 to SP051, to establish a revised Green Belt boundary along the M53 Motorway</p> <p>Mayfields Woodland Remembrance Park (7.44ha) could be protected as Urban Greenspace</p> <p>Issues related to public safety would require independent appraisal before any additional development could be permitted to the south of Mayfields Woodland Remembrance Park</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP056 – North of Station Road, Thurstaston</p> <p>Land to the north of Station Road, Thurstaston between the Wirral Way and Telegraph Road to the south of Caldly (excluding Thurstaston Conservation Area)</p> <p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Adjacent to (south of) Settlement Area 6 – West Kirby and Hoylake</p> <p>169.13 hectares</p> <p>Urban enclosure - 35%</p> <p><u>Electoral Wards:</u></p> <p>West Kirby and Thurstaston</p>	<p>Green Belt since December 1983</p> <p>Part of wider strategic separation between Caldly and Heswall (2.8km) and the separation between Irby and the Thurstaston coastline (1.9km)</p> <p>Contains Caldly Golf Club, Calday Grammar School Playing Fields and small areas of older ribbon development at Dawpool Cottages and the more modern properties at 431-445 Telegraph Road. Also contains the overflow car park for Wirral Country Park at the coastal end of Station Road</p> <p>The coastline to the west is of national and international significance for biodiversity.</p> <p>The majority of the parcel is part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>The small area of built development along the eastern edge of the parcel is part of the</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 6 and between Thurstaston and Irby and the Dee coastline</p> <p>The majority of the parcel is therefore not suitable for release from the Green Belt because of the impact on openness and separation</p> <p>Otherwise, the existing Green Belt boundary would only potentially need amending, to exclude 3-5 Meadowgate and 6 Heatherleigh (SP056A, 0.30ha), towards the north west of the parcel and the rear gardens to 19-29 Croft Drive East (SP056B, 0.97ha), to reflect the existing pattern of development.</p> <p>Option 56.1 – SP056A could be proposed for release from the Green Belt, to reflect the existing pattern of development at Meadowgate, as a boundary correction to the Green Belt</p> <p>And/or</p> <p>Option 56.2 – SP056B could be proposed for release from the Green Belt, to reflect the existing pattern of development at Croft Drive East, as a boundary correction to the Green Belt</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Thurstaston and Arrowe Park Wooded Hills Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. New Development should conserve the existing field pattern, restore fragmented hedgerows and be set within mature wooded framework and ensure that when viewed from high ground it contributes to and maintains the impression of the character area being almost completely wooded</p> <p>Best and most versatile agricultural land – 45.1%</p> <p>Liverpool City Region Core Biodiversity Area – 20.3% (34.31ha), which includes Thurstaston Common Site of Special Scientific Interest (part); Caldy Golf Course Site of Biological Importance (No. 6) (part); Wirral Way (Caldy-Thurstaston) Site of Biological Importance (No. 15) (part); Thurstaston Common Local Geological Site (No. 8) (part); and Priority Habitat – woodland, heath and grassland</p> <p>Part of the parcel is within the Thurstaston Fields WeBS Core Count area (94.3%) and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR</p>	

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Ecological Network</p> <p>A public right of way (footpath) crosses the northern part of the parcel east to west from Telegraph Road to Croft Drive East</p> <p>Area of Special Landscape Value in the UDP (Proposal LA2/2)</p>	
<p>SP057 – Thurstaston Conservation Area</p> <p>Rural conservation village to the west of Telegraph Road, around the junction between Station Road and Church Lane</p> <p>Agricultural land uses (horse grazing)</p> <p>Not adjacent to any urban Settlement Area</p> <p>22.50 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>West Kirby and Thurstaston</p>	<p>Green Belt since December 1983</p> <p>Part of wider strategic separation between Caldy and Heswall (2.8km) and the separation between Irby and the Thurstaston coastline (1.8km)</p> <p>The majority of the parcel is part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>The northern area of the parcel is part of the Thurstaston and Arrowe Park Wooded Hills Landscape Character Area, where the quality and condition of the landscape is good and</p>	<p>Existing rural village, not directly adjacent to any part of the urban area</p> <p>Not suitable for release from the Green Belt</p> <p>The existing developed areas of the village could, however, potentially be identified as an Infill Village with little impact on separation or the open countryside, subject to the impact on the character and appearance of the Conservation Area</p> <p>Option 57.1 – Retain SP057 in the Green Belt but, if needed, propose to identify a new Infill Village in the Green Belt, with boundaries defined to minimise the impact on the landscape and the character and appearance of the Conservation Area</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>the landscape strategy for the character area is 'conserve'. New Development should conserve the existing field pattern, restore fragmented hedgerows and be set within mature wooded framework and ensure that when viewed from high ground it contributes to and maintains the impression of the character area being almost completely wooded</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area – 39.9% (8.98 ha), which includes Priority Habitat – woodland</p> <p>A small part of the parcel is within the Thurstaston Fields WeBS Core Count area (14.0%) and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>A public right of way (footpath) runs south from Church Lane in Thurstaston Village and connects with Oldfield Drive in Heswall</p> <p>Area of Special Landscape Value in the UDP (Proposal LA2/2)</p> <p>UDP Policy CH19 – Thurstaston Conservation Area, identifies principal planning objectives</p>	

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	including preserving the character of a traditional English Village and its historic agricultural buildings; preserving the setting of the Village' public buildings; and maintain tree groups. New Development will not be permitted on the open area in front of St. Bartholomew's Church	
<p>SP058 – South of Station Road, Thurstaston</p> <p>Land to the south of Station Road, Thurstaston between the Wirral Way and Telegraph Road, to the north of Oldfield Drive Heswall (excluding Thurstaston Conservation Area)</p> <p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Adjacent to (north of) Settlement Area 7 – Heswall</p> <p>191.20 hectares</p> <p>Urban enclosure - 26%</p> <p>SHLAA 642 – 1.64ha (SP058C) SHLAA 907 – 1.29ha (SP058D)</p> <p><u>Electoral Wards:</u> West Kirby and Thurstaston Heswall</p>	<p>Green Belt since December 1983</p> <p>Part of wider strategic separation between Caldy and Heswall (2.8km) and the separation between Irby and Pensby and the Thurstaston coastline (1.8km)</p> <p>Contains collection of buildings at Lee Farm, Oldfield Farm and small areas of ribbon development at Oldfield Drive and at the end of Pipers Lane</p> <p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p>	<p>Forms part of the separation between Settlement Area 5 and Settlement Area 6 and between Thurstaston, Irby and Pensby and the Dee coastline</p> <p>The majority of the parcel is therefore not suitable for release from the Green Belt because of the impact on openness and separation</p> <p>Land at 90-92 Oldfield Road and 48-52 Oldfield Drive (SP058A, 0.79ha); and at the rear of 87-91 Pipers Lane, between Pipers Lane and the Wirral Way (SP058B, 0.25ha) could however potentially be released from the Green Belt to reflect the existing pattern of development</p> <p>Land at the end of Pipers Lane (SHLAA 642, SP058C; SHLAA 907, SP058D; including land to the north of 103 Pipers Lane (SP058E, 2.45ha), could also potentially be released without any significant impact on separation or open countryside, subject to any impact on biodiversity (SP058C and SP058D only)</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Best and most versatile agricultural land – 81.4%</p> <p>The parcel is subject to numerous local biodiversity designations. Heswall Dungeon is of national importance and the coastline to the west of national and international significance</p> <p>Liverpool City Region Core Biodiversity Area – 7.7% (14.77 ha), which includes The Dungeon Site of Special Scientific Interest; The Dungeon Site of Biological Importance (No. 18); Piper’s Lane Site of Biological Importance (No. 19), which has recently been reduced by 45%; Colley’s Farm Site of Biological Importance (No. 70); and Priority Habitat – woodland, wetland and grassland</p> <p>The majority of the parcel is within the Thurstaston Fields WeBS Core Count area (97.1%) and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>The parcel is crossed east to west and north to south by public rights of way between Thurstaston and Heswall and the Wirral Way</p> <p>Area of Special Landscape Value in the UDP (Proposal LA2/2)</p>	<p>Option 58.1 – SP058A could be proposed for release from the Green Belt, to reflect the existing pattern of development at Oldfield Drive, as a boundary correction to the Green Belt</p> <p>And/or</p> <p>Option 58.2 – SP058B could be proposed for release from the Green Belt, to the rear of 87 to 91 Pipers Lane, as a boundary correction to the Green Belt</p> <p>And/or</p> <p>Option 58.3 – SP058C could, if needed, potentially be proposed for release from the Green Belt, with a capacity of up to 18 dwellings (1.04ha developable), subject to appropriate design and boundary treatment and the impact on biodiversity</p> <p>Or</p> <p>Option 58.4 – SP058C, SP058D and SP058E could, if needed, potentially be proposed for release from the Green Belt, with a capacity of up to 62 dwellings (3.45ha developable), subject to appropriate design and boundary treatment and the impact on biodiversity</p> <p>Additional public open space would need</p>

Summary of Initial Green Belt Assessment for Public Consultation

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		<p>to be provided</p> <p>The impact of the loss of best and most versatile agricultural land, the role of the sites as supporting habitat and highway and transport capacity would also require independent appraisal before release</p>
<p>SP059 – West of Irby Road</p> <p>Land to the east of Telegraph Road, to the west of Irby Road, to the south of Thurstaston Road and north of Mere Lane, Heswall</p> <p>Agricultural land uses (horse grazing and arable)</p> <p>Adjacent to (west of) Settlement Area 7 – Heswall</p> <p>95.20 hectares</p> <p>Urban enclosure - 52%</p> <p>SHLAA 1764 – 0.65ha (SP059C) SHLAA 1765 – 0.78ha (SP059B) SHLAA 1766 – 0.78ha (SP059D) SHLAA 1775 – 4.16ha (SP059E) SHLAA 1783 – 3.09ha SHLAA 1784 – 4.31ha SHLAA 1980 – 1.09ha</p> <p><u>Electoral Wards:</u> Pensby and Thingwall</p>	<p>Green Belt since December 1983</p> <p>Visually prominent parcel to the east of Telegraph Road.</p> <p>Part of the wider north-west strategic separation between Caldy and Heswall (2.8km) and the east-west separation between Irby and Pensby and the Thurstaston coastline (approximately 1.9km)</p> <p>Contains in the north, the smaller collections of buildings at Hill Farm and Thurstaston Road, Thurstaston Rectory, Irby Hall (also a Scheduled Monument) and in the south, the Major Developed Site at the Pensby High Schools (UDP Proposal GB9/5, see SP059A below) and Heswall Cemetery</p> <p>The majority of the parcel is part of the Pensby and Irby Urban Fringe Landscape Character Area, where the quality and condition of the landscape is moderate and the landscape strategy for the character area is 'enhance'. Any change should ensure that it</p>	<p>Telegraph Road and Thurstaston Road could potentially form a clear, strong boundary to a revised Green Belt to the west, without reducing the separation between Settlement Area 6 and Settlement Area 7 but the parcel also forms part of the remaining separation between Irby and Pensby and Thurstaston and the Dee coastline</p> <p>The majority of the parcel is therefore not suitable for release from the Green Belt because of the impact on openness and separation</p> <p>The release of SP059 would also have implications for the status of SP060, to the east</p> <p>Land between 39 and 73 Thurstaston Road (SHLAA 1765, SP059D; SHLAA 1764, SP059C; and SHLAA 1766, SP059B) could, however, potentially be released from the Green Belt without any significant impact on separation or open countryside</p>

Summary of Initial Green Belt Assessment for Public Consultation

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<p>West Kirby and Thurstaston Greasby, Frankby and Irby</p>	<p>respects the existing field patterns and should aim to improve the appearance of urban fringes through localised woodland planting and restoration of hedgerow boundaries</p> <p>The small area to the north of the parcel is part of the Thurstaston and Arrowe Park Wooded Hills Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. New Development should conserve the existing field pattern, restore fragmented hedgerows and be set within mature wooded framework and ensure that when viewed from high ground it contributes to and maintains the impression of the character area being almost completely wooded</p> <p>Best and most versatile agricultural land – 57.0%</p> <p>Liverpool City Region Core Biodiversity Area – 6.1% (5.79 ha), which includes Backford Road Pond Site of Biological Importance (No. 12); and Priority Habitat – woodland. The former Rectory Site of Biological Importance (No. 75) has recently been deleted.</p> <p>The south and west of the parcel is within the Thurstaston Fields WeBS Core Count area (59.7%) and may be supporting habitat</p>	<p>Additional land at 73-87 Thurstaston Road could also potentially be released (SP059F), without any further significant impact on separation, subject to the release of SP059A, SP059B, SP059C and SP009A</p> <p>Land to the rear of Irby Hall (SHLAA 1775, SP059E) could also potentially be released from the Green Belt without any significant impact on separation, although no strong boundary can be identified to the west</p> <p>SHLAA 1783 and 1784 at Telegraph Road would, on their own, form isolated islands of development, poorly related to the existing urban area and SHLAA 1980 would appear as a discordant outlier to the south of Townshend Avenue</p> <p>Option 59.1 – SP059B at 41 Thurstaston Road could, if needed, potentially be proposed for release from the Green Belt, with a capacity of up to 18 dwellings (0.67ha developable), subject to appropriate design and boundary treatment</p> <p>Or</p> <p>Option 59.2 – SP059B and SP059C at 41-59 Thurstaston Road could, if needed, potentially be proposed for release from the Green Belt, with a capacity of up to 33</p>

Summary of Initial Green Belt Assessment for Public Consultation

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	<p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>A public right of way crosses the parcel from Thurstaston roundabout to Irby Village</p> <p>Northern areas to the east of Thurstaston Road are identified as part of a wider Area of Special Landscape Value in the UDP (Proposal LA2/2)</p>	<p>dwelling (1.25ha developable), subject to appropriate design and boundary treatment</p> <p>Or</p> <p>Option 59.3 – SP059B, SP059C and SP059D at 41-71 Thurstaston Road could, if needed, potentially be proposed for release from the Green Belt, with a capacity of up to 42 dwellings (1.76ha developable), subject to appropriate design and boundary treatment</p> <p>Or</p> <p>Option 59.4 – SP059F, at 73-87 Thurstaston Road could, if needed, potentially be proposed for release from the Green Belt, alongside SP059B and SP059C and SP059D, with a capacity of up to 62 dwellings (2.80ha developable), subject to the additional release of SP009B</p> <p>And/or</p> <p>Option 59.5 – SP059E to the rear of Irby Hall could, if needed, potentially be proposed for release from the Green Belt, with a capacity of up to 85 dwellings (3.77ha developable), subject to appropriate design and boundary treatment, the protection of biodiversity,</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		<p>the public footpath between Irby Road and Dawlish Road and the adjacent Scheduled Ancient Monument</p> <p>Additional public open space would need to be provided</p> <p>The impact of the loss of best and most versatile agricultural land, landscape impact and highway and transport capacity would also require independent appraisal before release</p>
<p>SP059A – Major Developed Site at Pensby Schools</p> <p>Existing built footprint of existing high school complex, to the west of Irby Road, Pensby</p> <p>Adjacent to (west of) Settlement Area 7 – Heswall</p> <p>5.06 hectares</p> <p>Urban enclosure - 31%</p> <p><u>Electoral Wards:</u></p> <p>Pensby and Thingwall</p>	<p>Green Belt since December 1983</p> <p>Visually prominent part of the parcel to the east of Telegraph Road</p> <p>Includes the community sports hall and floodlit outdoor sports pitches to the rear of the Pensby Boys School</p> <p>Part of the Pensby and Irby Urban Fringe Landscape Character Area, where the quality and condition of the landscape is moderate and the landscape strategy for the character area is 'enhance'. Any change should aim to improve the appearance of urban fringes through localised woodland planting and restoration of hedgerow boundaries</p> <p>Liverpool City Region Core Biodiversity Area – 2% (0.08ha)</p>	<p>Located within the open area between Pensby and Telegraph Road and between Pensby and Dee Coast. Not suitable for release from the Green Belt in isolation.</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	Land to the immediate west is within the Thurstaston Fields WeBS Core Count area and may be supporting habitat	
<p>SP060 – South of Thingwall Road</p> <p>Land to the south of Thingwall Road, east of Woodside Road, Porto Hey Road and Irby Road, north of Somerset Road, Pensby and west of Exmoor Close</p> <p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Adjacent to (outrigger within) Settlement Area 7 – Heswall</p> <p>62.37 hectares</p> <p>Urban enclosure - 93%</p> <p>SHLAA 892 – 9.14ha SHLAA 895 – 0.98ha SHLAA 1546 – 1.78ha SHLAA 1932 – 21.86ha SHLAA 1979 – 1.89ha</p> <p><u>Electoral Wards:</u></p> <p>Pensby and Thingwall Greasby, Frankby and Irby</p>	<p>Green Belt since December 1983</p> <p>Outrigger of Green Belt between the urban areas of Irby and Pensby linked to main area of Green Belt to west of Irby Road via a 250m gap between South Hey Road (Irby) and Somerset Road (Pensby)</p> <p>Arrowe Brook runs north across the middle of the parcel from Woodlands Road through Harrock Wood, which is subject to a local biodiversity designation and part of the parcel may be at risk from flooding (1.03 ha)</p> <p>Part of the Pensby and Irby Urban Fringe Landscape Character Area, where the quality and condition of the landscape is moderate and the landscape strategy for the character area is 'enhance'. Any change should ensure that it respects the existing field patterns and should aim to improve the appearance of urban fringes through localised woodland planting and restoration of hedgerow boundaries</p> <p>Best and most versatile agricultural land – 95.6%</p> <p>Liverpool City Region Core Biodiversity Area -</p>	<p>Almost entirely enclosed by the existing urban area, between Irby and Pensby (within the same Settlement Area).</p> <p>Irby Road could potentially form a clear, strong boundary to a revised Green Belt and development would have no impact on the landscape to the north or west or on the separation with Settlement Area 5 or Settlement Area 6.</p> <p>Harrock Wood could be protected as Urban Greenspace</p> <p>Alternatively, the existing boundary to the Green Belt could potentially be amended, to reflect the existing pattern of development at 92-126 Thingwall Road (SP060A, 1.24ha); the rear gardens at 126a-138 Thingwall Road (SP060B, 0.26ha); and at 7-19 Woodlands Road and 2-4 Drayton Close (SP060C, 0.44ha)</p> <p>On their own: SHLAA 892, would form a discordant outrigger to the east of Harrock Wood; SHLAA 1546 and SHLAA 1979, at Irby Road, isolated islands of development; and SHLAA 895, to the rear of Irby Farm, would</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>4.3% (2.71 ha), which includes Harrock Wood Site of Biological Importance (No. 11); and Priority Habitat – woodland and wetland</p> <p>Harrock Wood also forms part of the nature improvement area identified in the LCR Ecological Network</p> <p>The parcel is criss-crossed by public rights of way between Irby Village, Glenwood Drive, Exmoor Close and Woodlands Road</p>	<p>be poorly related to the existing urban area</p> <p>SHLAA 1932, which would only introduce development in the area to the north of Arrowe Brook, adjacent to Irby village, would however still maintain an element of physical distinction between Irby and Pensby</p> <p>Option 60.1 – The properties at 92-126 Thingwall Road (SP060A) could be proposed for release from the Green Belt, as a boundary correction to the Green Belt</p> <p>And/or</p> <p>Option 60.2 – The rear gardens at the rear of 126a-138 Thingwall Road (SP060B) could be proposed for release from the Green Belt, as a boundary correction to the Green Belt</p> <p>And/or</p> <p>Option 60.3 – The properties at 7-19 Woodlands Road and 2-4 Drayton Close (SP060C) could be proposed for release from the Green Belt, as a boundary correction to the Green Belt</p> <p>Or</p> <p>Option 60.4 – SP060D could, if needed, potentially be proposed for release from</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		<p>the Green Belt (comprising only SHLAA 895 and SHLAA 1932), with a capacity of up to 340 dwellings (22.73ha developable), subject to the protection of Harrock Wood, the river corridor and the public footpaths that cross the area</p> <p>Additional public open space would need to be provided</p> <p>The impact of the loss of best and most versatile agricultural land, flood risk and highway and transport capacity would also require independent appraisal before release</p> <p>Or</p> <p>Option 60.5 – SP060 could, if needed, potentially be proposed for release from the Green Belt, with a capacity of up to 846 dwellings (56.42ha developable), subject to the protection of Harrock Wood, the river corridor and the public footpaths that cross the site</p> <p>Additional public open space would need to be provided</p> <p>The impact of the loss of best and most versatile agricultural land, flood risk and highway and transport capacity would also require independent appraisal before</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		release
<p>SP061 – North of Gills Lane, Thingwall</p> <p>Land to the north of Gill’s Lane, Thingwall, to the south of Barnsdale Avenue, east of Barnston Road and west of Gwendoline Close</p> <p>Agricultural land uses (pasture, horse grazing, arable and horse related facilities)</p> <p>Adjacent to (east of) Settlement Area 7 – Heswall</p> <p>35.53 hectares</p> <p>Urban enclosure - 42%</p> <p>SHLAA 881 – 7.35ha SHLAA 882 – 0.82ha SHLAA 883 – 3.99ha SHLAA 932 – 2.81ha</p> <p><u>Electoral Wards:</u></p> <p>Pensby and Thingwall</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between Settlement Area 7 – Heswall and the Bidston Wrexham railway line but is already partially enclosed to the east by the areas of more modern development designated as an Infill Villages at Woodlands Drive and Overdale Avenue (Proposal GB7/1), Holmwood Avenue and the Major Developed Site at Murrayfield Hospital (Proposal GB9/3)</p> <p>Contains Cross Hill Reservoir, the ribbon of residential properties at Thorncroft Drive and the Riding Centre at Gills Lane</p> <p>Part of the Landican and Thingwall Rural Fringe Landscape Character Area, where the quality and condition of the landscape is moderate and the landscape strategy for the character area is ‘enhance’. Any change in the landscape should respect the rural character of Barnston and Landican and reflect their association with farming. Changes along the urban fringe could have a positive effect on character if they increase screening of urban features with tree planting</p> <p>Best and most versatile agricultural land – 60.0%</p>	<p>Part of the remaining open land between the urban edge and Barnston Road, which could potentially form a clear, strong boundary to a revised Green Belt without any significant impact on the strategic separation with urban Settlements to the west of the M53 Motorway</p> <p>On their own, however, SHLAA 883, to the west of Thorncroft Drive; and SHLAA 882, enclosed between Thorncroft Drive and the Riding Centre; would form an extended, discordant outrigger of urban development; and SHLAA 881, between Barnston Road and the Riding Centre; and SHLAA 932, to the south of the Reservoir; would form discordant development, poorly related to the existing urban area</p> <p>Option 61.1 – SP061 could, if needed, potentially be proposed for release from the Green Belt, with or without SP062, with a capacity of up to 271 dwellings (18.09ha developable), subject to appropriate design and boundary treatment and the protection of ponds and woodland</p> <p>Additional public open space would need to be provided</p> <p>The impact of the loss of best and most versatile agricultural land and highway</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	Liverpool City Region Core Biodiversity Area – 2.3% (0.82 ha) of Priority Habitat – woodland and wetland	and transport capacity would also require independent appraisal before release
<p>SP062 – West of Barnston Road</p> <p>Land to the south of Gills Lane, Thingwall, east of Pensby Road, west of Barnston Road and north of Whitfield Lane, Heswall (excluding Barnston Village Conservation Area)</p> <p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Adjacent to (east of) Settlement Area 7 – Heswall</p> <p>136.06 hectares</p> <p>Urban enclosure - 59% (SHLAA 877 – 8.40ha) SHLAA 884 – 17.76ha SHLAA 1946 – 22.38ha SHLAA 1955 – 13.24ha (part) SHLAA 1956 – 50.31ha SHLAA 1981 – 11.57ha</p> <p><u>Electoral Wards:</u></p> <p>Pensby and Thingwall Heswall</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between Settlement Area 7 – Heswall and the Bidston Wrexham railway line, to the east of Barnston Village</p> <p>Contains large complex of buildings at Carnsdale Farm, Heswall Primary School and a small area of ribbon development at 65-79 Barnston Road</p> <p>Prenton Brook runs west to east across the northern part of the parcel towards Barnston Dale and is subject to a local biodiversity designation and a small part of the parcel may be at risk from flooding (0.37 ha)</p> <p>Part of the Landican and Thingwall Rural Fringe Landscape Character Area, where the quality and condition of the landscape is moderate and the landscape strategy for the character area is ‘enhance’. Any change in the landscape should respect the rural character of Barnston and Landican and reflect their association with farming. Changes along the urban fringe could have a positive effect on character if they increase screening</p>	<p>Part of the remaining open land between the urban edge and Barnston Road, which could potentially accommodate new development without any significant impact on the strategic separation with urban Settlements to the west of the M53 Motorway but which would merge with and enclose Barnston Village from the west</p> <p>Would not be suitable for release from the Green Belt independently of SP061, to the immediate north</p> <p>Alternatively, boundary amendments could potentially be made at Pensby House Farm (SP062B, 0.18ha); Heswall Primary School (SP062C, 2.31ha); and 65-79 Barnston Road (SP062D, 0.56ha), to reflect the pattern of existing development</p> <p>Only the smaller area to the north of Whitfield Lane (formerly SHLAA 877, SP062E, 8.40ha, now part of SHLAA 1956), could potentially be developed without any significant impact on separation, although no strong boundary is apparent to the north.</p> <p>SHLAA 884, at Gills Lane; SHLAA 1946, at Pensby Road/ Belmont Drive; SHLAA 1955,</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>of urban features with tree planting</p> <p>Best and most versatile agricultural land – 51.4%</p> <p>Liverpool City Region Core Biodiversity Area – 6.0% (8.16ha), which includes Barnston Dale Site of Biological Importance (No. 30); and Priority Habitat – woodland and wetland</p> <p>Public rights of way (footpaths) run south from Barnston Village to Whitfield Lane, Heswall and a short distance from the east of the parcel on Barnston Road along Barnston Dale</p>	<p>at Beech Farm; SHLAA 1956, at Carnsdale Farm; and SHLAA 1981, at Downham Road North; would, on their own, form discordant outriggers of urban development</p> <p>SHLAA 1955, at Beech Farm, would also need be considered in relation to the impact on Barnston Village Conservation Area (SP063)</p> <p>Option 62.1 – The properties at 23A Downham Road North and Pensby House Farm (SP062B) could be proposed for release from the Green Belt, as a boundary correction to the Green Belt</p> <p>And/or</p> <p>Option 62.2 – The property at Heswall Primary School (SP062C) could be proposed for release from the Green Belt, as a boundary correction to the Green Belt</p> <p>And/or</p> <p>Option 62.3 – The properties at 65-79 Barnston Road (SP062D) could be proposed for release from the Green Belt, as a boundary correction to the Green Belt</p> <p>And/or</p> <p>Option 62.4 – SP062E, to the north of</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		<p>Whitfield Lane, could, if needed, potentially be proposed for release from the Green Belt, with a capacity of up to 126 dwellings (8.40ha developable), subject to appropriate design and boundary treatment</p> <p>The impact of the loss of best and most versatile agricultural land, flood risk, landscape impact and highway and transport capacity would also require independent appraisal before release</p> <p>And./or</p> <p>Option 62.5 – SP062A could, if needed, potentially be proposed for release from the Green Belt, alongside SP061, with a capacity of up to 266 dwellings (17.76ha developable), subject to appropriate design and boundary treatment and the protection of Barnston Dale and woodland</p> <p>Or</p> <p>Option 62.6 – SP062 could, if needed, potentially be proposed for release from the Green Belt, alongside SP061, with a capacity of up to 1,882 dwellings (125.47ha developable), subject to appropriate design and boundary treatment and the protection of Barnston Dale, ponds and woodlands</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		<p>Additional public open space would need to be provided in areas more than 400m away from Whitfield Common or Ridgewood Park</p> <p>The impact of the loss of best and most versatile agricultural land, flood risk, landscape impact and highway and transport capacity would also require independent appraisal before release</p>
<p>SP063 – Barnston Village Conservation Area</p> <p>Rural conservation village, around the junction between Barnston Road and Storeton Lane</p> <p>Not adjacent to any urban Settlement Area</p> <p>6.71 hectares</p> <p>Urban enclosure - 0%</p> <p>SHLAA 870 – 2.76ha (part) SHLAA 1955 – 13.24ha (part)</p> <p><u>Electoral Wards:</u> Pensby and Thingwall</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between Settlement Area 7 – Heswall and the Bidston Wrexham railway line</p> <p>Part of the Landican and Thingwall Rural Fringe Landscape Character Area, where the quality and condition of the landscape is moderate and the landscape strategy for the character area is ‘enhance’. Any change in the landscape should respect the rural character of Barnston and Landican and reflect their association with farming. Changes along the urban fringe could have a positive effect on character if they increase screening of urban features with tree planting</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area – 8.1% (0.54 ha), which includes Barnston</p>	<p>The existing developed areas of the village could potentially be identified as an Infill Village with little impact on separation or open countryside, subject to the impact on the character and appearance of the Conservation Area</p> <p>Subject to a decision about the future status of SP062, a decision would also potentially be needed about whether to establish a revised Green Belt boundary to the east or west of the Conservation Area</p> <p>Option 63.1 – Retain SP063 in the Green Belt but, if needed, propose to identify a new Infill Village in the Green Belt, with boundaries defined to minimise the impact on the landscape and the character and appearance of the Conservation Area</p> <p>Or</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Dale Site of Biological Importance (No. 30) (part); and Priority Habitat – woodland</p> <p>Two public rights of way (footpaths) run from Barnston Road in the centre of the parcel and link with a footpath connecting to Whitfield Lane, Heswall to the south</p> <p>UDP Policy CH21 – Barnston Village Conservation Area, identifies principal planning objectives including preserving the domestic scale and quiet character of an historic rural village; retaining unifying features such as historic farm buildings, stone walls and mature trees; preserving the wooded scenic corridor north of the village; and retaining the character, setting and group value of imposing buildings in spacious grounds around the Church precincts</p>	<p>Option 63.2 – Subject to a decision about the future status of SP062, retain SP063 in the Green Belt and propose to establish a revised Green Belt boundary to the west of the Conservation Area</p> <p>Or</p> <p>Option 63.3 – Subject to a decision about the future status of SP062, propose to release SP063 from the Green Belt and establish a revised Green Belt boundary to the east of the Conservation Area</p> <p>Conservation Area controls would remain in place but the additional presumption against development in the Green Belt would be removed</p> <p>The boundaries to any new urban area would need to be defined to minimise the impact on the landscape and on the character and appearance of the Conservation Area</p>
<p>SP064 – South of Storeton Lane, Barnston</p> <p>Land to the west of Barnston Road, to the north of Whitehouse Lane and east of the Bidston Wrexham railway line, to the south of Storeton Lane, Barnston (excluding Barnston Village Conservation Area)</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between Settlement Area 7 – Heswall and the Bidston Wrexham railway line</p> <p>Part of the Landican and Thingwall Rural Fringe Landscape Character Area, where the</p>	<p>Open countryside to the east of Barnston village</p> <p>Not suitable for release from the Green Belt because of the impact on openness and the strategic separation between Settlement Area 7 and the urban Settlements to the west of the</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Adjacent to (north of) Settlement Area 7 – Heswall</p> <p>84.81 hectares</p> <p>Urban enclosure - 10%</p> <p>SHLAA 870 – 2.76ha (part) SHLAA 1771 – 0.20ha SHLAA 1982 – 7.89ha (SP064D)</p> <p><u>Electoral Wards:</u></p> <p>Pensby and Thingwall Heswall</p>	<p>quality and condition of the landscape is moderate and the landscape strategy for the character area is ‘enhance’. Any change in the landscape should respect the rural character of Barnston and Landican and reflect their association with farming. Changes along the urban fringe could have a positive effect on character if they increase screening of urban features with tree planting</p> <p>Best and most versatile agricultural land – 14.3%</p> <p>Liverpool City Region Core Biodiversity Area – 1.5% (1.23 ha), which includes Priority Habitat – woodland and wetland</p>	<p>M53 Motorway</p> <p>SHLAA 870, would need be considered in relation to the impact on Barnston Village Conservation Area (SP063) and no strong boundary is apparent to the east</p> <p>SHLAA 1771 would potentially remove a residential garden from the Green Belt without any impact on separation or open countryside, which would apply equally to the adjacent property at 35 Whitehouse Lane (SP064B, 0.20ha) and a similar amendment could potentially also be made at Barnston Road (SP064C, 0.11ha), to reflect the existing pattern of development</p> <p>Only part of SHLAA 1982, to the rear and south of Greenheys Cottages (SP064E, 5.36ha), would potentially have a limited impact on openness and the separation with Barnston Village, to the north</p> <p>Option 64.1 – The rear gardens at 33-35 Whitehouse Lane (SP064B) could be proposed for release from the Green Belt, as a boundary correction to the Green Belt</p> <p>Option 64.2 – The rear garden to 100 Barnston Road (SP064C) could be proposed for release from the Green Belt, as a boundary correction to the Green Belt</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		<p>Option 64.3 – SP064E could, if needed, potentially be proposed for release from the Green Belt, with or without SP062, with a capacity of up to 107 dwellings (4.76ha developable), subject to appropriate design and boundary treatment, the protection of woodland, provision of additional public open space and the independent appraisal of highway and transport capacity</p>
<p>SP065 – South of Landican</p> <p>Land to the west of Barnston Road, to the north of Storeton Lane, west of the Bidston Wrexham railway line, to the south of Landican Road and Landican Lane (excluding Barnston Village Conservation Area)</p> <p>Agricultural land uses (pasture, horse grazing, arable, horse related facilities and horticulture (glasshouses))</p> <p>Adjacent to (east of) Settlement Area 7 – Heswall</p> <p>191.22 hectares</p> <p>Urban enclosure - 14%</p> <p>SHLAA 861 – 1.11ha SHLAA 871 – 2.51ha SHLAA 931 – 1.38ha</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between Settlement Area 7 – Heswall and the Bidston Wrexham railway line</p> <p>The northern part of the parcel contains the southern parts of Landican Village including Old Hall Farm and The Farm at Thingwall</p> <p>The southern parts of the parcel contains the loosely linked collection of developed areas including the Major Developed Site at Murrayfield Hospital (UDP Proposal GB9/3, see SP065K below) and the Infill Villages at Overdale Avenue and Woodlands Drive (UDP Proposal GB7/1, see SP065L and SP065N below), some additional un-designated ribbon development at Holmwood Avenue and the lower density ribbon development along Storeton Lane including the Barnston Dale</p>	<p>Open countryside to the east of Thingwall</p> <p>Not suitable for release from the Green Belt because of the impact on openness and the separation between Woodchurch, Prenton and Thingwall</p> <p>Landican village and additional areas of existing development at Holmwood Drive, Holmwood Avenue and along Storeton Lane, could, however, potentially be included in new or extended Infill Villages in the Green Belt</p> <p>Landican village could also potentially be extended without any further impact on separation, at SHLAA 861 (SP065B), a greenfield site which would extend the existing built-up area by up to 27% or by up to 30 dwellings, subject to any impact on the wider landscape</p> <p>An extended Infill Village along Storeton Lane</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SHLAA 938 – 1.40ha SHLAA 1821 – 0.66ha (SHLAA 1925 – 1.70ha) SHLAA 1927 – 0.71ha SHLAA 1958 – 10.95ha</p> <p><u>Electoral Wards:</u> Pensby and Thingwall</p>	<p>Youth Centre</p> <p>Prenton Brook (Barnston Dale) runs south-west to north-east across southern and eastern parts of the parcel behind Storeton Lane and part of the parcel may be at risk from flooding (1.33ha)</p> <p>Part of the Landican and Thingwall Rural Fringe Landscape Character Area, where the quality and condition of the landscape is moderate and the landscape strategy for the character area is enhance. Any change in the landscape should respect the rural character of Barnston and Landican and reflect their association with farming. Changes along the urban fringe could have a positive effect on character if they increase screening of urban features with tree planting</p> <p>Best and most versatile agricultural land – 22.5%</p> <p>Barnston Dale and the Murrayfield Hospital grounds are subject to local biodiversity designations</p> <p>Liverpool City Region Core Biodiversity Area – 16.4% (31.33 ha), which includes Barnston Dale Site of Biological Importance (No. 30) (part); Murrayfield Hospital Site of Biological Importance (No. 31); Lower Heath Wood Site of Biological Importance (No. 73); and Priority</p>	<p>could also potentially include SHLAA 871 (SP065C), to the west of Woodcroft, without any additional impact on separation or open countryside, with a capacity of up to 50 dwellings, subject to any impact on Barnston Village Conservation Area</p> <p>A boundary amendment could also potentially be made at Thingwall Grange, to reflect the pattern of existing development (SP065D, 0.09ha)</p> <p>SHLAA 931, to the south of the Basset Hound PH; SHLAA 938, to the rear of 76-77 Barnston Road; and SHLAA 1821, to the rear of 101-105 Barnston Road, would form discordant outriggers of urban development; and SHLAA 1958, to the north of the Spire Murrayfield Hospital and SHLAA 1927, would form isolated islands of development in the open countryside</p> <p>Option 65.1 – Propose, if needed, to identify a new Infill Village at Landican Village, with boundaries defined to minimise the impact on the wider landscape</p> <p>Option 65.2 – Propose, if needed, to identify a new Infill Village at Landican Village, to include SP065B with a capacity of up to 30 dwellings, with boundaries defined to minimise the impact on the</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Habitat – woodland and wetland</p> <p>Public rights of way (footpaths) run from Landican Village to Barnston Road and Lower Thingwall Lane; link Storeton Lane to Holmwood Drive; and runs from Lower Thingwall Lane, east across the parcel towards Storeton Village. A bridlepath also links Holmwood Drive to Lower Thingwall Lane</p>	<p>wider landscape</p> <p>And/or</p> <p>Option 65.3 – Propose, if needed, to extend the existing Infill Village at Storeton Lane, west, to include properties up to and including Woodcroft and Fairfield, with or without SP065C with a capacity of up to 50 dwellings, subject to the protection of Barnston Dale woodland</p> <p>And/or</p> <p>Option 65.4 – Propose, if needed, to extend the existing Infill Village at Woodlands Drive, north, to include the properties along Holmwood Drive and Holmwood Avenue</p> <p>And/or</p> <p>Option 65.5 – The rear gardens at 1-4 Thingwall Grange (SP065D) could be proposed for release from the Green Belt, as a boundary correction to the Green Belt</p>
<p>SP065K – Major Developed Site at Murrayfield Hospital, Thingwall</p> <p>Private hospital in large wooded grounds, in isolated location to the west of Cross Hill Reservoir, with access from a private drive</p>	<p>Green Belt since December 1983</p> <p>Part of the wider expanse of open countryside between Settlement Area 7 – Heswall and the Bidston Wrexham railway line</p>	<p>Forms a prominent part of the open countryside to the east of Thingwall</p> <p>Not suitable for release from the Green Belt because of the impact on openness and the separation between Thingwall and the M53</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>from Lower Thingwall Lane</p> <p>Not adjacent to any urban Settlement Area</p> <p>8.59 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>Pensby and Thingwall</p>	<p>Prenton Brook (Barnston Dale) runs along the south-eastern boundary and may be at risk from flooding.</p> <p>Part of the Landican and Thingwall Rural Fringe Landscape Character Area, where the quality and condition of the landscape is moderate and the landscape strategy for the character area is enhance. Any change in the landscape should respect the rural character of the area, with urban features to be screened with tree planting</p> <p>The hospital grounds are subject to a local biodiversity designation</p> <p>Liverpool City Region Core Biodiversity Area – 60% (5.14ha), which includes Murrayfield Hospital Site of Biological Importance (No. 31); and Priority Habitat – woodland and wetland</p>	<p>Motorway and the urban areas beyond</p>
<p>SP065L – Infill Village at Overdale Avenue, Thingwall</p> <p>Mature, suburban-style, free-standing residential area on Storeton Road, between Barnston Village and the Bidston Wrexham railway line</p> <p>Not adjacent to any urban Settlement Area</p>	<p>Green Belt since December 1983</p> <p>Part of the wider expanse of open countryside between Settlement Area 7 – Heswall and the Bidston Wrexham railway line</p> <p>Lies adjacent to Barnston Dale Activity Centre and lower density residential development in large grounds, to the east along Storeton Lane</p>	<p>Located within the open countryside to the east of Thingwall</p> <p>Not suitable for release from the Green Belt because of the impact on openness and the separation between Thingwall and the M53 Motorway and the urban areas beyond</p> <p>Additional areas of existing development along Storeton Lane, could, however, potentially be included in new or extended</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>4.14 hectares</p> <p>Urban enclosure - 0%</p> <p>SHLAA 1489 – 0.09ha SHLAA 1971 – 0.06ha</p> <p><u>Electoral Wards:</u></p> <p>Pensby and Thingwall</p>	<p>Prenton Brook (Barnston Dale), including an old sewage works on lower ground accessed from Private Drive runs along the north-eastern boundary and may be at risk from flooding</p> <p>Part of the Landican and Thingwall Rural Fringe Landscape Character Area, where the quality and condition of the landscape is moderate and the landscape strategy for the character area is enhance. Any change in the landscape should respect the rural character of the area, with urban features screened with tree planting</p> <p>The Murrayfield Hospital grounds, to the immediate north are subject to a local biodiversity designation</p> <p>Liverpool City Region Core Biodiversity Area – 3% (0.12ha) runs along the north-western boundary</p>	<p>Infill Village in the Green Belt (Option 65.3 above refers)</p>
<p>SP065N – Infill Village at Woodlands Drive, Thingwall</p> <p>Mature, suburban-style, free-standing residential area between Barnston Road and Barnston Dale, to the north of Barnston Village</p> <p>Not adjacent to any urban Settlement Area</p>	<p>Green Belt since December 1983</p> <p>Part of the wider expanse of open countryside between Settlement Area 7 – Heswall and the Bidston Wrexham railway line</p> <p>Prenton Brook (Barnston Dale) runs along the south-eastern boundary and may be at risk from flooding</p>	<p>Located within the open countryside to the east of Thingwall</p> <p>Not suitable for release from the Green Belt because of the impact on openness and the separation between Thingwall and the M53 Motorway and the urban areas beyond</p> <p>Additional areas of existing development at Holmwood Drive and Holmwood Avenue,</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>10.33 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>Pensby and Thingwall</p>	<p>Part of the Landican and Thingwall Rural Fringe Landscape Character Area, where the quality and condition of the landscape is moderate and the landscape strategy for the character area is enhance. Any change in the landscape should respect the rural character of the area, with urban features screened with tree planting</p> <p>Barnston Dale, to the south and west, is subject to local biodiversity designations</p> <p>Liverpool City Region Core Biodiversity Area – 26% (2.70) including Priority Habitat – woodland and wetland run within and around the existing developed area</p>	<p>could, however, potentially be included in a new or extended Infill Village in the Green Belt (Option 65.4 above refers)</p>
<p>SP066 – East of Arrowe Park Road, Landican</p> <p>Land to the south of Woodchurch Road, east of Arrowe Park Road, north of Landican Road and west of Landican Lane</p> <p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Adjacent to (south of) Settlement Area 5 – Mid-Wirral and (north east of) Settlement Area 7 – Heswall</p> <p>80.39 hectares</p>	<p>Green Belt since December 1983</p> <p>Forms part of a prominent open hillside to the south of Woodchurch</p> <p>Part of a wider expanse of open countryside to the west of the M53 Motorway between the M53 Motorway and Settlement Area 7 – Heswall</p> <p>Contains the northern parts of Landican Village including Home Farm, Landican Cemetery and Landican Allotments</p> <p>Part of the Landican and Thingwall Rural Fringe Landscape Character Area, where the</p>	<p>Open countryside to the south of Woodchurch</p> <p>Not suitable for release from the Green Belt because of the impact on openness and the separation between Woodchurch, Prenton and Thingwall</p> <p>Landican village could potentially be identified as an Infill Village in the Green Belt</p> <p>SHLAA 1954, to the south of Woodchurch, would, however, form a discordant outrigger of urban development in the open countryside, poorly related to the existing urban area</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Urban enclosure - 20%</p> <p>(SHLAA 856 – 2.05ha) SHLAA 1954 – 29.17ha</p> <p><u>Electoral Wards:</u> Pensby and Thingwall</p>	<p>quality and condition of the landscape is moderate and the landscape strategy for the character area is 'enhance'. Any change in the landscape should respect the rural character of Barnston and Landican and reflect their association with farming. Changes along the urban fringe could have a positive effect on character if they increase screening of urban features with tree planting</p> <p>Best and most versatile agricultural land – 51.5%</p> <p>Liverpool City Region Core Biodiversity Area – 8.9% (7.12 ha), which includes Priority Habitat – woodland</p> <p>Part of the parcel also forms part of the nature improvement area identified in the LCR Ecological Network</p>	<p>Option 66.1 – Propose, if needed, to identify a new Infill Village at Landican Village, with or without SP065B, with boundaries defined to minimise the impact on the wider landscape</p>
<p>SP067 – East of Landican Lane, Landican</p> <p>Land to the south of Woodchurch Road, to the east and north of Landican Lane, to the west of the M53 Motorway and the Bidston to Wrexham railway line</p> <p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Adjacent to (south of) Settlement Area 5 – Mid-Wirral and (west of) Settlement Area 3 –</p>	<p>Green Belt since December 1983</p> <p>Forms part of prominent open hillside to the south of Woodchurch, east of Landican</p> <p>Part of a wider expanse of open countryside to the west of the M53 Motorway between the M53 Motorway and Settlement Area 7 – Heswall</p> <p>Contains the gas governor station at Woodchurch Road</p>	<p>Open countryside to the west of Prenton, on the opposite side of the M53 Motorway</p> <p>Not suitable for release from the Green Belt because of the impact on openness and the separation between Woodchurch, Prenton and Thingwall</p> <p>SHLAA 1945, to the south of Woodchurch, would form a discordant outrigger of urban development in the open countryside, poorly related to the existing urban area</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Suburban Birkenhead</p> <p>53.47 hectares</p> <p>Urban enclosure - 40%</p> <p>SHLAA 1945 – 13.16ha</p> <p><u>Electoral Wards:</u></p> <p>Pensby and Thingwall</p>	<p>Prenton Brook runs south to north along the south-eastern boundary to a culvert under the Motorway and a small part of the parcel may be at risk from flooding (0.26 ha)</p> <p>Part of the Landican and Thingwall Rural Fringe Landscape Character Area, where the quality and condition of the landscape is moderate and the landscape strategy for the character area is 'enhance'. Any change in the landscape should respect the rural character of Barnston and Landican and reflect their association with farming. Changes along the urban fringe could have a positive effect on character if they increase screening of urban features with tree planting</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area – 17.8% (9.54 ha) of Priority Habitat – woodland and grassland</p>	
<p>SP068 – Stanley Wood</p> <p>Land to the east of the Bidston Wrexham railway line and west of the M53 Motorway, to the north of Station Road</p> <p>Agricultural land uses (pasture and arable)</p> <p>Not adjacent to any urban Settlement Area</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and the Bidston Wrexham railway line, to the east of Settlement Area 7 - Heswall</p> <p>Overhead electricity pylons and cables run north-south along the western boundary</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not directly adjacent to any part of the urban area.</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>65.87 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>A tributary to Prenton Brook runs south to north across the middle of the parcel</p> <p>The majority of the parcel is part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is conserve. This character area is sensitive to any changes which would reduce the local distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>A small area to the north of the parcel is part of the Landican and Thingwall Rural Fringe Landscape Character Area, where the quality and condition of the landscape is moderate and the landscape strategy for the character area is 'enhance'. Any change in the landscape should respect the rural character of Barnston and Landican and reflect their association with farming. Changes along the urban fringe could have a positive effect on character if they increase screening of urban features with tree planting</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area – 10.4% (ha), which includes Stanley Wood Site of Biological Importance (No. 34); and Priority Habitat – woodland and wetland</p>	

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	A public right of way (footpath) runs east to west across the middle of the parcel linking Little Storeton and Thingwall and a bridlepath runs east to west across the north of the parcel on Landican Lane linking Little Storeton and Landican Village	
<p>SP069 – North of Brimstage Road</p> <p>Land to the north of Whitehouse Lane and Brimstage Road, to the east of the Bidston Wrexham railway line and west of the M53 Motorway, to the south of Station Road</p> <p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Adjacent to (north east of) Settlement Area 7 - Heswall</p> <p>315.00 hectares</p> <p>Urban enclosure - 1%</p> <p>SHLAA 862 – 6.95ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and the Bidston Wrexham railway line, to the east of Settlement Area 7 – Heswall</p> <p>Contains smaller areas of development at Ley Farm and along Brimstage Road, at White House, Whitehouse Cottage, Whitehouse Farm, Fairfield, Brooklet Farm Springfield Cottage, Rose Cottage, the northern parts of Brimstage Village and a small area of ribbon development at Brimstage Lane</p> <p>Overhead electricity pylons and cables run north-south along the western boundary</p> <p>The Clatter Brook runs across the south of the parcel and a small part of the parcel may be at risk from flooding (6.92 ha)</p> <p>The majority of the parcel is part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line</p> <p>The existing developed areas at Brimstage village could, however, potentially be identified as an Infill Village in the Green Belt, without any further impact on separation or open countryside, which could include properties at Greenbank, Iveston Farm, Brimstage Lane, Brimstage Hall (in SP076, to the south of Brimstage Road) and Home Farm (SHLAA 863 in SP077, to the east), which could include parts of SHLAA 862</p> <p>Areas of SHLAA 862, to the north of Greenbank would, however, represent a discordant intrusion into the open countryside to the north and west of the village</p> <p>Option 69.1 – Propose, if needed, to identify a new Infill Village in the Green Belt at Brimstage village, to include existing properties along Brimstage Road,</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>landscape strategy for the character area is 'conserve'. This character area is sensitive to any changes which would reduce the local distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>A small area (1.50 ha.) to the east of the parcel is part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 24.8%</p> <p>Liverpool City Region Core Biodiversity Area – 8.5% (26.83 ha), which includes Priority Habitat – woodland, wetland and grassland. The former Rake Hey Covert Pond Site of Biological Importance (No. 35) has recently been deleted</p> <p>The southern edges of the parcel and the Lever Causeway are identified as part of an Area of Special Landscape Value in the UDP (Proposal LA2/4)</p>	<p>Brimstage Lane and Greenbank</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP070 – East of Barcombe Road</p> <p>Land to the north of Brimstage Road, to the east of the Bidston Wrexham railway line, to the south of Whitehouse Lane</p> <p>Agricultural land uses (pasture and arable)</p> <p>Adjacent to (east of) Settlement Area 7 - Heswall</p> <p>19.20 hectares</p> <p>Urban enclosure - 13%</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and the Bidston Wrexham railway line, to the east of Settlement Area 7 - Heswall</p> <p>Contains the buildings associated with Dunster House, Cloverley and Westwood Hall</p> <p>Overhead electricity pylons and cables run north-south across the middle of the parcel</p> <p>Part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is conserve. This character area is sensitive to any changes which would reduce the local distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>Best and most versatile agricultural land – 98.9%</p> <p>Liverpool City Region Core Biodiversity Area – 2.0% (0.38 ha) of Priority Habitat – woodland</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line</p> <p>Bidston Wrexham railway line provides a clear dividing line between the urban area in Settlement Area 7 – Heswall and the open countryside, to the east</p>
<p>SP071 – East of Chester Road, Gayton</p> <p>Land to the west of the Bidston Wrexham railway line, to the east of Chester Road,</p>	<p>Green Belt since December 1983</p> <p>Outrigger of Green Belt to the east of the</p>	<p>Remaining open area between Gayton and (urban) Barnston but highly enclosed by the existing urban area and could potentially be released on its own without any significant</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Gayton and to the south of Brimstage Road, Broadmead and Fox Cover Road</p> <p>Agricultural land uses (horse grazing and arable)</p> <p>Adjacent to (east of) Settlement Area 7 - Heswall</p> <p>28.12 hectares</p> <p>Urban enclosure - 73%</p> <p>SHLAA 878 – 4.33ha SHLAA 1549 – 10.74ha SHLAA 1767 – 2.15ha SHLAA 1817 – 0.49ha</p> <p><u>Electoral Wards:</u></p> <p>Heswall</p>	<p>Bidston Wrexham railway line</p> <p>No strategic separation function but separates the southern parts of urban Barnston from the urban parts of Gayton to the west of Chester Road (approximately 300m)</p> <p>Contains Gayton Park, Chester Road Playing Fields and the industrial complex in the Green Belt at Darlington's Yard</p> <p>Part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. This character area is sensitive to any changes which would reduce the local distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>Best and most versatile agricultural land – 29.4%</p> <p>Liverpool City Region Core Biodiversity Area - 0.8% (0.22 ha) of Priority Habitat – woodland and wetland</p>	<p>impact on strategic separation</p> <p>Bidston Wrexham railway line provides a clear dividing line between the urban area in Settlement Area 7 – Heswall and the open countryside, to the east and could potentially form a clear, strong boundary to a revised Green Belt</p> <p>Option 71.1 – SP071 could, if needed, potentially be proposed for release from the Green Belt, with a capacity up to 281 dwellings (18.71ha developable), subject to appropriate design and boundary treatment</p> <p>Additional public open space would need to be provided in areas not within 400m of Gayton Park (3.37ha), which could be protected as Urban Greenspace</p> <p>Gayton Park (Heswall AFC) (1.14ha) and Chester Road Playing Field (0.64ha) could be protected as Urban Greenspace or as Sports Grounds for Protection from Development</p> <p>The impact of the loss of best and most versatile agricultural land and highway and transport capacity would also require independent appraisal before release</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP072 – West of Manor Road, Thornton Hough</p> <p>Land to east of the Bidston Wrexham railway line and Chester High Road, to the south of Brimstage Road, west of Manor Road and north of Parkgate Lane and Neston Road</p> <p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Adjacent to (east of) Settlement Area 7 - Heswall</p> <p>285.82 hectares</p> <p>Urban enclosure - 13%</p> <p>SHLAA 1788 – 1.49ha SHLAA 1882 – 1.04ha SHLAA 1961 – 1.92ha SHLAA 3027 – 0.22ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and the Bidston Wrexham railway line, to the east of Settlement Area 7 - Heswall</p> <p>Contains the collections of buildings at Old Lane, New Hall Farm and New Hall Manor, Lodge Farm, Hesketh Grange, Thornton Manor, Copley House and the area of more modern housing development at Oxford Drive and the Historic Park and Garden at Thornton Manor</p> <p>Overhead electricity pylons and cables run north-south across the middle of the parcel and adjacent to Eton Drive</p> <p>Part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. This character area is sensitive to any changes which would reduce the local distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>Best and most versatile agricultural land – 69.4%</p> <p>Ponds and woodlands within the parcel are</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, which provides a clear dividing line between the urban area in Settlement Area 7 – Heswall and the open countryside, to the east</p> <p>SHLAA 1961, at Lodge Farm, to the north of Oxford Drive, could potentially be added to the existing Infill Village, with limited impact on separation</p> <p>SHLAA 1788 and SHLAA 1882 at New Hall, Chester Road and SHLAA 3027 at Willow Bank House, would introduce isolated discordant urban development into the open countryside, poorly related to the urban area</p> <p>Option 72.1 – Propose, if needed, to extend the existing Infill Village at Oxford Drive, to include land to the immediate north, at Lodge Farm (SHLAA 1961), subject to landscape impact and highway and transport capacity</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>subject to local biodiversity designations</p> <p>Liverpool City Region Core Biodiversity Area – 14.7% (42.02 ha), which includes Manor Wood Site of Biological Importance (No. 32); Thornton Hough Ponds Site of Biological Importance (No. 33); and Priority Habitat – woodland and wetland</p> <p>A public right of way (footpath) runs north east to south west across the parcel from Manor Road to Chester High Road</p> <p>The areas to the east of the parcel are identified as part of a wider Area of Special Landscape Value in the UDP (Proposal LA2/4)</p> <p>The area of more modern development at Oxford Drive is already designated as an Infill Village in the UDP (Proposal GB7/3)</p>	
<p>SP072A – Oxford Drive Infill Village</p> <p>Mature, suburban-style, free-standing residential area to the west of Thornton Hough along Neston Road</p> <p>Not adjacent to any urban Settlement Area</p> <p>9.00 hectares</p> <p>Urban enclosure - 0%</p>	<p>Green Belt since December 1983</p> <p>Part of the wider expanse of open countryside between the M53 Motorway and the Bidston Wrexham railway line, between Thornton Hough and Settlement Area 7 - Heswall</p> <p>Part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area</p>	<p>Not suitable for release from the Green Belt but could form part of a revised Infill Village which could include SHLAA 1961, at Lodge Farm, to the north of Oxford Drive (in line with Option 72.1 above) and/or land at Thornton Hall Hotel (in line with Option 74.1 below) with limited impact on openness or separation</p>

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<p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>is 'conserve'. This character area is sensitive to any changes which would reduce the local distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>Areas to the east are identified as part of a wider Area of Special Landscape Value in the UDP (Proposal LA2/4)</p>	
<p>SP073 – South of Parkgate Lane</p> <p>Land between the Borough boundary and Parkgate Lane to the east of Chester High Road and west of Neston Road</p> <p>Agricultural land uses (pasture and arable)</p> <p>Not adjacent to any urban Settlement Area</p> <p>28.51 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>Heswall</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and Willaston and Neston in Cheshire West and Chester and part of a larger parcel extending further to the south between Liverpool Road and Chester High Road including Ashfield Farm and ribbon development along Liverpool Road in Cheshire West and Chester</p> <p>Contains the buildings associated with Westwood Farm and Westwood Grange Country Club</p> <p>Overhead electricity pylons and cables run across the north east corner of the parcel</p> <p>Part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is conserve. This character area is sensitive to any changes which would reduce the local</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not directly adjacent to any part of the urban area</p>

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	<p>distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>Best and most versatile agricultural land – 66.9%</p> <p>Liverpool City Region Core Biodiversity Area – 5.0% (1.42 ha) of Priority Habitat – woodland and wetland</p>	
<p>SP074 – South of Thornton Hough</p> <p>Land to the east of Neston Road, east and north of Raby Road, to the south of Thornton Hough Conservation Area, to the Borough boundary (excluding Thornton Hough Conservation Area)</p> <p>Agricultural land uses (pasture, horse grazing, arable and horse related facilities)</p> <p>Not adjacent to any urban Settlement Area</p> <p>103.06 hectares</p> <p>Urban enclosure - 0%</p> <p>SHLAA 632 – 0.34ha (SHLAA 858 – 2.05ha) SHLAA 1951 – 19.41ha</p> <p><u>Electoral Wards:</u></p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and Willaston and Neston in Cheshire West and Chester and part of a larger parcel extending further to the south between Upper Raby Road and Liverpool Road to the north of Chester High Road in Cheshire West and Chester</p> <p>Contains the buildings associated with Thornton Hall Hotel and the Woodville Kennels and Cattery</p> <p>Overhead electricity pylons and cables run across the south western edge of the parcel</p> <p>The majority of the parcel is part of the Raby Rural Farmland Landscape Character Area, where the quality and condition of the landscape is moderate to good and the landscape strategy for the character area is conserve or conserve and enhance. Future</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not directly adjacent to any part of the urban area.</p> <p>SHLAA 1951 would introduce discordant urban development into the open countryside to the south of Thornton Hough and remove the separation between Thornton Hough and the Infill Village at Oxford Drive, with implications for the character and setting of Thornton Hough Conservation Area, adjacent</p> <p>The smaller area (formerly SHLAA 858), between Thornton Hough and Woodville Kennels and Cattery; and SHLAA 632, which is already enclosed by existing development along Raby Road, form part of an existing ‘tongue’ of development that could, however, potentially be added to the existing Infill Village at Thornton Hough without any significant impact on the separation with</p>

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Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
Clatterbridge	<p>changes need to respect the rural and remote character and maintain the agricultural landscape bordered by intact hedgerows. Any changes that will make the urban edge more prominent or reduce the small and intimate character of villages would have a detrimental effect on character</p> <p>A small area to the north of the parcel is part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. This character area is sensitive to any changes which would reduce the local distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>Best and most versatile agricultural land – 100%</p> <p>Liverpool City Region Core Biodiversity Area – 4.7% (4.79 ha) of Priority Habitat – woodland and wetland</p> <p>A public right of way (footpath) runs east to west across the parcel from Raby Village providing a link to Liverpool Road</p> <p>The north western parts of the parcel are identified as part of a wider Area of Special Landscape Value in the UDP (Proposal LA2/4)</p>	<p>Raby village or open countryside, subject to the impact on the setting of the Conservation Area</p> <p>Land at Thornton Hall Hotel could also potentially be added to the existing Infill Village at Oxford Drive, with limited additional impact on separation or open countryside</p> <p>Option 74.1 – Propose, if needed, to extend the existing Infill Village at Oxford Drive, to include land to the east of Neston Road, at Thornton Hall Hotel</p> <p>And/or</p> <p>Option 74.2 – Propose, if needed, to extend the existing Infill Village at Thornton Hough, to include existing development to the south east of the Village along Raby Road, subject to the impact on Thornton Hough Conservation Area and appropriate design and boundary treatment, to minimise any additional visual impact on the open countryside</p>

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<p>SP075 – Thornton Hough Conservation Area</p> <p>Rural conservation village, around the junctions between Neston Road, Smithy Hill, Manor Road, Raby Road and Thornton Common Road</p> <p>Not adjacent to any urban Settlement Area</p> <p>15.01 hectares</p> <p>Urban enclosure - 0%</p> <p>SHLAA 945 – 0.16ha SHLAA 1964 – 0.86ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and the Bidston Wrexham railway line, to the east of Settlement Area 7 – Heswall</p> <p>Designated as Infill Village in the UDP (Proposal GB7/3)</p> <p>Part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is ‘conserve’. This character area is sensitive to any changes which would reduce the local distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>Best and most versatile agricultural land – 0.8% (not relevant)</p> <p>Liverpool City Region Core Biodiversity Area – 5.5% (0.82 ha) of Priority Habitat – woodland</p> <p>A public right of way (footpath) runs from Thornton Common Road to Grange Drive and provides a link to Brimstage to the north</p> <p>Conservation Area Policy CH15 - identifies principal planning objectives including retaining a compact settlement pattern within</p>	<p>Existing rural village, not directly adjacent to any part of the urban area</p> <p>Not suitable for release from the Green Belt</p> <p>The boundary to the Infill Village could, however, potentially be reviewed, for example, to include the allotment gardens at Smithy Hill and land between Hill Top Farm and Wessex (SHLAA 945), without any significant impact on separation or open countryside, subject to any impact on the character and appearance of the Conservation Area</p> <p>Option 75.1 – Propose, if needed, to review the existing Infill Village at Thornton Hough, subject to the impact on the setting and character and appearance of Thornton Hough Conservation Area</p> <p>Conservation Area controls would remain in place and limited infill development would only be allowed within defined areas of the village</p>

Summary of Initial Green Belt Assessment for Public Consultation

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	<p>the setting of a historic country estate. Priority will be given to retaining the open character of Thornton Hough Recreation Ground to preserve the visual setting of the Village from Neston Road</p> <p>Part of a wider Area of Special Landscape Value in the UDP (Proposal LA2/4)</p>	
<p>SP076 – East of Manor Road, Thornton Hough</p> <p>Land to the south of Brimstage Road, to the east of Manor Road, Thornton Hough, to the west of Mount Road and Clatterbridge Road, to the north of Thornton Common Road (excluding Thornton Hough Conservation Area)</p> <p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Not adjacent to any urban Settlement Area</p> <p>293.23 hectares</p> <p>Urban enclosure - 0%</p> <p>SHLAA 860 – 5.64ha SHLAA 864 – 1.97ha SHLAA 865 – 41.88ha</p> <p><u>Electoral Wards:</u></p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and the Bidston Wrexham railway line, to the east of Settlement Area 7 - Heswall</p> <p>Contains the southern parts of Brimstage Village and smaller collections of buildings at Wirral Manor House, Rocklands Farm, Grange Farm, Crofts Bank and Westmead; and encloses the Major Developed Site at Clatterbridge Hospital (26.1 hectares, Proposal GB9/2, see SP076A below)</p> <p>The Clatter Brook runs across the north east of the parcel and a part of the parcel may be at risk from flooding (20.35 ha)</p> <p>The southern and western area of the parcel is part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. This character area is sensitive</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not adjacent to any part of the urban area</p> <p>SHLAA 865, to the north and west of the existing Major Developed Site at Clatterbridge Hospital (26.12ha), while generally enclosed by woodland and tree-lined estate roads, would introduce, large scale, discordant urban development into the open countryside and would extend the area of the developed site by 160%</p> <p>SHLAA 1964, at Hill Top Farm, to the north of Thornton Hough, would also introduce a discordant outrigger of urban development into the open countryside with implications for the setting of Thornton Hough Conservation Area</p> <p>The existing developed areas at Brimstage village could, however, potentially be identified as part of an Infill Village in the</p>

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Clatterbridge	<p>to any changes which would reduce the local distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>The north eastern area of the parcel is part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 90.9%</p> <p>Liverpool City Region Core Biodiversity Area – 6.7% (19.52 ha) of Priority Habitat – woodland</p> <p>A network of public rights of way cross the parcel connecting Thornton Hough Village, Brimstage Village and Clatterbridge Hospital</p> <p>A public right of way (bridlepath) runs from Thornton Common Road on the south of the parcel to Brimstage Road on the north west</p> <p>Public rights of way (footpaths) run across the south east of the parcel crossing the bridlepath and linking Clatterbridge Hospital</p>	<p>Green Belt, without any further impact on separation or open countryside, which could potentially include all or part of SHLAA 864 at Brimstage Hall</p> <p>Option 76.1 – Propose, if needed, to identify a new Infill Village in the Green Belt at Brimstage village, to include existing properties along Brimstage Road, Brimstage Lane and Greenbank</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>and Thornton Hough Village; north from Thornton Hough Village, to connect with the bridlepath running north and south east; and south from Brimstage Village, to connect with the bridlepath running north west and south east</p> <p>The whole parcel (excluding the Major Developed Site at Clatterbridge Hospital) is identified as part of an Area of Special Landscape Value in the UDP (Proposal LA2/4)</p>	
<p>SP076A – Major Developed Site at Clatterbridge Hospital</p> <p>Large, intensively developed hospital complex, providing specialist regional, sub-regional and district medical services, including hospice care</p> <p>Not adjacent to any urban Settlement Area</p> <p>26.21 hectares</p> <p>Urban enclosure - 0%</p> <p>SHLAA 2050 – 4.75ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Well-defined, largely enclosed built complex within the wider expanse of open countryside between the M53 Motorway and the Bidston Wrexham railway line, between Settlement Area 4 –Bromborough and Eastham and Settlement Area 7 – Heswall</p> <p>The designated Major Developed Site already closely reflects the boundaries to the existing developed area</p> <p>The Clatter Brook runs across part of the site, bisecting SHLAA 2050 and may be at risk from flooding (21%, 5.44 ha)</p> <p>Part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor to</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not adjacent to any part of the urban area</p> <p>Vacant previously developed land within the complex (SHLAA 2050) would already be appropriate for redevelopment in line with national policy, subject to design and flood risk</p> <p>The only opportunity to amend the existing developed area, without any further impact on separation or open countryside, would be to include the external access roads and the existing developed area at Drayton Motors (SHLAA 2073, in SP111 adjacent), to follow the eastern boundary to Mount Road.</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons or the rural character of the area</p> <p>Liverpool City Region Core Biodiversity Area – 7% (1.92ha) of Priority Habitat – woodland</p> <p>The area surrounding the Major Developed Site forms part of an Area of Special Landscape Value in the UDP (Proposal LA2/4)</p>	
<p>SP077 – East of Brimstage</p> <p>Land to the west of the M53 Motorway to the south of Brimstage Lane and north of Brimstage Road</p> <p>Agricultural land uses (pasture and arable)</p> <p>Not adjacent to any urban Settlement Area</p> <p>56.08 hectares</p> <p>Urban enclosure - 0%</p> <p>SHLAA 863 – 1.56ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and the Bidston Wrexham railway line, to the east of Settlement Area 7 - Heswall</p> <p>Contains the eastern parts of Brimstage Village associated with Home Farm; and the smaller collection of buildings at Sitch Cottages and Tile Cottages at Junction 4 of the M53</p> <p>The Clatter Brook runs to the south of the parcel and a small part of the parcel may be at risk from flooding (3.23 ha)</p> <p>The majority of the parcel is part of the Clatterbrook and Dibbin Valley Landscape</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not adjacent to any part of the urban area.</p> <p>The existing developed area at Brimstage village (SHLAA 863) could, however, potentially be identified as part of a new Infill Village in the Green Belt, without any further impact on separation or open countryside</p> <p>Option 77.1 – Propose, if needed, to identify a new Infill Village in the Green Belt at Brimstage village, to include existing properties along Brimstage Road, Brimstage Lane and Greenbank</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Character Area, where the quality and condition of the landscape is poor to moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>A small area (5.4%) to the west of the parcel is part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. This character area is sensitive to any changes which may reduce the local distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>Best and most versatile agricultural land – 96.3%</p> <p>Liverpool City Region Core Biodiversity Area – 4.9% (2.73 ha) of Priority Habitat – woodland</p> <p>A public right of way (footpath) runs north to south across the western section of the parcel between Brimstage Lane and Brimstage Road</p> <p>The western part of the parcel, west of and including the Lever Causeway, is identified as part of an Area of Special Landscape Value in the UDP (Proposal LA2/4)</p>	

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP078 – North of Thornton Common Road</p> <p>Land to the south and east of Clatterbridge Road, to the west of the M53 Motorway and north of Thornton Common Road</p> <p>Agricultural land uses (arable)</p> <p>Not adjacent to any urban Settlement Area</p> <p>51.16 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and the Bidston Wrexham railway line, to the east of Settlement Area 7 – Heswall</p> <p>Contains Thornton Common and the Wirral Club playing fields at Thornton Common Road</p> <p>Clatter Brook, which is of national and local importance for biodiversity, meanders west-east across the middle of the parcel and part of the parcel may be at risk from flooding (2.27 ha)</p> <p>The northern area of the parcel is part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor - moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>The southern area of the parcel is part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. This character area is sensitive to</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not adjacent to any part of the urban area.</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>any changes which would reduce the local distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>Best and most versatile agricultural land – 100%</p> <p>Liverpool City Region Core Biodiversity Area – 22.4% (11.46 ha), which includes Dibbinsdale Site of Special Scientific Interest (part, 2.82 ha); Old Sewage Works Site of Biological Importance (No. 41); Thornton Common Site of Biological Importance (No. 42); Priority Habitat – woodland and wetland; and Ancient & Semi-Natural Woodland</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p>	
<p>SP079 – West of Thornton Hough</p> <p>Land to the south of Thornton Common Road to the north of Raby Mere Road, east of Raby Road and west of Willaston Road (excluding Thornton Hough Conservation Area)</p> <p>Agricultural land uses (pasture, horse grazing, arable and horse related facilities)</p> <p>Not adjacent to any urban Settlement Area</p> <p>111.53 hectares</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and the Bidston Wrexham railway line, to the east of Settlement Area 7 - Heswall</p> <p>Contains the buildings associated with Strawberry Farm, Grove Cottages, Groveside Cottages, Raby Vale and Raby Vale Cottages and Thornton Farm</p> <p>The Mere Brook runs across the southern part</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not adjacent to any part of the urban area.</p> <p>SHLAA 874 between the existing Infill Village (in SP084 adjacent) and Raby Road could, however, potentially be added to the existing Infill Village, without any significant impact on separation or open countryside</p> <p>SHLAA 1970, part of the taped-off paddocks</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Urban enclosure - 0%</p> <p>SHLAA 874 – 0.44ha SHLAA 1970 – 0.71ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>of the parcel and a small part of the parcel may be at risk from flooding (1.87 ha)</p> <p>The majority of the parcel is part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. This character area is sensitive to any changes which would reduce the local distinctiveness of villages or increase the prominence of roads or urban edges</p> <p>The southern area of the parcel is part of the Raby Rural Farmland Landscape Character Area, where the quality and condition of the landscape is moderate to good and the landscape strategy for the character area is 'conserve' or 'conserve and enhance'. Future changes need to respect the rural and remote character and maintain the agricultural landscape bordered by intact hedgerows. Any changes that will make the urban edge more prominent or reduce the small and intimate character of villages would have a detrimental effect on character</p> <p>Best and most versatile agricultural land – 100%</p> <p>Liverpool City Region Core Biodiversity Area - 19.8% (22.05 ha) of Priority Habitat – woodland and wetland</p>	<p>to the immediate north of Raby Village, is however more clearly part of the open countryside, with no clear boundary to the north and would appear as a discordant intrusion into the open countryside.</p> <p>Option 79.1 – Propose, if needed, to extend the existing Infill Village at Raby, to include the remaining land between the existing Infill Village and Raby Road (SHLAA 874)</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	The majority of the parcel, to the north of the Mere Brook, including all these developed areas, is identified as part of an Area of Special Landscape Value in the UDP (Proposal LA2/4)	
<p>SP080 – North of Raby Mere Road</p> <p>Land to the west of the M53 Motorway to the south of Thornton Common Road, east of Willaston Road, and north of Raby Mere Road</p> <p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Not adjacent to any urban Settlement Area</p> <p>66.53 hectares</p> <p>Urban enclosure - 0%</p> <p>SHLAA 3004 – 5.60ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and the Bidston Wrexham railway line, to the east of Settlement Area 7 - Heswall</p> <p>Contains the buildings at Brook Farm, Mere Brook House, The Foxes, Oakwood Farm and Willows Farm along Thornton Common Road and Dibbin Cottage, Pear Tree Farm and the Tranmere Rovers Training Ground along Willaston Road</p> <p>Mere Brook runs east to west across the middle of the parcel, and a small part of the parcel may be at risk from flooding (2.39 ha)</p> <p>The north western area of the parcel is part of the Thornton Hough Rural Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. This character area is sensitive to any changes which would reduce the local distinctiveness of villages or increase the</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not adjacent to any part of the urban area.</p> <p>SHLAA 3004, to the south of Pear Tree Farm on Willaston Road would form an isolated, discordant intrusion of urban development within the open countryside.</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>prominence of roads or urban edges</p> <p>The south eastern area of the parcel is part of the Raby Rural Farmland Landscape Character Area, where the quality and condition of the landscape is moderate to good and the landscape strategy for the character area is 'conserve' or 'conserve and enhance'. Future changes need to respect the rural and remote character and maintain the agricultural landscape bordered by intact hedgerows. Any changes that will make the urban edge more prominent or reduce the small and intimate character of villages would have a detrimental effect on character</p> <p>Best and most versatile agricultural land – 86.1%</p> <p>Liverpool City Region Core Biodiversity Area – 11.3% (7.51 ha), which includes Dibbinsdale Site of Special Scientific Interest (part, 3.03 ha); Priority Habitat – woodland; and Ancient & Semi-Natural Woodland</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p>	
<p>SP081 – Raby Hall Farm</p> <p>Land to the west of the M53 Motorway, to the south of Raby Mere Road, east and north of</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and Neston in</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not adjacent to any</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Raby Hall Road</p> <p>Agricultural land uses (pasture and arable)</p> <p>Not adjacent to any urban Settlement Area</p> <p>19.78 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Cheshire West and Chester</p> <p>Contains the complex of buildings at Raby Hall Farm, Three Stacks and Raby Hall Farm bungalows</p> <p>A stream that feeds Raby mere runs west-east across the southern part of the parcel and the area to the immediate west of the Motorway and a small part of the parcel may be at risk from flooding (0.85 ha)</p> <p>Part of the Raby Rural Farmland Landscape Character Area, where the quality and condition of the landscape is moderate to good and the landscape strategy for the character area is 'conserve' or 'conserve and enhance'. Future changes need to respect the rural and remote character and maintain the agricultural landscape bordered by intact hedgerows. Any changes that will make the urban edge more prominent or reduce the small and intimate character of villages would have a detrimental effect on character</p> <p>Best and most versatile agricultural land – 92.5%</p> <p>Liverpool City Region Core Biodiversity Area – 9.2% (1.81 ha), which includes Raby Mere Site of Biological Importance (No. 43) (part); and Priority Habitat – woodland</p>	<p>part of the urban area.</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP082 – West of Hargrave Lane</p> <p>Land to the south of Raby Mere Road, east of Willaston Road, to the north of Benty Heath Lane and west of Raby Hall Road and Hargrave Lane</p> <p>Agricultural land uses (pasture and arable)</p> <p>Not adjacent to any urban Settlement Area</p> <p>105.18 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and Willaston and Neston in Cheshire West and Chester</p> <p>Contains Hargrave Hall Farm and Hargrave Lane Cottages</p> <p>A stream that feeds Raby Mere runs south west to north east across the parcel and a small part to the north east of the parcel may be at risk from flooding (0.60 ha)</p> <p>Part of the Raby Rural Farmland Landscape Character Area, where the quality and condition of the landscape is moderate to good and the landscape strategy for the character area is 'conserve' or 'conserve and enhance'. Future changes need to respect the rural and remote character and maintain the agricultural landscape bordered by intact hedgerows. Any changes that will make the urban edge more prominent or reduce the small and intimate character of villages would have a detrimental effect on character</p> <p>Best and most versatile agricultural land – 100%</p> <p>Liverpool City Region Core Biodiversity Area – 11.4% (11.98 ha), which includes Benty Heath Lane Ponds Site of Biological</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not adjacent to any part of the urban area.</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	Importance (No. B28) (part); and Priority Habitat – woodland and wetland	
<p>SP083 – North of Willow Lane</p> <p>Land to the south of Raby Mere Road, west of Willaston Road, to east of Willowbrow Road and north of Willow Lane</p> <p>Agricultural land uses (pasture and arable)</p> <p>Not adjacent to any urban Settlement Area</p> <p>56.18 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and Willaston and Neston in Cheshire West and Chester</p> <p>Contains the buildings associated with Willowbrow Farm</p> <p>Part of the Raby Rural Farmland Landscape Character Area, where the quality and condition of the landscape is moderate to good and the landscape strategy for the character area is 'conserve' or 'conserve and enhance'. Future changes need to respect the rural and remote character and maintain the agricultural landscape bordered by intact hedgerows. Any changes that will make the urban edge more prominent or reduce the small and intimate character of villages would have a detrimental effect on character</p> <p>Best and most versatile agricultural land – 100%</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not adjacent to any part of the urban area.</p>
<p>SP084 – Raby Village</p> <p>Rural village at the junction between Raby Road, Raby Mere Road and Willowbrow Road</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and Neston in Cheshire West and Chester and part of a</p>	<p>Existing rural village, not directly adjacent to any part of the urban area</p> <p>Not suitable for release from the Green Belt</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Agricultural land uses (pasture)</p> <p>Not adjacent to any urban Settlement Area</p> <p>4.71 hectares</p> <p>Urban enclosure - 0%</p> <p>SHLAA 947 – 0.22ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>larger parcel of open countryside extending further to south towards Willaston and Neston in Cheshire West and Chester</p> <p>Designated as Infill Village in the UDP (Proposal GB7/4)</p> <p>Contains buildings associated with Peartree Farm, White House Farm, Grange Farm and Hillyard Farm</p> <p>Part of the Raby Rural Farmland Landscape Character Area, where the quality and condition of the landscape is moderate to good and the landscape strategy for the character area is 'conserve' or 'conserve and enhance'. Future changes need to respect the rural and remote character and maintain the agricultural landscape bordered by intact hedgerows. Any changes that will make the urban edge more prominent or reduce the small and intimate character of villages would have a detrimental effect on character</p> <p>Best and most versatile agricultural land – 100% (not relevant)</p>	<p>There may, however be potential to extend the existing Infill Village, between the existing developed area of the village and Raby Road (SHLAA 874), in SP079 adjacent and/or by including an existing developed area to the south (SHLAA 1953) in SP085, without any significant impact on separation or open countryside (Option 79.1 and Option 85.1 refers)</p> <p>Option 84.1 – Propose, if needed, to extend the existing Infill Village at Raby, to include appropriate sites immediately adjacent to the existing developed area</p>
<p>SP085 – West of Willowbrow Road</p> <p>Land between Raby Road, Willowbrow Road and the Borough boundary</p> <p>Agricultural land uses (pasture and arable)</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and Neston in Cheshire West and Chester and part of a larger parcel of open countryside extending</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not adjacent to any part of the urban area.</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Not adjacent to any urban Settlement Area</p> <p>94.56 hectares</p> <p>Urban enclosure - 0%</p> <p>SHLAA 1953 – 1.85ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>further to the south to Quarry Road and Lydiate Lane in Cheshire West and Chester</p> <p>Contains the farm buildings associated with Grange Farm to the immediate south of Raby Village</p> <p>Overhead electricity pylons and cables run along the western edge of the parcel to the south</p> <p>Part of the Raby Rural Farmland Landscape Character Area, where the quality and condition of the landscape is moderate to good and the landscape strategy for the character area is 'conserve' or 'conserve and enhance'. Future changes need to respect the rural and remote character and maintain the agricultural landscape bordered by intact hedgerows. Any changes that will make the urban edge more prominent or reduce the small and intimate character of villages would have a detrimental effect on character</p> <p>Best and most versatile agricultural land – 100%</p> <p>Liverpool City Region Core Biodiversity Area - 0.6% (0.60 ha), which includes Priority Habitat – woodland</p> <p>A public right of way (footpath) runs from Willowbrow Road in Raby Village, to the north</p>	<p>SHLAA 1953, an existing developed area to the south of Raby village, albeit to the south of Willowbrow Road, could however potentially be added to the existing Infill Village without any further impact on separation or open countryside, although without any clear existing boundary to the south.</p> <p>Option 85.1 – Propose, if needed, to extend the existing Infill Village at Raby Village, to include the existing developed area to the south of Willowbrow Road (SHLAA 1953)</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	of the parcel, to the Borough boundary to the west of the parcel and a bridlepath runs across the southern part of the parcel from near the junction of Willowbrow Road and Willaston Road, to the east of the parcel, to the Borough boundary and Quarry Road in the west	
<p>SP086 – South of Willow Lane</p> <p>Land to the south of Willow Lane, to the west of Willaston Road and east of Willowbrow Road</p> <p>Agricultural land uses (pasture and arable)</p> <p>Not adjacent to any urban Settlement Area</p> <p>24.51 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and Neston in Cheshire West and Chester and part of a larger parcel of open countryside extending further to south towards Willaston and Neston in Cheshire West and Chester</p> <p>Part of the Raby Rural Farmland Landscape Character Area, where the quality and condition of the landscape is moderate to good and the landscape strategy for the character area is ‘conserve’ or ‘conserve and enhance’. Future changes need to respect the rural and remote character and maintain the agricultural landscape bordered by intact hedgerows. Any changes that will make the urban edge more prominent or reduce the small and intimate character of villages would have a detrimental effect on character</p> <p>Best and most versatile agricultural land – 100%</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not adjacent to any part of the urban area.</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	Liverpool City Region Core Biodiversity Area – 1.1% (0.26 ha) of Priority Habitat – wetland and woodland	
<p>SP087 – South of Benty Heath Lane</p> <p>Land between Benty Heath Lane, Willaston Road and the Borough boundary</p> <p>Agricultural land uses (pasture and arable)</p> <p>Not adjacent to any urban Settlement Area</p> <p>114.18 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and Willaston in Cheshire West and Chester and part of a larger parcel of open countryside extending further to the south to Mill Lane and Willaston in Cheshire West and Chester</p> <p>Contains the small collections of buildings associated with Raby House and Raby House Farm and Raby Nurseries</p> <p>Part of the Raby Rural Farmland Landscape Character Area, where the quality and condition of the landscape is moderate to good and the landscape strategy for the character area is ‘conserve’ or ‘conserve and enhance’. Future changes need to respect the rural and remote character and maintain the agricultural landscape bordered by intact hedgerows. Any changes that will make the urban edge more prominent or reduce the small and intimate character of villages would have a detrimental effect on character</p> <p>Best and most versatile agricultural land – 86.0%</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not adjacent to any part of the urban area.</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Liverpool City Region Core Biodiversity Area – 13.1% (14.95 ha), which includes Benty Heath Lane Ponds Site of Biological Importance (No. 28) (part); Willaston Copse Site of Biological Importance (No. 29); and Priority Habitat – woodland, wetland and grassland</p> <p>A public right of way (bridlepath) runs from Willaston Road in the north west of the parcel to the Borough boundary to the south</p> <p>A public right of way (footpath) runs north to south across the centre of the parcel from Benty Heath Lane to the bridlepath, which continues south to the Borough boundary and on to Mill Lane in Willaston</p>	
<p>SP088 – East of Hargrave Lane</p> <p>Land to the west of the M53 Motorway to the east of Hargrave Lane and Benty Heath Lane, south of Raby Hall Road to the Borough boundary</p> <p>Agricultural land uses (pasture and arable)</p> <p>Not adjacent to any urban Settlement Area</p> <p>24.69 hectares</p> <p>Urban enclosure - 0%</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and Willaston and Neston in Cheshire West and Chester and part of a larger parcel of open countryside extending further to the south to Eastham Rake in Cheshire West and Chester</p> <p>Contains Hargrave Cottages</p> <p>Part of the Raby Rural Farmland Landscape Character Area, where the quality and condition of the landscape is moderate to good and the landscape strategy for the</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not adjacent to any part of the urban area.</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>character area is 'conserve' or 'conserve and enhance'. Future changes need to respect the rural and remote character and maintain the agricultural landscape bordered by intact hedgerows. Any changes that will make the urban edge more prominent or reduce the small and intimate character of villages would have a detrimental effect on character</p> <p>Best and most versatile agricultural land – 74.3%</p> <p>Liverpool City Region Core Biodiversity Area – 8.9% (2.20 ha) of Priority Habitat – woodland</p> <p>A public right of way (footpath) runs across the southern part of the parcel connecting Bromborough to the east of the M53 Motorway with Benty Heath Lane</p>	
<p>SP089 – South of Gayton</p> <p>Land to the south of Cottage Lane to the Borough boundary, to the east of the Wirral Way and west of Gayton parkway, Cedarway and Dee Park Road (excluding Gayton Conservation Area)</p> <p>Agricultural land uses (pasture and arable)</p> <p>Adjacent to (south of) Settlement Area 7 - Heswall</p>	<p>Green Belt since December 1983</p> <p>Part of a wider strategic separation between Settlement Area 7 – Heswall and Parkgate in Cheshire West and Chester (1.4km) and part of a larger parcel of open countryside extending further to the south to Boathouse Lane in Cheshire West and Chester</p> <p>Includes Heswall Golf Course and residential properties Gayton Wood, Gayton Wood Cottage and The Cottage</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the remaining open countryside between Gayton and Parkgate and Neston in adjoining Cheshire West and Chester</p> <p>SHLAA 3046, to the south of Gayton Parkway, would reduce the separation between Gayton and Neston and introduce a discordant urban development to the south of Gayton</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>74.13 hectares</p> <p>Urban enclosure - 29%</p> <p>SHLAA 3046 – 7.68ha</p> <p><u>Electoral Wards:</u></p> <p>Heswall</p>	<p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>Best and most versatile agricultural land – 0%</p> <p>The coastline to the west is of national and international significance.</p> <p>Liverpool City Region Core Biodiversity Area – 14.3% (10.61 ha), which includes Backford Road Pond Site of Biological Importance (No. 12); Gayton Wood Site of Biological Importance (No. 24); Gayton Hall Wood Site of Biological Importance (No. 25) (part); and Priority Habitat – woodland and wetland. The former Backwood Hall Farm Site of Biological Importance (No. 26) has recently been deleted</p> <p>Public rights of way (footpaths) run from north to south across the parcel from Gayton Farm Road to the Borough boundary and on to Boathouse Lane in Parkgate; from the Wirral</p>	

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Way to the footpath crossing the parcel from north to south and links to the Dee coast; and between Gayton Farm Road, the Wirral Way and Backwood Hall Farm</p> <p>There is poor access to the parcel from the north</p> <p>Part of an Area of Special Landscape Value in the UDP (Proposal LA2/2) which extends across the Borough boundary into Cheshire West and Chester (Ellesmere Port and Neston Borough Local Plan, Policy ENV6)</p>	
<p>SP090 – Gayton Conservation Area</p> <p>Rural conservation village, around Gayton Hall and Gayton Farm Road</p> <p>Agricultural land uses (pasture)</p> <p>Adjacent to (south of) Settlement Area 7 - Heswall</p> <p>8.45 hectares</p> <p>Urban enclosure - 47%</p> <p><u>Electoral Wards:</u></p> <p>Heswall</p>	<p>Green Belt since December 1983</p> <p>Part of the wider separation between Settlement Area 7 – Heswall and Parkgate in Cheshire West and Chester</p> <p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p>	<p>Rural village to the south of the urban area at Gayton</p> <p>The existing developed areas of the village could however potentially be released from the Green Belt with no further impact on separation or open countryside but the revised boundary to the urban area would need to minimise the impact on the landscape and the character and appearance of the Conservation Area</p> <p>Alternatively, the existing developed areas could potentially be identified as an Infill Village in the Green Belt</p> <p>Option 90.1 – SP090 could, if needed, potentially be proposed for release from the Green Belt, with a revised boundary to</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Best and most versatile agricultural land – 0% (not relevant)</p> <p>Liverpool City Region Core Biodiversity Area – 38.0% (3.22 ha), which includes Gayton Hall Wood Site of Biological Importance (No. 25) (part); and Priority Habitat – woodland</p> <p>A public right of way (footpath) runs from north to south across the parcel along Gayton Farm Road</p> <p>UDP Policy CH13 – Gayton Conservation Area, identifies principal planning objectives including preserving the character and scale of a small farming township in a wooded setting; retaining unifying features; preserving the wooded grounds of the Gayton Hall estate; and retaining and enhancing the sequence of open views to the Dee Estuary and North Wales. New uses should respect and retain the quiet, rural character of the Area</p> <p>Area of Special Landscape Value in the UDP (Proposal LA2/2)</p>	<p>the urban area, to minimise the impact on the landscape and the character and appearance of the Conservation Area</p> <p>Conservation Area controls would remain in place but the additional presumption against development in the Green Belt would be removed</p> <p>Option 90.2 – Retain SP090 in the Green Belt and, if needed, propose to identify the existing developed areas as a new Infill Village in the Green Belt</p> <p>Conservation Area controls would remain in place but limited infill development could also be allowed within defined areas of the village</p>
<p>SP091 – Frankby Village Conservation Area</p> <p>Rural conservation village around the junctions between Frankby Road, The Nook</p>	<p>Green Belt since December 1983</p> <p>Part of the Thurstaston and Arrowe Park Wooded Hills Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy</p>	<p>Existing rural village, not directly adjacent to any part of the urban area</p> <p>Part of the strategic separation between Settlement Area 5 and Settlement Area 6, at the narrowest point between Greasby and</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>and Hillbark Road</p> <p>Agricultural land uses including (horse grazing and horse related facilities)</p> <p>Not adjacent to any urban Settlement Area</p> <p>5.28 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>Greasby, Frankby and Irby</p>	<p>for the character area is 'conserve'. New Development should conserve the existing field pattern, restore fragmented hedgerows and be set within mature wooded framework and ensure that when viewed from high ground it contributes to and maintains the impression of the character area being almost completely wooded</p> <p>Best and most versatile agricultural land – 0% (not relevant)</p> <p>Liverpool City Region Core Biodiversity Area – 6.6% (0.35 ha) of Priority Habitat – woodland</p> <p>All of the parcel to the north of Frankby Road is in the Frankby Fields WeBS Core Count area (42.8%) and may be supporting habitat (even though the area is mainly developed with farm buildings)</p> <p>A public right of way (footpath) runs north from Frankby Road</p> <p>UDP Policy CH12 – Frankby Village Conservation Area, identifies principal planning objectives including retaining the character and appearance of an historic rural village, preserving a separate and distinct settlement form and preserving the rural character of former farm buildings</p>	<p>Newton.</p> <p>Not suitable for release from the Green Belt</p> <p>Could only potentially be identified as an Infill Village in the Green Belt without causing harm to separation or open countryside, subject to the impact on the character and appearance of the Conservation Area</p> <p>Option 91.1 – Retain SP091 in the Green Belt but, if needed, propose to identify a new Infill Village in the Green Belt</p> <p>Conservation Area controls would remain in place but limited infill development could also be allowed within defined areas of the village</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP092 – Dee Coast (North of Croft Drive)</p> <p>Land along the coastline to the west of the Wirral Way, south of Macdonna Drive and north of the Croft Drive slipway</p> <p>Adjacent to (west of) Settlement Area 6 – Hoylake and West Kirby</p> <p>7.39 hectares</p> <p>Urban enclosure - 45%</p> <p><u>Electoral Wards:</u></p> <p>West Kirby and Thurstaston</p>	<p>Green Belt since December 1983</p> <p>Part of the remaining open land between the Wirral Way and the Dee coastline, stretching from West Kirby to the Borough boundary at Gayton.</p> <p>Separates Melloncroft Drive and Caldy Conservation Area from the coastline (east-west, 100m in the north rising to 150m in the south)</p> <p>Contains the coastal public open space associated with the Wirral Way and Wirral Country Park at Cubbins Green (4.49 hectares) and the line of waterfront properties in large grounds along Shore Drive between Cubbins Green and the slipway</p> <p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p>	<p>Part of the remaining open area between West Kirby, the Wirral Way and the coastline but isolated from the main run of the Green Belt by the existing residential development at Shore Road</p> <p>The parcel could potentially be removed from the Green Belt with no significant impact on any wider strategic separation, with Cubbins Green and the Wirral Way retained as Urban Greenspace</p> <p>Option 92.1 – Retain SP092 in the Green Belt</p> <p>Option 92.2 – Retain SP092 in the Green Belt and, if needed, propose to identify the existing line of properties at Shore Road as an Infill Village in the Green Belt</p> <p>Option 92.3 – SP092 could, if needed, potentially be proposed for release from the Green Belt, with Cubbins Green protected as Urban Greenspace</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Best and most versatile agricultural land – 0%</p> <p>Identified as part of the Coastal Zone in the UDP. The coastline to the west is of national and international significance.</p> <p>Liverpool City Region Core Biodiversity Area – 64.3% (4.75ha), which includes Wirral Way (Caldy to Heswall) Site of Biological Importance (No. 15) (part); and Priority Habitat – woodland and coastal</p> <p>The parcel also includes a very small area of the adjacent Dee Estuary SAC, SPA, Ramsar and SSSI and the Caldys Golf Course SBI</p> <p>A small area of the parcel is also in the Caldys Blacks WeBS Core Count area (0.8%) and may be supporting habitat</p> <p>A public right of way (footpath) runs from Macdona Drive outside the north western edge of the parcel and then crosses the parcel to Wirral Country Park and the Wirral Way permissive path which runs along the eastern edge of the parcel</p> <p>Area of Special Landscape Value in the UDP (Proposal LA2/2)</p>	
<p>SP093 – Dee Coast (South of Croft Drive Slipway)</p> <p>Land along the coastline to the west of the</p>	<p>Green Belt since December 1983</p> <p>Part of the remaining open land between the Wirral Way and the Dee coastline, stretching</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the open countryside between Caldys and Heswall to the west of Telegraph Road</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Wirral Way, to the south of the Croft Drive slipway and to the north of the Caldys Blacks slipway</p> <p>Adjacent to (west of) Settlement Area 6 – Hoylake and West Kirby</p> <p>26.63 hectares</p> <p>Urban enclosure - 25%</p> <p><u>Electoral Wards:</u></p> <p>West Kirby and Thurstaston</p>	<p>from West Kirby to the Borough boundary at Gayton</p> <p>Part of the wider north-south strategic separation between Settlement Area 6 – Hoylake and West Kirby and Settlement Area 7 – Heswall (2.8km) and the wider east-west separation between Settlement Area 7 – Heswall and the coastline (1.9km)</p> <p>Contains Caldys Golf Club, Dee Sailing Club and former filled land (now a nature reserve associated with Wirral Country Park) to the north of the slipway</p> <p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>Best and most versatile agricultural land – 4.0% (not relevant)</p> <p>Identified as part of the Coastal Zone in the UDP.</p>	<p>and part of the undeveloped coastline, to the west of the Wirral Way</p> <p>The Wirral Way provides a clear dividing line between the urban area in Settlement Area 6 and the undeveloped coastline to the west</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>The coastline to the west is of national and international significance. The golf course is also subject to a local biodiversity designation</p> <p>Liverpool City Region Core Biodiversity Area – 82.5% (21.97 ha), which includes the Dee Cliffs Site of Special Scientific Interest (part); Caldy Golf Course Site of Biological Importance (No. 6) (part); and Priority Habitat – woodland, wetland and coastal</p> <p>The parcel also includes a very small area of the adjacent Dee Estuary SAC, SPA, Ramsar and Site of Special Scientific Interest</p> <p>A small area of the parcel is in the Caldy Blacks WeBS Core Count area (1.6%) and may be supporting habitat</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>Area of Special Landscape Value in the UDP (Proposal LA2/2)</p>	
<p>SP094 – Dee Coast (South of Caldy Blacks Slipway)</p> <p>Land along the coastline to the west of the Wirral Way, to the south of the Caldy Blacks slipway, to the north of Station Road and the Wirral Country Park Visitor Centre</p>	<p>Green Belt since December 1983</p> <p>Part of the remaining open land between the Wirral Way and the Dee coastline, stretching from West Kirby to the Borough boundary at Gayton</p> <p>Part of the wider north-south strategic</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the open countryside between Caldy and Heswall to the west of Telegraph Road and part of the undeveloped coastline to the west of the Wirral Way, not adjacent to any part of the urban area</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Not adjacent to any urban Settlement Area</p> <p>8.98 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>West Kirby and Thurstaston</p>	<p>separation between Settlement Area 6 – Hoylake and West Kirby and Settlement Area 7 – Heswall (2.8km) and the wider east-west separation between Settlement Area 7 – Heswall and the coastline (1.9km)</p> <p>Contains the touring and static caravan sites at Wirral Country Park</p> <p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>Best and most versatile agricultural land – 41.9%</p> <p>Identified as part of the Coastal Zone in the UDP. Subject to coastal erosion along the naturally eroding cliff-line</p> <p>The coastline to the west is of national and international significance</p> <p>Liverpool City Region Core Biodiversity Area</p>	

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>– 24.0% (2.16 ha), which includes the Dee Cliffs Site of Special Scientific Interest (part); Wirral Way (Caldy to Heswall) Site of Biological Importance (No. 15) (part); and Priority Habitat – woodland and coastal</p> <p>The north eastern edge of the parcel also forms part of the larger Thurstaston Fields WeBS Core Count area. (2.3%) and may be supporting habitat</p> <p>Area of Special Landscape Value in the UDP (Proposal LA2/2)</p>	
<p>SP095 – Dee Coast (South of Station Road)</p> <p>Land along the coastline to the west of the Wirral Way, to south of Station Road up to and including Heswall Fields</p> <p>Agricultural land uses (pasture)</p> <p>Not adjacent to any urban Settlement Area</p> <p>32.69 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u> West Kirby and Thurstaston Heswall</p>	<p>Green Belt since December 1983</p> <p>Part of the remaining open land between the Wirral Way and the Dee coastline, stretching from West Kirby to the Borough boundary at Gayton</p> <p>Part of the wider north-south strategic separation between Settlement Area 6 – Hoylake and West Kirby and Settlement Area 7 – Heswall (2.8km) and the wider east-west separation between Settlement Area 7 – Heswall and the coastline (1.9km)</p> <p>Contains the strategic countryside recreation facility at Wirral Country Park and Thurstaston Visitor Centre and the National Trust coastal open space at Heswall Fields</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the open countryside between Caldby and Heswall to the west of Telegraph Road and part of the undeveloped coastline to the west of the Wirral Way, not adjacent to any part of the urban area</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Part of the Dee Coastal Farmland Landscape Character Area. Quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>Best and most versatile agricultural land – 0%</p> <p>Identified as part of the Coastal Zone in the UDP and subject to coastal erosion along the naturally eroding cliff-line</p> <p>The coastline to the west is of national and international.</p> <p>Liverpool City Region Core Biodiversity Area – 94.33% (30.84 ha), which includes the Dee Cliffs Site of Special Scientific Interest (part); Wirral Way (Caldy to Heswall) Site of Biological Importance (No. 15) (part); and Priority Habitat – woodland and coastal.</p> <p>The southern area of the parcel forms part of the larger Thurstaston Fields WeBS Core Count area. (71.6%) and may be supporting habitat and part of the new Site of Biological Importance at Heswall Fields (No.78) covers</p>	

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>11% of the Parcel</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p> <p>Area of Special Landscape Value in the UDP (Proposal LA2/2)</p>	
<p>SP096 – Dee Coast (North of Broad Lane)</p> <p>Land to the west of the Wirral Way to the north and west of Broad Lane between Heswall Fields and Banks Road</p> <p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Partially adjacent to (west of) Settlement Area 7 - Heswall</p> <p>25.54 hectares</p> <p>Urban enclosure - 20%</p> <p>SHLAA 943 – 0.51ha</p> <p><u>Electoral Wards:</u></p> <p>Heswall</p>	<p>Green Belt since December 1983</p> <p>Part of the remaining open land between the Wirral Way and the Dee coastline, stretching from West Kirby to the Borough boundary at Gayton.</p> <p>The northern area (to the north of 103 Pipers Lane) is part of the wider north-south strategic separation between Settlement Area 6 – Hoylake and West Kirby and Settlement Area 7 – Heswall (2.8km) and the wider east-west separation between Settlement Area 7 – Heswall and the coastline (1.9km)</p> <p>The southern area (to the south of 103 Pipers Lane) forms part of the wider separation between the residential urban areas of Settlement Area 7 – Heswall and the coastline (east-west, 400m)</p> <p>Contains the small length of ribbon development to the north of Broad Lane towards Banks Road and medical facility at</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the open countryside between Caldy and Heswall to the west of Telegraph Road and part of the undeveloped coastline, to the west of the Wirral Way</p> <p>The Wirral Way provides a clear dividing line between the urban area in Settlement Area 7 and the largely open coastline to the west</p> <p>The existing ribbon development at Broad Lane, including SHLAA 943, could however potentially be identified as part of a new Infill Village in the Green Belt, possibly alongside similar types of existing development in SP097 to the south, to reflect the existing pattern of development, without any significant impact on strategic separation or open countryside</p> <p>Option 96.1 – Propose, if needed, to identify a new Infill Village in the Green Belt at Broad Lane, with or with or without</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>the site of the former Heswall Youth Camp</p> <p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>Best and most versatile agricultural land – 46.6%</p> <p>Identified as part of the Coastal Zone in the UDP. The coastline to the west is of national and international significance.</p> <p>Liverpool City Region Core Biodiversity Area – 7.6% (1.94 ha), which includes Wirral Way (Caldy to Heswall) Site of Biological Importance (No. 15) (part); and Priority Habitat – woodland and coastal</p> <p>The majority of the parcel forms part of the larger Thurstaston Fields WeBS Core Count area (96.5%) and may be supporting habitat and part of the new Site of Biological Importance at Heswall Fields (No.78) covers</p>	<p>any additional areas in SP097 to the south</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p><1% of the Parcel</p> <p>Part of the parcel also forms part of the nature improvement area identified in the LCR Ecological Network</p>	
<p>SP097 – Dee Coast (South of Broad Lane)</p> <p>Land along the coastline to the west of the Wirral Way to the south and west of Broad Lane, from Heswall Fields to the north of Banks Road</p> <p>Open land is in predominantly agricultural land use (horse grazing)</p> <p>30.02 hectares</p> <p>Urban enclosure - 0%</p> <p>SHLAA 641 – 0.49ha SHLAA 643 – 0.09ha SHLAA 644 – 0.96ha SHLAA 1768 – 2.74ha SHLAA 1772 – 0.93ha SHLAA 1773 – 0.50ha SHLAA 1973 – 0.91ha SHLAA 3044 – 0.04ha SHLAA 3045 – 1.19ha</p> <p><u>Electoral Wards:</u></p> <p>Heswall</p>	<p>Green Belt since December 1983</p> <p>Part of the remaining open land between the Wirral Way and the Dee coastline, stretching from West Kirby to the Borough boundary at Gayton.</p> <p>Part of the wider separation between the residential urban areas of Settlement Area 7 – Heswall and the coastline (east-west, 400m)</p> <p>Contains a collection of loosely related developed areas including Target Road Waste Water Treatment Works, the ribbon developments at Target Road and Dee Side, Mostyn Avenue and The Moorings and along the northern side of Banks Road and the site of the former Dee Caravan Park</p> <p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of</p>	<p>Not suitable for release from the Green Belt</p> <p>The Wirral Way provides a clear boundary to the urban area in Settlement Area 7 and the more open coastline to the west</p> <p>The existing ribbon developments at Target Road, Dee Side, Mostyn Avenue, Banks Road and The Moorings, including SHLAA 643, SHLAA 644, SHLAA 1768, SHLAA 1772, SHLAA 1773, SHLAA 1973 and SHLAA 3044 could however potentially be identified as one or a number a new Infill Villages, possibly alongside part of Broad Lane in SP096, to reflect the existing pattern of development, without any significant impact on strategic separation or open countryside, which could provide an additional capacity of up to 93 dwellings</p> <p>SHLAA 641, at the northern extremity of Broad Lane would, however, introduce additional isolated urban development into the open countryside, poorly related to any existing development; and SHLAA 3045, to the north of 10 Broad Lane, would introduce largely discordant urban development into the open countryside</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>Best and most versatile agricultural land – 14.0%</p> <p>Identified as part of the Coastal Zone in the UDP. The coastline to the west is of national and international significance</p> <p>An area to north west of the waste water treatment works and small areas along the coastal edge of the parcel may be at risk from flooding (2.08 ha)</p> <p>Liverpool City Region Core Biodiversity Area – 16.9% (5.08ha) of Priority Habitat – woodland, coastal and wetland</p> <p>The parcel also includes a very small area of the adjacent Dee Estuary SAC, SPA, Ramsar and SSSI and Dee Cliffs Site of Special Scientific Interest</p> <p>The majority of the parcel forms part of the larger Thurstaston Fields WeBS Core Count area (73.7%) and a small area is also in the Heswall Marsh WeBS Core Count area (0.1%) and may be supporting habitat and part of the new Site of Biological Importance at Heswall Fields (No.78) covers 2% of the Parcel</p>	<p>Option 97.1 – Propose, if needed, to identify one or a number of new Infill Villages in the Green Belt, to include land at or and around Target Road and Dee Side, Broad Lane, Mostyn Avenue, Banks Road and The Moorings, with or without any additional areas to the north of Broad Lane in SP096</p> <p>Additional public open space may need to be provided</p> <p>The impact on highway and transport capacity and the role of the area as supporting habitat would require independent appraisal before any designation was confirmed</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Part of the parcel also forms part of the nature improvement area identified in the LCR Ecological Network</p> <p>A public right of way (bridlepath) runs across the parcel from Broad Lane to the foreshore along Target Lane. A public right of way also runs along the northern edge of the parcel along Broad Lane, from the east to Target Lane, as a byway and then as a bridlepath</p>	
<p>SP098 – Dee Coast (South of Banks Road)</p> <p>Land along the coastline to the west of the Wirral Way, to the north of Park West, south of Banks Road excluding land to the north east of Wittering Lane</p> <p>Agricultural land uses (horse grazing, arable and horse related activities)</p> <p>Adjacent to (west of) Settlement Area 7 - Heswall</p> <p>21.88 hectares</p> <p>Urban enclosure - 5%</p> <p>SHLAA 1938 – 11.98ha</p> <p><u>Electoral Wards:</u></p> <p>Heswall</p>	<p>Green Belt since December 1983</p> <p>Part of the remaining open land between the Wirral Way and the Dee coastline, stretching from West Kirby to the Borough boundary at Gayton</p> <p>Separates the residential urban areas of Settlement Area 7 – Heswall from the coastline (east-west, 400m)</p> <p>Contains the Banks Road visitor car park and the buildings associated with Dee Farm</p> <p>Part of the Dee Coastal Farmland Landscape Character Area. Quality and condition of the landscape is good and the landscape strategy for the character area is ‘conserve’. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree</p>	<p>Not suitable for release from the Green Belt</p> <p>The Wirral Way provides a clear boundary to the urban area in Settlement Area 7 and the more open coastline to the west</p> <p>SHLAA 1938 would, on its own, form a discordant intrusion of urban development into an otherwise predominantly open coastal landscape.</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>line or was visible on the skyline would not be consistent with the landscape character</p> <p>Best and most versatile agricultural land – 97.7%</p> <p>Identified as part of the Coastal Zone in the UDP. The coastline to the west is of national and international significance and a small area along the coastal edge of the parcel may be at risk from flooding (0.45 ha)</p> <p>Liverpool City Region Core Biodiversity Area – 9.0% (1.96 ha), which includes Wittering Lane Site of Biological Importance (No. 22); and Priority Habitat – woodland, coastal and wetland</p> <p>The parcel also includes a very small part of the adjacent Dee Estuary SAC, SPA, Ramsar and SSSI</p> <p>The majority of the parcel forms part of the larger Wittering Lane Fields WeBS Core Count area. (84.6%) and may be supporting habitat. A small area of the parcel is also in the Heswall Marsh WeBS Core Count area (1.2%)</p> <p>Public rights of way (byways) run across the north of the parcel along Wittering Lane and from the visitor car park to the west of the parcel to the foreshore along Banks Road</p>	

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP099 – Dee Coast (Park West)</p> <p>Land along the coastline to the west of the Wirral Way along Park West</p> <p>Adjacent to (west of) Settlement Area 7 – Heswall</p> <p>6.02 hectares</p> <p>Urban enclosure - 7%</p> <p><u>Electoral Wards:</u></p> <p>Heswall</p>	<p>Green Belt since December 1983</p> <p>Comprises an almost complete frontage of ribbon development stretching between the urban areas of Heswall and the coast at Marine Drive along Park West</p> <p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>Best and most versatile agricultural land – 0%</p> <p>Identified as part of the Coastal Zone in the UDP. The coastline to the west is of national and international significance and small areas along the coastal edge of the parcel may be at risk from flooding (0.01 ha)</p> <p>Includes a small area of the adjacent Dee Estuary SAC, SPA, Ramsar and SSSI and priority habitat along the foreshore</p> <p>The majority of the parcel forms part of the</p>	<p>Not suitable for release from the Green Belt</p> <p>The Wirral Way provides a clear boundary to the urban area in Settlement Area 7 and the more open coastline to the west</p> <p>Park West could, however, potentially be identified as a new Infill Village in the Green Belt, to reflect the existing pattern of development, without any significant impact on strategic separation or open countryside, possibly alongside existing development in the Green Belt at Wittering Lane in SP110, to the north and to the south of Marine Drive in SP100</p> <p>Alternatively, Park West could potentially be identified as part of a new Infill Village in the Green Belt alongside SP100, SP101 and the existing developed area at Seabank Road (SP102)</p> <p>Option 99.1 – Propose, if needed, to identify SP099 as a new Infill Village in the Green Belt at Park West, with or without any additional areas at Wittering Lane in SP110 or to the south of Marine Drive in SP100</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>larger Wittering Lane Fields WeBS Core Count area (97.7%) and may be supporting habitat</p> <p>A public right of way (footpath) runs a short distance from the south west end of Park West to the foreshore</p>	
<p>SP100 – Dee Coast (North of Manners Lane)</p> <p>Land along the coastline to the west of the Wirral Way to the south of Park West and north of Manners Lane</p> <p>Agricultural land uses (horse grazing and arable)</p> <p>Adjacent to (west of) Settlement Area 7 - Heswall</p> <p>5.36 hectares</p> <p>Urban enclosure - 14%</p> <p>SHLAA 1940 – 3.84ha</p> <p><u>Electoral Wards:</u> Heswall</p>	<p>Green Belt since December 1983</p> <p>Part of the remaining open land between the Wirral Way and the Dee coastline, stretching from West Kirby to the Borough boundary at Gayton.</p> <p>Separates the residential urban areas of Settlement Area 7 – Heswall from the coastline (east-west, 400m)</p> <p>Contains a small area of ribbon development along the coast to the south of Marine Drive</p> <p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape</p>	<p>Not suitable for release from the Green Belt</p> <p>The Wirral Way provides a clear boundary to the urban area in Settlement Area 7 and the more open coastline to the west</p> <p>The small area of existing ribbon development to the south of Marine Drive (SP100A, 0.31ha) could, however, potentially be added to any new Infill Village at Park West, to reflect the existing pattern of development, without any significant impact on strategic separation or open countryside</p> <p>Alternatively SP100 could potentially be identified as part of a new Infill Village in the Green Belt alongside the existing developed areas at Park West (SP099) and Seabank Road (SP102) and SP101, which could potentially together provide an additional capacity of up to 117 dwellings</p> <p>Option 100.1 – Propose, if needed, to include the existing developed area to the south of Marine Drive (SP100A) as part of a new Infill Village in the Green Belt at</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>character</p> <p>Best and most versatile agricultural land – 98.2%</p> <p>Identified as part of the Coastal Zone in the UDP. The coastline to the west is of national and international significance.</p> <p>Includes very small area of the adjacent Dee Estuary SAC, SPA, Ramsar and SSSI and priority habitat along the foreshore</p> <p>The majority of the parcel forms part of the larger Wittering Lane Fields WeBS Core Count area (99.2%) and may be supporting habitat</p>	<p>Park West (SP099)</p> <p>Or</p> <p>Option 100.2 – Propose, if needed, to include SP100 in a new Infill Village in the Green Belt alongside SP099, with an additional capacity of up to 75 dwellings, with or without SP101 and SP102</p> <p>Additional public open space would need to be provided</p> <p>The impact of the loss of best and most versatile agricultural land, the role of the area as supporting habitat and highway and transport capacity would, however, require independent appraisal before any designation was confirmed</p>
<p>SP0101 – Dee Coast (South of Manners Lane)</p> <p>Land along the coastline to the west of the Wirral Way to the north of Seabank Road and south of Manners Lane</p> <p>Agricultural land uses (horse grazing, arable and horse grazing)</p> <p>Adjacent to (west of) Settlement Area 7 - Heswall</p>	<p>Green Belt since December 1983</p> <p>Part of the remaining open land between the Wirral Way and the Dee coastline, stretching from West Kirby to the Borough boundary at Gayton.</p> <p>Separates the residential urban areas of Settlement Area 7 – Heswall from the coastline (east-west, 400m)</p> <p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and</p>	<p>Not suitable for release from the Green Belt</p> <p>The Wirral Way provides a clear boundary to the urban area in Settlement Area 7 and the more open coastline to the west</p> <p>SP101 could, however, potentially be identified as part of a new Infill Village in the Green Belt alongside the existing developed areas at Seabank Road (SP102), Park West (SP099) and SP100, which could potentially together provide an additional capacity of up to 117 dwellings</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>2.85 hectares</p> <p>Urban enclosure - 7%</p> <p>SHLAA 1941 – 1.15ha</p> <p><u>Electoral Wards:</u></p> <p>Heswall</p>	<p>condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>Best and most versatile agricultural land – 97.8%</p> <p>Identified as part of the Coastal Zone in the UDP. The coastline to the west is of national and international significance.</p> <p>A very small part includes part of the Priority Habitat – coastal, immediately adjacent</p> <p>The whole parcel forms part of the larger Wittering Lane Fields WeBS Core Count area (100%) and may be supporting habitat</p>	<p>Option 101.1 – Propose, if needed, to include SP101 in a new Infill Village in the Green Belt alongside SP102, with an additional capacity of up to 42 dwellings, with or without SP099 and SP100</p> <p>Additional public open space would need to be provided</p> <p>The impact of the loss of best and most versatile agricultural land, the role of the area as supporting habitat and highway and transport capacity would, however, require independent appraisal before any designation was confirmed</p>
<p>SP102 – Dee Coast (Seabank Road)</p> <p>Land along the coastline to the west of the Wirral Way along Seabank Road</p> <p>Adjacent to (west of) Settlement Area 7 - Heswall</p>	<p>Green Belt since December 1983</p> <p>Comprises an almost complete frontage of ribbon development stretching between the urban areas of Heswall and the coast at Seabank Road</p> <p>Part of the Dee Coastal Farmland Landscape</p>	<p>Not suitable for release from the Green Belt</p> <p>The Wirral Way provides a clear boundary to the urban area in Settlement Area 7 and the more open coastline to the west</p> <p>Seabank Road could, however, potentially be identified as a new Infill Village in the Green Belt, to reflect the existing pattern of</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>3.39 hectares</p> <p>Urban enclosure - 7%</p> <p><u>Electoral Wards:</u></p> <p>Heswall</p>	<p>Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>Best and most versatile agricultural land – 0%</p> <p>Identified as part of the Coastal Zone in the UDP. The coastline to the west is of national and international significance</p> <p>A very small part includes part of the Priority Habitat – coastal, immediately adjacent</p> <p>The whole of the parcel forms part of the larger Wittering Lane Fields WeBS Core Count area and may be supporting habitat</p>	<p>development, without any significant impact on strategic separation or open countryside</p> <p>Alternatively Seabank Road could potentially be identified as part of a new Infill Village in the Green Belt alongside the existing developed area at Park West (SP099), SP100 and SP101</p> <p>Option 102.1 – Propose, if needed, to identify SP102 as a new Infill Village in the Green Belt at Seabank Road, with or without SP099, SP100 and SP101</p>
<p>SP103 - Dee Coast (North of Riverbank Road)</p> <p>Land along the coastline to the west of the Wirral Way, to the south of Seabank Road and north of Riverbank Road</p> <p>Agricultural land uses (arable)</p>	<p>Green Belt since December 1983</p> <p>Part of the remaining open land between the Wirral Way and the Dee coastline, stretching from West Kirby to the Borough boundary at Gayton</p> <p>Separates the residential urban areas of</p>	<p>Not suitable for release from the Green Belt</p> <p>The Wirral Way provides a clear boundary to the urban area in Settlement Area 7 and the more open coastline to the west</p> <p>The area of ribbon development at 4-14 Riverbank Road (SP103A, 0.52ha) could, however, potentially be identified as a new</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Adjacent to (west of) Settlement Area 7 - Heswall</p> <p>11.65 hectares</p> <p>Urban enclosure - 20%</p> <p>SHLAA 1939 – 9.08ha</p> <p><u>Electoral Wards:</u></p> <p>Heswall</p>	<p>Settlement Area 7 – Heswall from the coastline (east-west, 400m)</p> <p>Contains the small area of ribbon development at 4-14 Riverbank Road and the small car park and linear public open space along the river frontage</p> <p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is ‘conserve’. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>Best and most versatile agricultural land – 33.7%</p> <p>Identified as part of the Coastal Zone in the UDP. The coastline to the west is of national and international significance</p> <p>A very small part includes the adjacent Dee Estuary SAC, SPA, Ramsar and SSSI and priority habitat on the foreshore to the west of the parcel</p>	<p>Infill Village in the Green Belt alongside similar development within SP0104, to reflect the existing pattern of development, without any significant impact on strategic separation or open countryside</p> <p>Option 103.1 – Propose, if needed, to identify the properties at 4-14 Riverbank Road (SP103A) as a new Infill Village in the Green Belt, with or without similar existing developed areas and SHLAA 1968 in SP104, to the south</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>The parcel forms part of the larger Wittering Lane Fields WeBS Core Count area (98.2%) and may be supporting habitat. A small area of the parcel is also in the Heswall Marsh WeBS Core Count area (0.4%)</p>	
<p>SP104 – Dee Coast (South of Riverbank Road)</p> <p>Land along the coastline to the west of the Wirral Way, to the south of Riverbank Road and north of Cottage Drive West</p> <p>Agricultural land uses (pasture, horse grazing and arable)</p> <p>Adjacent to (west of) Settlement Area 7 - Heswall</p> <p>17.38 hectares</p> <p>Urban enclosure - 28%</p> <p>SHLAA 1968 – 3.22ha</p> <p><u>Electoral Wards:</u> Heswall</p>	<p>Green Belt since December 1983</p> <p>Part of the remaining open land between the Wirral Way and the Dee coastline, stretching from West Kirby to the Borough boundary at Gayton</p> <p>Separates the residential urban areas of Settlement Area 7 – Heswall from the coastline (east-west, 400m)</p> <p>Contains the ribbon development between 9-31 Riverbank Road</p> <p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p>	<p>Not suitable for release from the Green Belt</p> <p>The Wirral Way provides a clear boundary to the urban area in Settlement Area 7 and the more open coastline to the west</p> <p>The area of ribbon development at 9-31 Riverbank Road (SP104A, 2.97ha) could, however, potentially be identified as a new Infill Village in the Green Belt, alongside similar development within SP0103, to reflect the existing pattern of development, without any significant impact on strategic separation or open countryside</p> <p>SHLAA 1968 could also potentially form a single built-up frontage between 5 and 7 to 9 Riverbank Road, opposite 4-14 Riverbank Road in SP103 adjacent, as part of the same Infill Village, which could potentially provide an additional capacity of up to 45 dwellings.</p> <p>Option 104.1 – Propose, if needed, to identify the properties at 9-31 Riverbank Road (SP104A) as a new Infill Village in the Green Belt, with or without similar existing developed areas in SP103, to the north; and with or without SHLAA 1968, with an</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>Best and most versatile agricultural land – 28.5%</p> <p>Identified as part of the Coastal Zone in the UDP. The coastline to the west is of national and international significance and small areas along the coastal edge of the parcel may be at risk from flooding (0.02 ha)</p> <p>Liverpool City Region Core Biodiversity Area – 13.5% (2.35 ha), which includes Priority Habitat – woodland and coastal</p> <p>Small parts of the parcel also form part of the larger Parkgate (3%), Wittering Lane Fields (0.2%) and Heswall Marsh (0.01%) WeBS Core Count areas and may be supporting habitat</p>	<p>additional capacity of up to 45 dwellings</p> <p>The impact of the loss of best and most versatile agricultural land and highway and transport capacity would, however, require independent appraisal before any designation was confirmed</p>
<p>SP105 – Dee Coast (Cottage Drive West)</p> <p>Land along the coastline to the west of the Wirral Way at Cottage Lane and Cottage Drive West</p> <p>Not adjacent to any urban Settlement Area</p> <p>6.32 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p>	<p>Green Belt since December 1983</p> <p>Comprises an almost complete estate of housing development along the coastline at the end of Cottage Lane</p> <p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of</p>	<p>Not suitable for release from the Green Belt</p> <p>The Wirral Way provides a clear boundary to the urban area in Settlement Area 7 and the more open coastline and the parcel is isolated from the existing urban area to the east</p> <p>The existing development at Cottage Drive West could, however, potentially be identified as a new Infill Village in the Green Belt, to reflect the existing pattern of development, without any significant impact on strategic separation or open countryside</p> <p>Option 105.1 – Propose, if needed, to</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
Heswall	<p>the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>Best and most versatile agricultural land – 0%</p> <p>Identified as part of the Coastal Zone in the UDP. The coastline to the west is of national and international significance and small areas along the coastal edge of the parcel may be at risk from flooding (0.20 ha)</p> <p>Liverpool City Region Core Biodiversity Area - 23.5% (1.48 ha) of Priority Habitat – woodland and coastal</p> <p>The parcel also includes a small area of the adjacent Dee Estuary SAC, SPA, Ramsar and coastal and wetland priority habitat</p> <p>A small part of the parcel also forms part of the larger Parkgate WeBS Core Count area (0.2%) and may be supporting habitat</p>	<p>identify SP105 as a new Infill Village in the Green Belt at Cottage Drive West</p>
<p>SP106 – Dee Coast (South of Cottage Lane)</p> <p>Land along the coastline to the west of the Wirral Way to the south of Cottage Lane and Cottage Drive East</p> <p>Agricultural land uses (pasture and arable)</p>	<p>Green Belt since December 1983</p> <p>Part of the wider strategic separation between Settlement Area 7 – Heswall and Parkgate in Cheshire West and Chester (1.7km)</p> <p>Part of a larger parcel of open countryside extending further to the south to North Parade</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the remaining open countryside along the undeveloped coastline between Gayton and Parkgate, in adjoining Cheshire West and Chester, to the west of the Wirral Way</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>Not adjacent to any urban Settlement Area</p> <p>30.31 hectares</p> <p>Urban enclosure - 0%</p> <p><u>Electoral Wards:</u></p> <p>Heswall</p>	<p>and Boathouse Lane in Cheshire West and Chester. Includes part of Heswall Golf Course</p> <p>Area of Special Landscape Value in the UDP (Proposal LA2/2)</p> <p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>Best and most versatile agricultural land – 0%</p> <p>Identified as part of the Coastal Zone in the UDP. The coastline to the west is of national and international significance and areas along the coastal edge may be at risk from flooding (2.75 ha)</p> <p>Liverpool City Region Core Biodiversity Area – 4.6% (1.38 ha), which includes the Wirral Way (Heswall to Borough Boundary) Site of Biological Importance (No. 15) (part); Priority Habitat – woodland</p>	

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>A small part of the parcel also forms part of the larger Parkgate WeBS Core Count area (0.5%) and may be supporting habitat</p> <p>Public rights of way (footpaths) run along the coastal boundary of the parcel and cross the parcel connecting the foreshore and the Wirral Way across Heswall Golf Course</p>	
<p>SP107 – M53 Motorway Junction 1 Roundabout</p> <p>Land within the M53 Motorway Junction 1 roundabout, opposite Junction One Retail Park</p> <p>Adjacent to (south and west of) Settlement Area 1 – Wallasey and (north and west of) Settlement Area 2 – Commercial Core</p> <p>2.11 hectares</p> <p>Urban enclosure - 53%</p> <p><u>Electoral Wards:</u></p> <p>Leasowe and Moreton East</p>	<p>Green Belt since February 2000</p> <p>Undeveloped central reservation at centre of motorway junction roundabout and crossed by the M53 Motorway flyover. Part of the wider separation between Wallasey, Bidston and Leasowe (between 500m and 800m)</p> <p>The Wallasey Approach Road, Bidston Approach Road (A554) and the eastern edge of the roundabout form the clearest boundary between the existing urban area and the open land to the west</p> <p>A small part of the parcel may be at risk from flooding (0.05 ha)</p> <p>The parcel was not assessed as part of the Wirral Landscape Character Assessment, but is located adjacent to the North Fender Urban Fringe Landscape Character Area, where the quality and condition of the landscape is poor and the landscape strategy for the character area is 'restore or create'. Development along</p>	<p>Motorway roundabout underneath the flyover between the M53 Motorway and the Wallasey Road Tunnel, which could potentially be released from the Green Belt with no significant impact on separation or open countryside</p> <p>The external boundaries to the roundabout, to the west, could potentially provide an alternative clear, strong boundary to a revised Green Belt</p> <p>May, however, only have limited capacity or suitability for new development because of highway-related access and layout constraints and flyover height restrictions</p> <p>Option 107.1 – SP107 could, if needed, potentially be proposed for release from the Green Belt</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	<p>the urban fringe within the wider landscape, restore fragmented field boundaries and maintain a sense of separation and 'open' land between settlements</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area – 84.2% (1.78ha), which includes Priority Habitat – woodland</p>	
<p>SP108 – Wallasey Loop</p> <p>Land to the east of the Wallasey Approach Road, west of Greenleas Road and south of Greenleas Primary School, to the north of Leasowe Road.</p> <p>Agricultural land uses - horse grazing</p> <p>Adjacent to (west of) Settlement Area 1 – Wallasey</p> <p>4.74 hectares</p> <p>Urban enclosure - 57%</p> <p><u>Electoral Wards:</u> Wallasey Leasowe and Moreton East</p>	<p>Green Belt since February 2000</p> <p>Small isolated open area to the east of the Wallasey Approach Road, which does not significantly contribute towards the separation between Wallasey and Leasowe, compared to the main separation to the west of the Wallasey Approach Road (600m)</p> <p>The Wallasey Approach Road (A554) may form a clearer boundary between the existing urban area and the open land to the west</p> <p>A small part of the parcel may be at risk from flooding (0.03 ha)</p> <p>The parcel was not assessed as part of the Wirral Landscape Character Assessment and isolated from the adjacent North Wirral Shore Landscape Character Area by motorway access roads in embankment</p>	<p>Small enclosed area, isolated from the open countryside to the west by motorway access roads in embankment, which could potentially be released from the Green Belt without any significant impact on separation or open countryside</p> <p>The A554 Wallasey Approach Road and Leasowe Road could potentially form a clear, strong boundary to a revised Green Belt</p> <p>May, however, only have limited capacity or suitability for new development because of highway-related access and layout constraints</p> <p>Option 108.1 – SP108, to the west of the A554 Wallasey Approach Road, could, if needed, potentially be proposed for release from the Green Belt, with a capacity of up to 26 dwellings, subject to appropriate highway access, design and boundary treatment</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
	Best and most versatile agricultural land – 0.2%	The impact of the loss of best and most versatile agricultural land would require independent appraisal before release
<p>SP109 – Land on Boathouse Lane, Gayton</p> <p>Small undeveloped plot between ‘Freshways’ and the Borough boundary.</p> <p>Adjacent to (south of) Settlement Area 7 - Heswall</p> <p>0.25 hectares</p> <p>Urban enclosure - 50%</p> <p>SHLAA 902 – 0.19ha</p> <p><u>Electoral Wards:</u></p> <p>Heswall</p>	<p>Green Belt since June 1993</p> <p>Small area of ponds and woodland between residential properties on Boathouse Lane and the Borough boundary.</p> <p>The parcel was not assessed as part of the Wirral Landscape Character Assessment, but is located near the Dee Coastal Farmland Landscape Character Area where the quality and condition of the landscape is good and the landscape strategy for the character area is ‘conserve’. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>Best and most versatile agricultural land – 0%</p> <p>Liverpool City Region Core Biodiversity Area – 41.1% (0.10 ha) of Priority Habitat – woodland</p>	<p>Small part of an otherwise built up frontage along Boathouse Lane, between Freshways and the rear of 11 and 13 The Spinney, where development could potentially have no significant additional impact on separation or open countryside</p> <p>Option 109.1 – SP109 could, if needed, potentially be proposed for release from the Green Belt, with a capacity of up to 2 dwellings (0.06ha developable), subject to appropriate design and boundary treatment and the results of an appropriate ecological survey of the existing ponds and woodland</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
<p>SP110 – Wittering Lane, Heswall</p> <p>Land between Wittering Lane and the Wirral Way</p> <p>Adjacent to (west of) Settlement Area 7 - Heswall</p> <p>2.89 hectares</p> <p>Urban enclosure - 48%</p> <p>SHLAA 1815 – 0.12ha SHLAA 1967 – 0.82ha</p> <p><u>Electoral Wards:</u></p> <p>Heswall</p>	<p>Green Belt since December 1983</p> <p>Small ribbon of large low density housing and horse paddocks enclosed between Wittering Lane and the Wirral Way.</p> <p>Part of the Dee Coastal Farmland Landscape Character Area, where the quality and condition of the landscape is good and the landscape strategy for the character area is 'conserve'. The wooded nature of settlement fringes and ridgelines means some infill development could be accommodated where woodland would continue to screen views of the urban edge. Development that rose above the tree line or was visible on the skyline would not be consistent with the landscape character</p> <p>Best and most versatile agricultural land – 92.7%</p> <p>Identified as part of the Coastal Zone in the UDP. The coastline to the west is of national and international significance.</p> <p>A small part of the parcel forms part of the larger Wittering Lane Fields WeBS Core Count area (5.4%) and may be supporting habitat.</p>	<p>Not suitable for release from the Green Belt</p> <p>The Wirral Way provides a clear boundary to the urban area in Settlement Area 7 and the more open coastline to the west</p> <p>Part of SP110, including SHLAA 1815, could however potentially be identified as a new Infill Village in the Green Belt, to reflect the existing pattern of development, possibly alongside existing development at Park West, in SP099 to the south, without any significant impact on the open countryside.</p> <p>Alternatively, SP110, including the remaining undeveloped plot to the north of Radley (SHLAA 1967) could potentially be identified, without any significant impact on strategic separation.</p> <p>Option 110.1 – Propose, if needed, to identify the properties between Glenarch and Pine Trees as a new Infill Village in the Green Belt, with or without any additional developed areas in SP099, to the south</p> <p>Option 110.2 – Propose, if needed, to identify SP110 as a new Infill Village in the Green Belt, with or without any additional developed areas in SP099, to the south</p> <p>Any future proposal would need to be subject to independent assessment of the role of the site as supporting habitat and</p>

Summary of Initial Green Belt Assessment for Public Consultation

Strategic Land Parcel (location and basic data)	Description of Main Features	Commentary and Summary of Potential
		the impact of the loss of best and most versatile agricultural land
<p>SP111 – East of Clatterbridge Hospital, Mount Road</p> <p>Land between Clatterbridge Hospital and the M53 Motorway, to the north of Clatterbridge Road</p> <p>Agricultural land uses (arable)</p> <p>Not adjacent to any urban Settlement Area</p> <p>5.72 hectares</p> <p>Urban enclosure - 0%</p> <p>SHLAA 2073 – 0.64ha</p> <p><u>Electoral Wards:</u></p> <p>Clatterbridge</p>	<p>Green Belt since December 1983</p> <p>Part of a wider expanse of open countryside between the M53 Motorway and the Bidston Wrexham railway line, to the east of Settlement Area 7 – Heswall</p> <p>Contains the access roads and road verges along the frontage to Clatterbridge Hospital (SP076A), to the west of Mount Road and the existing developed site at Drayton Motors, towards junction 4 of the M53 Motorway</p> <p>The parcel is part of the Clatterbrook and Dibbin Valley Landscape Character Area, where the quality and condition of the landscape is poor - moderate and the landscape strategy for the character area is 'enhance'. Any new development should ensure that it does not compromise wooded horizons, nature and scale of farmsteads and rural character of the land</p> <p>Best and most versatile agricultural land – 70%</p> <p>The parcel is also part of the nature improvement area identified in the LCR Ecological Network</p>	<p>Not suitable for release from the Green Belt</p> <p>Part of the extensive tract of open countryside between the M53 Motorway and the Bidston Wrexham railway line, not adjacent to any part of the urban area but lies between the major developed site at Clatterbridge Hospital and the M53 Motorway.</p> <p>The existing developed area at Drayton Motors (SHLAA 2073) could, however, potentially be re-developed, without any further impact on separation or open countryside</p>

