

Policy CS6 – Priorities for Suburban Birkenhead

Summary of Comments Received	Recommended Response
Point 10 of Policy CS6 should refer to the Green Infrastructure Strategy which has not yet been undertaken (referred to in Core Strategy paragraph 22.6), as the decision to maintain and improve open space cannot be concluded until the Green Infrastructure Strategy has been completed to indicate whether additional land should be given to residential development where appropriate.	No change is recommended, as the general principle of the need to maintain and improve open space within the Settlement Area has already been established through the Wirral Open Space Assessment 2012 and the Council's forthcoming Green Infrastructure Strategy will form part of the evidence base for a future site-specific Local Plan.
The Vision Statement for Policy CS6 should support residential development, in light of the shortfall in housing land supply identified in the Council's Annual Monitoring Report 2012.	No change is recommended, as point 1 of Policy CS6 already expresses the priority to: "...Maintain and provide attractive residential areas with good access to Birkenhead, Liverpool and the M53 Motorway."
High voltage underground electricity transmission cables run across Settlement Area 3. Unrestricted and safe access must be maintained at all times with no trees or shrubs within 3 metres of the cable as, ultimately, the roots may grow to cause damage to the cable. Substations are vital to the efficient operation of the electricity transmission network for switching circuits or transforming voltage and further essential utility development may be necessary.	No change is recommended to Policy CS6 but it is recommended that point 11 of Policy CS42 – Development Management is amended to read: "not have an unacceptable impact on the operation of Liverpool Airport, Harwarden Aerodrome and the Wallasey Beacon, <u>or the safe and uninterrupted operation of utilities, electricity transmission networks, pipelines, important electrical equipment or instrumentation or their safeguarding zones.</u> "
Policy CS6 provides the necessary positive strategy to address the conservation and enhancement of the historic environment. The Core Strategy should, however, include explicit coverage of Heritage at Risk as required by Paragraph 126 of the National Planning Policy Framework. The 2012 Heritage at Risk register includes Flaybrick Cemetery Park and Garden and Conservation Area and Rock Park Conservation Area.	No change is recommended as Policy CS43 – Design, Heritage and Amenity already provides for proposals that will "safeguard the future of heritage at risk" and the importance of Flaybrick Cemetery and Rock Park Conservation Area is already referred to in point 7 of Policy CS6.
Market renewal activity is hugely vulnerable. There is insufficient open space. Utility and transport infrastructure need upgrading. Policy CS6, which will derive the majority of new housing from market renewal activity, will not successfully address these problems.	No change is recommended, as Policy CS6 is only intended to outline the overall priorities for the promotion of sustainable development within the Settlement Area.
The location specific references to additional pitch requirements should be taken out of Policy CS6, until a revised Playing Pitch Strategy has been completed.	It is recommended that point 10 of Policy CS6 is amended to read: "Maintain and improve open space, to strengthen the provision of green infrastructure <u>and to increase the amount of recreational open space and natural and semi natural greenspace with biodiversity value.</u> "
An additional bullet point should be added to Policy CS6, to encourage additional residential development in sustainable locations to support the wider identified housing need.	No change is recommended as point 1 of Policy CS6 already expresses the priority to "...Maintain and provide attractive residential areas with good access to Birkenhead, Liverpool and the M53 Motorway".

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The commitment to support greater use of the Borderlands railway line is welcomed. Promoting improvements to the line is a key issue for the whole Borough, and a key issue for each area affected. A stronger policy is required to provide support for improvement works, including improved station facilities, a new station at Woodchurch, electrification, greater service frequency and direct services to Liverpool, to improve access to jobs and reduce car-based commuting.	No change is recommended, as point 13 of Policy CS6 will already allow these improvements to be supported, subject to the identification of a viable and suitably funded scheme which can be supported under Policy CS41 – Transport Schemes and through the emerging Core Strategy Infrastructure Plan and Delivery Framework.
Point 11 of Policy CS6 should be altered to read: “Reduce flood risk along the coast of Rock Park, along the Fender Valley and from surface water; <u>and to consider the availability of water and wastewater infrastructure by working with utility providers to promote a coordinated approach to the delivery of development and the delivery of future infrastructure works</u> ” to remove the reference to local limitations on the supply of water and the treatment and disposal of waste water. An ongoing dialogue will be maintained with the Council to provide information on infrastructure capacity and the delivery of new infrastructure and improvement works.	Accepted but it is recommended that point 11 of Policy CS6 is amended to read: “Reduce flood risk along the coast of Rock Park, along the Fender Valley and from surface water;” as Policy CS42 – Development Management already requires development to be adequately served by existing local infrastructure.
Support the priorities for this Settlement Area but Policy CS6 could be strengthened by identifying the broad quantum of development to be focused in key locations.	No change is recommended, as the provision of detailed numbers would be over detailed and inflexible and was opposed by respondents to previous consultations. Further information on the potential capacity of the Settlement Area is however available within the supporting evidence base documents and has been used to identify likely future infrastructure requirements in consultation with infrastructure providers.
More detail on the levels of development expected in each Settlement Area should be provided.	No change recommended as Policy CS6 is only intended to outline the overall priorities for the promotion of sustainable development within the Settlement Area rather than the quantities of development involved. The provision of detailed numbers would be over detailed and inflexible and was opposed by respondents to previous consultations. Further information on the potential capacity of the Settlement Area is, however, available within the supporting evidence base documents and has been used to identify likely future infrastructure requirements.