

## Policy CS9 – Priorities for Hoylake and West Kirby

Summary of Comments Received	Recommended Response
Point 5 of Policy CS9 should be altered to refer to other biodiversity assets.	It is recommended that point 5 of Policy CS9 is amended to read: “Maintain and enhance facilities for visitors, including provision for leisure, tourism, golf, coastal recreation and water sports and the open spaces associated with the coastal promenades and North Wirral Coastal Park, while maintaining and enhancing <u>biodiversity assets</u> , the national and international nature conservation value of the intertidal foreshores and their supporting habitats, the Hilbre Islands and the Victorian and Edwardian heritage of the coastal resorts.”
Policy CS9 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.	No change is recommended to Policy CS9, as there were no entries in the 2012 Heritage at Risk Register within this Settlement Area and Policy CS43 – Design, Heritage and Amenity, provides for proposals that will “safeguard the future of heritage at risk” across the Borough as a whole, including Settlement Area 6.
There is limited scope for new development because of physical constraints but growth is still needed to prevent the Area becoming dormant and slowly unsustainable. Infill housing development will not deliver enough jobs and will not meet the existing needs of the young, working age or elderly population.	No change is recommended, as Policy CS9 is only intended to outline the overall priorities for the promotion of sustainable development within the Settlement Area. The forthcoming Strategic Housing Market Assessment will determine the Council’s position in relation to future housing need.
Policy CS9 fails to address the need for affordable and market housing in Hoylake and the needs of the aging population identified in the Council’s existing Strategic Housing Market Assessment.	No change is recommended, at this stage. The forthcoming Strategic Housing Market Assessment will determine the Council’s position in relation to future housing need.
There is no evidence to indicate that there is a capacity issue at the level crossing at Carr Lane.	Accepted. It is recommended that point 9 of Policy CS9 is amended to read: “ Monitor and manage traffic flows to maximise highway efficiency on routes to Hoylake and West Kirby; promote sustainable transport; and <u>avoid adverse impacts from</u> pedestrian and vehicular traffic on the rail crossings at Carr Lane and between Meols and Hoylake.”
Support the provision of further residential development in Meols. New sites will need to be identified to accommodate growth and assist in meeting local housing need, such as land to the rear of Birch Road and Rycroft Road, Meols.	No change is recommended. The forthcoming Strategic Housing Market Assessment will determine the Council’s position in relation to future housing need.

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Point 11 of Policy CS9 should be rephrased to read: " <u>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 and disposal of wastewater. An on-going 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 CS9 is amended to read: "Address any local limitations on the disposal of surface water," as Policy CS42 – Development Management, already requires development to be adequately served by essential local infrastructure.
Concerned that the lower designation of Hoylake, compared to West Kirby, will result in a lower focus of services and investment.	No change is recommended. Policy CS25 – Hierarchy of Retail Centres identifies West Kirby as a Town Centre and Hoylake as a District Centre to which the same policies will apply. The only difference is the scale of use that would be assumed to be acceptable before the impact of any in-centre proposal was more closely considered under Policy CS26 – Criteria for Development within Existing Centres, which is currently 2,500sqm in West Kirby and 1,500sqm in Hoylake.
How is the Council to develop its Sailing School at West Kirby?	No change is recommended, as the Core Strategy is not a site specific Local Plan and point 5 of Policy CS9 refers to maintaining and enhancing facilities for visitors, leisure, tourism, coastal recreation and water sports.
What is the justification for continuing to spend taxpayers money developing the "Golf Resort" at Hoylake? When will taxpayers see the reports on this "project" that they have been forced to pay for?	No change is recommended, as the Core Strategy is not a site specific Local Plan and point 5 of Policy CS9 refers to maintaining and enhancing facilities for visitors including provision for leisure, tourism and golf.
Insufficient weight has been given to the effects of sea-level change. If sea-level rises by about 50cms in the next 50 years, then average high tides will flood the car park alongside the Sailing School and Spring Tides will overtop the pavement of South Parade. Given that the climate is changing to become more extreme, there will be more storms and there will be frequent flooding of property in and around South Parade from Riversdale Road to the Sailing Club. Models suggest that anything greater will see flooding as far as West Kirby station from Lingdale Road to Sandy Lane.	No change is recommended, as point 8 of Policy CS9 already refers to the need to "Reduce tidal, river and other flood risks associated with the coastal waterfronts". Policy CS34 – Flood Risk and Coastal Protection and paragraph 23.4 states that 'It will only be appropriate to permit development where it can clearly be demonstrated that there would be no unacceptable risk or impact of flooding, either on the development itself over its lifetime or elsewhere, taking account of the impact of climate change, including sea level rise...' and the flood defence measures listed in Policy CS34 have been informed by the North Wales and North West England Shoreline Management Plan (2011) which forms part of the evidence base of the Core Strategy.

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Support the priorities that have been developed for this Settlement Area but Policy CS9 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.