

Policy CS11 – Priorities for the Rural Areas

Summary of Comments Received	Recommended Response
Point 6 of Policy CS11 should be altered to read "undeveloped coastal zone" rather than "undeveloped coastline".	No change is recommended, as it is no longer intended to refer to a coastal zone.
The reference to 'local nature reserves' in point 6 of Policy CS11 should be clarified.	Accepted. It is recommended that the Glossary is amended to include sites managed by Cheshire Wildlife Trust and others, as well as those designated, owned and managed by Wirral Borough Council.
Oppose any attempt to take away any further areas of green in Eastham, even if they are currently zoned for employment and to any further development of land adjacent to the Manchester Ship Canal for dock or other industrial use.	No change is recommended, as point 2 of Policy CS7 seeks to maximise the economic contribution of the Eastham Dock Estate.
Seek a policy that will remove once and for all the HGVs that currently infest Eastham's narrow streets and which use Bankfields Drive as a means of access to the Industrial Area.	No change is recommended, as point 4 of Policy CS11 provides for the character and appearance of Eastham Village Conservation Area to be preserved and enhanced and point 12 of Policy CS7 – Priorities for Bebington, Bromborough and Eastham provides for the “impact of HGV’s on Eastham Village” to be addressed.
Object to any further housing development in and around Eastham Village, although there may be room for very minor infilling.	No change is recommended, as point 4 of Policy CS11 provides for the character and appearance of Eastham Village Conservation Area to be preserved and enhanced and the area is subject to national Green Belt controls.
Land should be set aside for a footpath between Eastham and Bromborough to join the Wirral Coastal Footpath and to Ellesmere Port.	No change is recommended, as the Core Strategy is not a site specific Local Plan.
The medieval hamlet of Shodwell should be properly archaeologically acknowledged and preserved.	No change is recommended, as the Core Strategy is not a site specific Local Plan and point 4 of Policy CS11 already provides for the protection of designated and un-designated heritage assets.
The property known as Warren Farm should be listed and its current use as a council depot should cease to allow it to revert to a farmhouse.	No change is recommended, as the process of listing buildings is not undertaken by English Heritage and not through the Core Strategy.
Eastham Village School, closed by the Council without consideration as to its future, should be retained at least in part for community use.	No change is recommended, as the Core Strategy is not a site specific Local Plan.
Neglected buildings within the Eastham Conservation Area should be identified and restored to reflect their importance to the area.	No change is recommended as point 4 of Policy CS11 already provides for the character and appearance of the Conservation Area to be preserved and enhanced.
Object to any further development of the remains of Hooton Airfield; the site of Hooton Hall.	No change is recommended, as the remains of Hooton Airfield in Wirral are in the Green Belt.

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Policy CS11 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 Thornton Manor Gardens and Storeton Hall.	Policy CS43 – Design, Heritage and Amenity, already provides for proposals that will “safeguard the future of heritage at risk.” but it is recommended that point 5 of Policy CS11 is also amended to read: “Conserve, enhance and restore the natural beauty, visual amenity and landscape character of the area, in line with the findings of the Wirral Landscape Character Assessment and Cheshire Historic Landscape Characterisation Study <u>and restore the historic park and garden at Thornton Manor;”</u> .
Settlement Area 8 is being consigned to an unsustainably low level of growth and Policy CS11 will not meet the existing needs of the young, working age or elderly population.	No change is recommended, as Settlement Area 8 is subject to national Green Belt controls. The forthcoming Strategic Housing Market Assessment will determine the Council’s position in relation to future housing need.
Policy CS11 fails to address the needs of the aging population and the local need for affordable and market housing within the Rural Area 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.
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 Settlement Area affected. A stronger policy is required to provide support for improvement works, including improved station facilities, 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 11 of Policy CS11 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.
Policy CS11 should be amended to recognise the need for growth in rural areas to sustain rural communities, including the sensitive release of Green Belt to meet future housing requirements.	No change is recommended, at this stage. The forthcoming Strategic Housing Market Assessment will determine the Council’s position in relation to future housing needs. The National Planning Policy Framework already provides for limited infilling in villages, limited affordable housing for local community needs and the re-use of previously developed sites in the Green Belt (NPPF, paragraph 89).
The boundary to Settlement Area 8 should be redefined to exclude the land between Eastham and the M53 Motorway which provides a more defensible Green Belt boundary.	No change is recommended, as the boundary to Settlement Area 8 currently follows the boundary to the Green Belt. The forthcoming Strategic Housing Market Assessment will determine the Council’s position in relation to future housing needs.

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Policy CS11 continues to overlook the need for sustainable housing growth within Settlement Area 8.	No change is recommended. The forthcoming Strategic Housing Market Assessment will determine the Council's position in relation to future housing needs.
The rural settlements are socially and economically connected to the rest of the Wirral. Green Belt land needs to be released to provide for their employment and housing needs.	No change is recommended. The forthcoming Strategic Housing Market Assessment will determine the Council's position in relation to future housing needs. The National Planning Policy Framework already provides for limited infilling in villages, limited affordable housing for local community needs and the re-use of previously developed sites in the Green Belt (NPPF Paragraph 89).
Point 14 of Policy CS11 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 limitations in the supply of water and/or the disposal of waste water. 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. It is recommended that point 14 of Policy CS11 is deleted, as Policy CS42 – Development Management already requires development to be adequately served by essential local infrastructure.
Support the priorities that have been developed for this Settlement Area but Policy CS11 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.
The list set out in point 6 of Policy CS11 runs the risk of omitting a potentially important habitat and should be rephrased to read: "...the biodiversity value of <u>all biodiversity and geodiversity assets and wildlife corridors</u> , including any linkages with the surrounding urban areas" supported by appropriate definitions in the Glossary. There is also a good opportunity to join existing sites in accord with the Lawton Report Making Space for Nature.	Accepted. It is recommended that point 6 of Policy CS11 is amended to read: "Maintain and enhance the natural and semi-natural character of the undeveloped coastline; the national and international importance of the inter-tidal foreshores and their supporting habitats; and the <u>value of a linked network of biodiversity and geodiversity assets and wildlife corridors</u> , including any linkages with the surrounding urban areas."

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What about opportunities for 'Green' industries?	No change is recommended. Point 7 of Policy CS11 refers to improved woodland management to support biomass production and Policy CS14 - Priority Sectors, supports development that will provide for “greener growth, including construction and supply chain facilities for offshore wind and the low carbon economy.”
The Rural Area is crossed by high voltage overhead electricity transmission lines which must be retained in-situ unless required to directly facilitate a major development or infrastructure project of national importance identified by central government. Unrestricted and safe access must be maintained at all times and statutory safety clearances must not be infringed.	No change is recommended to Policy CS11 but it is recommended that point 11 of Policy CS42 – Development Management is amended to read: “will not have an unacceptable impact on the operation of Liverpool Airport, Harwarden Aerodrome and the Wallasey Beacon; or <u>the safe and uninterrupted operation of utilities, electricity transmission networks, pipelines, important electrical equipment or instrumentation and their safeguarding zones.</u> ”
Oppose any attempt to take away any further areas of green in Eastham.	No change recommended, as areas outside the existing urban are subject to national Green Belt controls.