

Appendix 1: Duty to Cooperate engagement since January 2020

Organisation details		Engagement since January 2020									
Organisation type	Organisation name	Reg 18 consultation representation (January 2020)	Housing needs letter (March 2020)	Regular DtC meetings (March 2020 to December 2020)	DtC workshops (December 2020)	Regular DtC meetings (January 2021 to June 2021)	DtC proformas (February 2021)	DtC letters (June 2021)	Pre-Reg 19 engagement (August 2021 onwards)		
									Received / commented on the draft Reg 19 Plan? (August 2021)	Pre-Reg 19 meeting or correspondence (September – December 2021)	SoCG status
Local / regional authority	St Helens Council		Letter sent, response received		Attended		Proforma sent, response received	Letter sent, no response received	Received draft Plan Aug 21 No comments provided	Emailed meeting offer No response	Drafted, shared with Council, no comments received to date
Local / regional authority	Halton Council	-	Letter sent, response received	-	Attended	-	Proforma sent, response received	Letter sent, no response received	Received draft Plan Aug 21 No comments provided	Emailed meeting offer No response	Drafted, shared with Council, no comments received to date
Local / regional authority	Knowsley Council	-	Letter sent, response received	-	Attended	-	Proforma sent, no response received	Letter sent, no response received	Received draft Plan Aug 21 No comments provided	Emailed meeting offer No response	Currently being finalised
Local / regional authority	Sefton Council	Received	Letter sent, response received		Attended		Proforma sent, response received	Letter sent, no response received	Received draft Plan Aug 21 No comments provided	Sep-21	Currently being finalised
Local / regional authority	West Lancashire		Letter sent, response received		Attended		Proforma sent,	Letter sent, no	Received draft Plan Aug 21	Sep-21	Agreed

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									Received / commented on the draft Reg 19 Plan? (August 2021)	Pre-Reg 19 meeting or correspondence (September – December 2021)	SoCG status
							response received	response received	Comments provided		
Local / regional authority	Liverpool City Council		Letter sent, response received	Yes, see DtC activities register for further details	Attended		Proforma sent, response received	Letter sent, no response received	Received draft Plan Aug 21 Comments provided	Oct-21	Currently being drafted
Local / regional authority	Cheshire West and Chester Council	Received	Letter sent, response received	Yes, see DtC activities register for further details	Attended		Proforma sent, response received	Letter sent, no response received	Received draft Plan Aug 21 Comments provided	Sep-21	Currently being finalised
Local / regional authority	Flintshire Council				Invited, unable to attend			Letter sent, no response received	No	No meeting needed Letter sent February 2022	No SoCG required to support Reg 19
Local / regional authority	Liverpool City Region Combined Authority	-	-	Yes, see DtC activities register for further details	Attended	Yes, see DtC activities register for further details	-	Letter sent, no response received	Received draft Plan Aug 21 No comments provided	Nov-21	Draft circulated, comments received
Prescribed DtC body	Natural England	Received	-	-	Attended	Yes, see DtC activities register for	-	Letter sent, no response received	Received draft Plan Aug 21 Comments provided	No meeting needed	Drafted, agreed with Wirral team, awaiting Interim Approach correspondence

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									Received / commented on the draft Reg 19 Plan? (August 2021)	Pre-Reg 19 meeting or correspondence (September – December 2021)	SoCG status	
						further details						from NE which is due 11/02/22
Prescribed DtC body	Marine Management Organisation	Received	-	-	Invited, unable to attend	Yes, see DtC activities register for further details	-	Letter sent, no response received	Received draft Plan Aug 21 No comments provided	No meeting needed	Currently being drafted	
Prescribed DtC body	Historic England	-	-	Yes, see DtC activities register for further details	Attended	Yes, see DtC activities register for further details	-	Letter sent, no response received	Received draft Plan Aug 21 Comments provided	No meeting needed	Currently being drafted	
Prescribed DtC body	Environment Agency	Received	-	-	Attended	-	-	Letter sent, no response received	Received draft Plan Aug 21 Comments provided	No meeting needed	Currently being drafted	
Prescribed DtC body	NHS			Yes, see DtC activities register for further details	Attended	Yes, see DtC activities register for further details		Letter sent, no response received	Received draft Plan Nov 21	No meeting needed	No SoCG required to support Reg 19	

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									Received / commented on the draft Reg 19 Plan? (August 2021)	Pre-Reg 19 meeting or correspondence (September – December 2021)	SoCG status
Prescribed DtC body	Highways England / National Highways	Received	-	-	Attended	Yes, see DtC activities register for further details	-	Letter sent, no response received	Received draft Plan Aug 21 No comments provided	No meeting needed	Agreed
Prescribed DtC body	Homes England								Received draft Plan Aug 21 Comments provided	No meeting needed	No SoCG required to support Reg 19
Prescribed DtC body	Civil Aviation Authority				Invited, unable to attend			Letter sent, no response received	No	No meeting needed	No SoCG required to support Reg 19
Prescribed DtC body	Nature Connected				Invited, unable to attend			Letter sent, no response received	Received draft Plan Aug 21 No comments provided	No meeting needed	No SoCG required to support Reg 19
Prescribed DtC body	Liverpool Enterprise Partnership							Letter sent, no response received	No	No meeting needed	No SoCG required to support Reg 19
Prescribed DtC body	Office of Rail Regulation				Invited, unable to attend			Letter sent, no response received	No	No meeting needed	No SoCG required to support Reg 19

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Infrastructure / service provider	Sport England	Received	-	-	Attended	Yes, see DtC activities register for further details	-	Letter sent, no response received	Received draft Plan Aug 21 Comments provided	No meeting needed	Agreed
Infrastructure / service provider	United Utilities	-	-	Yes, see DtC activities register for further details	Attended	Yes, see DtC activities register for further details	-	Letter sent, no response received	Received draft Plan Aug 21 Comments provided	No meeting needed	No SoCG required to support Reg 19
Infrastructure / service provider	Cadent Gas	-	-	Yes, see DtC activities register for further details	Attended	-	-	Letter sent, no response received	Received draft Plan Aug 21 No comments provided	Dec-21	No SoCG required to support Reg 19
Infrastructure / service provider	Transport for Wales				Attended	Yes, see DtC activities register for further details		Letter sent, response received	Received draft Plan Aug 21 No comments provided	Nov-21	No SoCG required to support Reg 19
Infrastructure / service provider	SPEN (Scottish Power)	-	-	Yes, see DtC activities register for	Attended	Yes, see DtC activities register	-	Letter sent, no response received	Received draft Plan Aug 21 No	Nov-21	No SoCG required to support Reg 19

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				further details		for further details			comments provided		
Infrastructure / service provider	Welsh Water	-	-	-	Attended	-	-	Letter sent, response received	Received draft Plan Aug 21 No comments provided	No further meetings needed	No SoCG required to support Reg 19
Infrastructure / service provider	Network Rail	Received			Invited, unable to attend			Letter sent, response received	Received draft Plan Aug 21 No comments provided	Dec-21	No SoCG required to support Reg 19
Infrastructure / service provider	Merseyside Police		-	-	Invited, unable to attend	Yes, see DtC activities register for further details	-	-	No	Dec-21	No SoCG required to support Reg 19
Infrastructure / service provider	Merseyside Fire & Rescue		-	-	Invited, unable to attend	-	-	Letter sent, no response received	No	Dec-21	No SoCG required to support Reg 19
Infrastructure / service provider	BT Openreach				Attended			Letter sent, no response received	No	Nov-21	No SoCG required to support Reg 19

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Infrastructure / service provider	Virgin Media		-	-	Attended	-	-	Letter sent, no response received	No	Emailed meeting offer No response	No SoCG required to support Reg 19
Infrastructure / service provider	Vodafone				Invited, unable to attend			Letter sent, no response received	No	No meeting needed	No SoCG required to support Reg 19
Infrastructure / service provider	EE				Invited, unable to attend			Letter sent, no response received	No	No meeting needed	No SoCG required to support Reg 19
Infrastructure / service provider	Merseyside Waste Disposal Authority								No	Dec-21	No SoCG required to support Reg 19
Infrastructure / service provider	North West Ambulance Service								No	Emailed meeting offer No response	No SoCG required to support Reg 19
Infrastructure / service provider	Merseyrail							Letter sent, no response received	No	No meeting needed	No SoCG required to support Reg 19
Infrastructure / service provider	Mersey Travel				Attended			Letter sent, no response received	No	No meeting needed	No SoCG required to support Reg 19
Infrastructure / service provider	Liverpool Airport				Attended			Letter sent, no response received	No	No meeting needed	No SoCG required to support Reg 19

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Infrastructure / service provider	National Grid				Invited, unable to attend				Letter sent, no response received	No	No meeting needed	No SoCG required to support Reg 19
Infrastructure / service provider	Natural Resources Wales										No meeting needed Letter sent February 2022	No SoCG required to support Reg 19
Other organisation	Cheshire Wildlife Trust	Received	-	-	Invited, unable to attend	-	-		Letter sent, response received	Received draft Plan Aug 21 Comments provided	No meeting needed	No SoCG required to support Reg 19
Other organisation	Mersey Dee Alliance									No	Dec-21	No SoCG required to support Reg 19
Other organisation	ITS Technology Group									No	Dec-21	No SoCG required to support Reg 19
Other organisation	Canal River Trust				Invited, unable to attend				Letter sent, no response received	No	No meeting needed	No SoCG required to support Reg 19
Other organisation	Merseyside Environmental Advisory Service (MEAS)				Attended				Letter sent, no response received	No	No meeting needed	No SoCG required to support Reg 19
Other organisation	Mersey Forest				Invited, unable to attend				Letter sent, no	No	No meeting needed	No SoCG required to support Reg 19

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								response received			
Other organisation	Wirral Wildlife							Letter sent, no response received	No	No meeting needed	No SoCG required to support Reg 19
Other organisation	Forestry Commission				Invited, unable to attend			Letter sent, no response received	No	No meeting needed	No SoCG required to support Reg 19
Other organisation	Merseyside Police and Crime Commissioner				Invited, unable to attend			Letter sent, no response received	No	No meeting needed	No SoCG required to support Reg 19

Appendix 2-Duty to Cooperate Activities Register

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
18/01/2018	LCR District Planning Officer Group	Halton Council - Tim Gibbs Knowsley Council - Mark Cawood Liverpool Council - Mike Eccles Sefton Council - Ingrid Berry St Helens Council - Melanie Hale Wirral Council - Andrew Fraser LCR CA - Mark Dickens MEAS - Alan Jemmett Merseytravel - Steve Cook	Y	DTCM1	<ul style="list-style-type: none"> •District Planning Officer Group •LCR Combined Authority •Planning Delivery Fund •LCR Visitor Management Strategy 	<ul style="list-style-type: none"> •Circulate Terms of Reference for DPOG •Share individual Brownfield Register of each council in LCR •Contact PAS regarding SoCG pilot •Share additional information for LCR Visitor Management Study •Produce report on <i>A Green Future</i> 	Approach to protection of internationally protected habitats
01/03/2018	LCR District Planning Officer Group	Halton Council - Tim Gibbs, Alastair Cross, Catherine Brindley Knowsley Council - Mike Cryan Liverpool Council - Mike Eccles Sefton Council - Ingrid Berry, Stuart Barnes St Helens Council - Melanie Hale Wirral Council - Andrew Fraser West Lancashire - John Harrison, Peter Richards LCR CA - Mark Dickens MEAS - Alan Jemmett Merseytravel - Alex Naughton, Steve Cook IPE - Derek Stebbing	Y	DTCM2	<ul style="list-style-type: none"> •Statement of Common Ground Pilot •Minutes and terms of reference •Planning Delivery Fund 	<ul style="list-style-type: none"> •Each LPA nominate officer to take part in SoCG pilot project •Each LPA to identify potential schemes for the Design Panels for funding 	n/a

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
13/04/2018	LCR District Planning Officer Group	Halton Council - Tim Gibbs Liverpool Council - Mike Eccles Sefton Council - Andrea O'Connor St Helens Council - Melanie Hale Wirral Council - Eddie Flemming West Lancashire - John Harrison LCR CA - Mark Dickens Merseytravel - Steve Cook	Y	DTCM3	<ul style="list-style-type: none"> •Transport modelling •SHELMA 	<ul style="list-style-type: none"> •West Lancashire to contact Merseytravel regarding transport modelling •All to circulate details of their transport models for more information •Circulate final version of B8 study when complete, followed by agreement of draft commission for additional study 	Planning for transport
06/07/2018	LCR District Planning Officer Group	Halton Council - Tim Gibbs Liverpool Council - Mike Eccles Knowsley Council - Mark Cawood Sefton Council - Stuart Barnes MEAS - Alan Jemmett St Helens Council - Jonathan Clarke Wirral Council - John Entwistle West Lancashire - John Harrison, Peter Richards LCR CA - Jamie Longmire, Mark Dickens Merseytravel - Steve Cook	Y	DTCM4	<ul style="list-style-type: none"> •SHELMA •LCR Visitor Management Strategy •Waste Local Plan •Places Matter Design Review Panels •Stagecoach Residential Planning Guidance Note •Re-establishing Planning Policy Managers •Housing and Spatial Planning Board/Coordinating group •Draft LCR SoCG 	<ul style="list-style-type: none"> •Put out tender for broad search SHELMA •Circulate draft Visitor Management Strategy and discuss process for sign off •MEAS engage with NW Review of landfill capacity •MEAS undertake review of waste sites •MEAS scope out potential for 5 year of Waste Local Plan •Review potential for future developments to be presented to Places Matter Design Review Panel •Re-establish PPM, circulate contacts 	Approach to protection of internationally protected habitats Approach to waste management

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
28/09/2018	LCR District Planning Officer Group	Sefton Council - Steve Matthews Halton Council - Andrew Plant Wirral Council - Andrew Fraser Knowsley Council - Mike Cryan Merseytravel - Steve Cook MEAS - Alan Jemmett LCRCA - Jamie Longmire	Y	DTCM5	<ul style="list-style-type: none"> •LCR Visitor Management Strategy Update •LCRCA Update 	<ul style="list-style-type: none"> •MEAS to support progression of LCR Visitor Management Strategy •LCR to confirm status of SHELMA reports and AECOM Air Quality Study •LPAs to consider response to consultation on inclusion of shale gas production projects in NSIP regime 	Approach to protection of internationally protected habitats
17/10/2018	LCR Planning Policy Managers	LCRCA - Jamie Longmire, Mark Dickens Halton Council - Alasdair Cross Knowsley Council - Mike Cryan Merseytravel - Steve Cook Sefton Council - Alan Young St. Helens - Gerard Woods West Lancashire - Peter Richards Wirral Council - John Entwistle	Y	DTCM6	<ul style="list-style-type: none"> •Planning policy managers workflow •Planning policy matters •CA update •LCR updates 	<ul style="list-style-type: none"> •Circulate supply/demand assessment for SHELMA •Confirm SoCG approval process and comments on draft SoCG •Update LCR Local Plan timetable and ongoing studies •MEAS to supply LPAs with responses to Lancashire and Warrington consultations •Circulate response to consultation on inclusion of shale gas production projects in NSIP regime 	Approach to waste management
09/11/2018	LCR District Planning Officer Group	Halton Council - Tim Gibbs Liverpool Council - Samantha Campbell, Jamie Longmire, Mike Eccles Knowsley Council - Mark Cawood, Mike Cryan Sefton Council - Stuart Barnes, Alan Jemmett Wirral Council - Andrew Fraser West Lancashire - John Harrison LCRCA - Mark Dickens Merseytravel - Steve Cook AECOM - Duncan Urquhart	N	DTCM7	<ul style="list-style-type: none"> •LCR Air Quality Study •LCR Conservation Officers Group •National Consultations •LCR SDS update 	n/a	n/a

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
20/11/2018	LCR Planning Policy Managers and District Planning Officer Group	Halton Council - Tim Gibbs Liverpool Council - Samantha Campbell, Jamie Longmire Knowsley Council - Mark Cawood Sefton Council - Stuart Barnes, Alan Jemmett St Helens Council - Melanie Hale Wirral Council - Andrew Fraser West Lancashire - John Harrison LCR CA - Mark Dickens Merseytravel - Steve Cook AECOM - Duncan Urquhart	Y	DTCM8	<ul style="list-style-type: none"> •SDS process and plan period •SDS evidence base •SDS scope and coverage for LCR authorities 	<ul style="list-style-type: none"> •Each LPA to share final Brownfield Land Registers •LCRCA to circulate SDS presentation 	<ul style="list-style-type: none"> Planning for housing needs Planning for employment needs Approach to protection of internationally protected habitats
2019	Wirral Council - Public Health	Wirral Council - John Entwistle, Eddie Fleming	N	DTCM9	<ul style="list-style-type: none"> •Rachael Musgrave on Steering Group for Sustainability Appraisal, Green & Blue Infrastructure Study and Air Quality Study. 	n/a	Environment and green infrastructure
05/02/2019	LCR Planning Policy Managers	LCRCA - Mark Dickens, Mike Eccles Halton Council - Alasdair Cross Knowsley Council - Mike Cryan Wirral Council - John Entwistle Sefton Council - Ian Loughlin St Helens - Gerard Woods, Jonathan Clarke West Lancashire - Peter Richards	Y	DTCM10	<ul style="list-style-type: none"> •SoCG approach •SoCG Governance and timetable •SoCG revision 	n/a	n/a
20/02/2019	LCR Planning Policy Managers	LCRCA - Mark Dickens, Mike Eccles Halton Council - Alasdair Cross Knowsley Council - Mike Cryan Wirral Council - John Entwistle Sefton Council - Ian Loughlin St Helens - Gerard Woods, Jonathan Clarke West Lancashire - Peter Richards	N	DTCM11	<ul style="list-style-type: none"> •SoCG revision: structure, signatories, scope and issue coverage •Strategic matters 	<ul style="list-style-type: none"> •LCRCA to liaise with Portfolio Holder / CA Policy Director to determine if proposed route is appropriate. •All to consider most appropriate approval route within their Local Authorities and brief their 	n/a

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
						portfolio holders/senior officers as necessary. •Send suggested amendments to the existing draft SoCG	
03/05/2019	Wirral Council - Sustainability Liaison Officer	Wirral Council - Bryan Lipscombe, John Entwistle, Rachael Bryan, Emma Hopkins	Y	DTCM12	<ul style="list-style-type: none"> •Background •Heat Network Development Unit Bid •Renewable energy •Local Plan implications 	<ul style="list-style-type: none"> •Explore biomass opportunities in Borough •Consider opportunities for renewable energy in Local Plan •Use masterplanning and design codes to ensure sustainable ready infrastructure 	Approach to renewable energy
07/05/2019	Natural Resources Wales Consultation on the Draft Scoping Report for the Sustainability Appraisal of the Wirral Local Plan			n/a			
08/05/2019	Natural England Planning consultation: Wirral Local Plan – Scoping of Sustainability Appraisal and Equalities Impact Assessment			n/a			
16/05/2019	Cheshire West and Chester Council	Wirral Council – Emma Hopkins Wirral Council – John Entwistle CWaC – Gill Smith CWaC - David Butler	Y	DTCM13	<ul style="list-style-type: none"> •Progress with Wirral/CWaC Local Plans •Progress with evidence base – engagement with CWaC •Statement of Common Ground – LCR update •Statement of Common Ground with CWaC 	<ul style="list-style-type: none"> •Wirral to pass G&T details to ORS •CWaC to provide development data for MM Transport model when requested and to be kept informed of HE discussions •Wirral to review SCG CWaC and Warrington •CWaC to consider internal sign off process. •Wirral to draft scope SoCG based on PAS template 	Planning for transport
30/05/2019	Wirral Council - Environmental Health	Wirral Council, Environmental Health - Ken Smith, Ian Doig, Daniel Dawson Wirral Council, Planning - Eddie Fleming, Emma Hopkins	Y	DTCM14	<ul style="list-style-type: none"> •Draft Local Plan policies •Spatial portrait •Local Plan site allocations 	<ul style="list-style-type: none"> •Environmental Health team to review draft policies and transport modelling results, and send relevant JSNA text for inclusion in Spatial Portrait 	Approach to air quality

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						<ul style="list-style-type: none"> •Wirral Council to incorporate changes to Local Plan as necessary 	
31/05/2019	Merseytravel	Merseytravel - Steve Cook Wirral Council - Julie Barnes, Emma Hopkins, John Entwistle	Y	DTCM15	<ul style="list-style-type: none"> •Wirral Local Plan update •LCRCA and Merseytravel inputs •IDP •Bus network •Wirral transport framework 	<ul style="list-style-type: none"> •Wirral Council to send Mott MacDonald Transport and Accessibility Report and to resend urban and green belt sites in July •Merseytravel to redo site assessment as quickly as possible, once sites received in July •Merseytravel to send standard infrastructure and service costs, and relevant planned infrastructure improvements affecting Wirral during the Local Plan period 	Planning for transport
06/06/2019	Lead Local Flood Authority	Wirral Council, LLFA - Neil Thomas (NT), Alison Chapman (AC) Wirral Council, Forward Planning - John Entwistle (JE), Eddie Fleming (EF), Emma Hopkins (EH), Rachel Bryan (RB)	Y	DTCM16	<ul style="list-style-type: none"> •Draft Local Plan policies •Local Plan site allocations •Local Plan timetable •Infrastructure Delivery Plan 	<ul style="list-style-type: none"> •LLFA to provide policy feedback to inform viability study and sustainability appraisal after checking settlement area, flood risk and drainage policies •LLFA to consider if detailed study on unmapped and unknown water courses can be undertaken •Provide standard costs for coastal defences •Incorporate draft policy changes as necessary 	Approach to coastal change management and flood risk

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07/06/2019	Scottish Power Energy Networks	Scottish Power Energy Networks - James Scott, Ken Barrington Wirral Council - John Entwistle, Emma Hopkins	Y	DTCM17	<ul style="list-style-type: none"> •Wirral Local Plan timetable update •Wirral housing requirement and deliverability •Viability •Electric vehicle charging policy •Network investment and connection •Borough capacity 	<ul style="list-style-type: none"> •Wirral Council to send potential sites for redesignation from employment uses to housing including a map info layer. •If possible Wirral Council to identify if sites are proposed for flats or housing as this will impact on the electricity demands •Wirral Council to send map info layers to Scottish Power for high level consideration of cumulative impact •Wirral Council to provide early clarity on the likely policy approach for EV charging 	Planning for utilities
11/06/2019	Wirral Council - Leisure Services	Wirral Council, Leisure Services - Damian Walsh, Robert Oates Wirral Council, Forward Planning - Emma Hopkins	Y	DTCM18	<ul style="list-style-type: none"> •Local Plan update •Sport England needs analysis and segmentation •Woodchurch Leisure Centre •Capacity and cost for leisure facilities •Potential development sites 	<ul style="list-style-type: none"> •Leisure Services to share Woodchurch Leisure Centre Report, current Capital Programme and Sport England model costs •Wirral Council to speak to Inward Investment team to understand latest thinking •Leisure Services to review sites to consider potential implications for locations 	Planning for housing needs
14/06/2019	Wirral Council - Waste	Wirral Council, waste - Andrew McCarten, Mike Cockburn Wirral Council, Forward Planning - Eddie Fleming, Emma Hopkins	Y	DTCM19	<ul style="list-style-type: none"> •Local Plan and IDP update •SHMAA update •Cost implications- 	<ul style="list-style-type: none"> •Provide APSE design guide, and details of preferred highway materials and layouts •Revisit 2017 work to 	Approach to waste management

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					additional highways and waste collection •Funding, developer contributions	understand potential additional costs •Wirral Council to engage with Merseyside Waste Disposal Authority	
20/06/2019	Wirral Council - Libraries	Wirral Council, Libraries - Julie Williams, Julie Mann, Pete Collins Wirral Council, Forward Planning - John Entwistle, Emma Hopkins	Y	DTCM20	•Local Plan update •Library Review update •Library Strategy •Library usage and need •Library funding	•Libraries service to send needs analysis and strategy, and Pen Pictures for each location •Forward Planning meeting with Peel EH to raise library location issues	Approach to planning for community facilities, including healthcare, education and cultural infrastructure
20/06/2019	Environment Agency	Wirral Council - John Entwistle Wirral Council - Emma Hopkins Wirral Council - Rachel Bryan EA – Steve Sayce	Y	DTCM21	•Staff contacts for Wirral •Evidence base •Infrastructure Delivery Plan update •Flood risk management and mitigation •Duty to Cooperate	•EA to ask standard costs, usually site specific due to feasibility •EA to check about Nitrate Neutral •EA to provide feedback from FRMP update meeting •Wirral Council Statement of Common Ground text	Approach to coastal change management and flood risk
26/06/2019	Wirral Council - School Places	Wirral Council, School Places - Janette Royale, Mike Woosey, Sally Gibbs Wirral Council, Forward Planning - John Entwistle, Emma Hopkins	Y	DTCM22	•School Places Planning •Wirral Local Plan update •Call for Sites •IDP, school capacity issues •Borough Spatial Portrait •School bus services	•School Places to complete call for sites form for asset management sites for inclusion within the Local Plan and send School Planning Area •Wirral Council to review calculations for school place needs incorporating School Planning Areas •School Places to review capacity analysis •Wirral Council to complete	Approach to planning for community facilities, including healthcare, education and cultural infrastructure

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
						Spatial Portrait from the latest School Organisation Plan spreadsheet •School Places to review Spatial Portrait and provide commentary on school expansion potential, and provide the school capital programme and standard costs	
02/07/2019	Wirral NHS Community Trusts	Wirral NHS Community Trusts - Paul Edwards, Iain Stewart Wirral Council - Emma Hopkins	Y	DTCM23	<ul style="list-style-type: none"> •Wirral Local Plan timetable update and housing requirement •SHLAA 2019 Call for sites •IDP update and service capacity issues •Borough Spatial Portrait 	<ul style="list-style-type: none"> •Wirral Council to share section 106 costs with NHS Trusts for any additional costs for GPs, Pharmacies and Dentists and send list of sites for commentary •Wirral NHS Trusts to use potential site allocations to inform refresh of Estates Strategy •Wirral NHS Trusts to provide contacts and review Spatial Portrait GP text and provide commentary on capacity expansion potential 	Planning for housing needs
10/07/2019	LCR Planning Policy Managers	LCRCA - Jamie Longmire, Mike Dickens Knowsley Council - Rachel Pitt Liverpool Council - Mike Eccles Sefton Council - Alan Young St Helens Council - Jonathan Clarke West Lancashire - Stephen Benge Wirral Council - John Entwistle	Y	DTCM24	<ul style="list-style-type: none"> •SHELMA and LCR SoCG update •Planning policy matters •CA update •LCR updates 	<ul style="list-style-type: none"> •Circulate published SHELMA and SoCG cover report •LCRCA to publish compiled Brownfield land registers •All to check Appendix A and B for the Local Plan timetable and SPD progress, and Appendix C for studies and evidence 	Planning for housing needs

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
11/07/2019	Wirral Council - Highways	Wirral Council - Emma Hopkins Wirral Council Highways - Julie Barnes, Colin Irlam	N	DTCM25	<ul style="list-style-type: none"> •On steering group for Transport Modelling •Commissioning A41 South Study •Birkenhead Regeneration Framework •Bromborough Sites masterplanning 	•Transport strategy team to commission A41 South study	Planning for transport
11/07/2019	Merseyside Police	Wirral Council - Emma Hopkins Merseyside Police - Chief Inspector Nicholas Gunatilleke	Y	DTCM26	<ul style="list-style-type: none"> •Wirral Local Plan timetable update •Wirral housing density and employment land redesignation •Police resource allocation between zones 	<ul style="list-style-type: none"> •Wirral Council to keep Merseyside Police informed of options for spatial distribution to inform resource planning •Wirral Council to send SHLAA questionnaire for completion by Police •Estate's team for Upton and Moreton if appropriate •Wirral Council to circulate IDP items for community policy station facilities for agreement 	n/a
26/07/2019	Wirral Council - Youth Support	Youth Support, Wirral Council - Simone White, Lindsay Davidson Wirral Council - John Entwistle, Emma Hopkins	Y	DTCM27	<ul style="list-style-type: none"> •Wirral Local Plan timetable update and housing requirement •Community engagement feedback •IDP update, school admissions •Community Centres 	<ul style="list-style-type: none"> •Youth Support to send links to Wirral Residents Survey •Wirral Council to feed offer of community engagement support to Birkenhead Regeneration Framework project and send list of Community Centres per Settlement Area for update •Youth Support to provide 	Approach to planning for community facilities, including healthcare, education and cultural infrastructure

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
						a map of services and send links to Leeds Child Friendly City <ul style="list-style-type: none"> •Circulate Infrastructure Delivery Plan examples 	
31/07/2019	Virgin Media	Virgin Media - Amanda Clare, Thomas Poad Wirral Council - James Hurley, John Entwistle, John Williams, Emma Hopkins	Y	DTCM28	<ul style="list-style-type: none"> •Approach to providing broadband infrastructure into new builds •Electric vehicle charging projects •Preferred approach to policy drafting 	<ul style="list-style-type: none"> •Agreement to share information related to the discussions •Agreement to continue dialogue to support the production of the new Local Plan 	n/a
15/08/2019	Openreach	Openreach Strategic Relationship Managers NW/WestMids/Wales - Karl Thompson, Clare Wynn Wirral Council - Eddie Flemming, Rachel McNern, John Williams	Y	DTCM29	<ul style="list-style-type: none"> •Draft Local Plan update •Future broadband in Wirral 	<ul style="list-style-type: none"> •Wirral Council to share current policy wording, that has been subject to public consultation and incorporate changes to Local Plan as necessary •Openreach to provide maps of existing coverage and exchange points •Openreach to supply technical details on equipment and layouts to assist with the production of supplementary planning guidance •Openreach and Wirral Council to continue liaison on issues and opportunities as the Local Plan evolves 	Planning for utilities
20/08/2019	United Utilities	United Utilities - Adam Brenan, Emma Harris, Tracey Harrison, Kevin Williams Wirral Council - John Entwistle, Emma Hopkins	Y	DTCM30	<ul style="list-style-type: none"> •Local Plan timetable update •Wirral Waters and other site 	<ul style="list-style-type: none"> •Wirral Council to send final map layer and table •United Utilities to send comments on potential 	Planning for utilities

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
					allocations <ul style="list-style-type: none"> •IDP update •Waste Water Treatment Works capacity •SuDS 	housing sites <ul style="list-style-type: none"> •United Utilities to send email confirmation about land at Bromborough WwTW not for inclusion within SHLAA 2019 •United Utilities to liaise with colleagues and feedback any issues for water supply 	
22/08/2019	Wirral Council - Transport and Highways	Wirral Council, Transport and highways - Mark Smith, Shaun Brady, Michelle Whittingham, Carl Amos, Julie Barnes, Colin Irlam Wirral Council, Forward Planning - Emma Hopkins	Y	DTCM31	<ul style="list-style-type: none"> •Local Plan timetable update •Development options •Employment land •Greenbelt parcels 	<ul style="list-style-type: none"> •All to review brownfield land options currently under review by a study to consider if employment land could be used for housing •Set up a follow up meeting in next few weeks •Transport officers to send previous comments on green belt parcels 	Planning for transport
27/08/2019	Merseyside Waste Disposal Authority	Wirral Council - John Entwistle, Emma Hopkins Merseyside Waste Disposal Authority - Carl Beer, Graeme Bell	Y	DTCM32	<ul style="list-style-type: none"> •Policy and strategy context •Facilities, current and future use •Local Plan update and development options •Needs arising from growth •Reuse and energy from waste •Peel Ports industrial strategy 	<ul style="list-style-type: none"> •Send map layer of facilities and current use/capacities to Wirral Council and Peel's Sustainable Waste Management Plan for Liverpool Waters 	Approach to waste management
01/09/2019	Approval of LCR SoCG (Cabinet Report)			n/a			

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
03/09/2019	Cadent Gas	Cadent Gas - Phil Halsey Wirral Council - Emma Hopkins	Y	DTCM33	<ul style="list-style-type: none"> Local Plan and IDP update Future business plans for Cadent Gas Proposed gas infrastructure improvements Consideration of potential growth options on the gas infrastructure network 	<ul style="list-style-type: none"> Agreement to share mapping layers Council to provide Cadent Gas with settlement area boundaries to provide information on the current network Cadent Gas to provide details of proposed future works 	n/a
12/09/2019	NHS, Wirral Community Health and Care	Wirral Community Health and Care NHS - Dawn Williams Wirral Council - John Entwistle, Emma Hopkins	Y	DTCM34	<ul style="list-style-type: none"> Local Plan and IDP update Strategy for improvements of infrastructure 	<ul style="list-style-type: none"> Share a map of NHS estate Information on past engagement with the Council 	n/a
18/09/2019	Merseyside Fire and Rescue Service	Merseyside Fire and Rescue Service - Debbie Appleton Wirral Council - Emma Hopkins	Y	DTCM35	<ul style="list-style-type: none"> Local Plan and IDP update Approach to catchments for fire service response 	No actions resulting from the meeting	n/a
19/09/2019	Welsh Water	Welsh Water - Dewi Griffiths Wirral Council - Emma Hopkins	Y	DTCM36	<ul style="list-style-type: none"> Local Plan and IDP update Capacity of Welsh Water assets Potential impacts of emerging growth proposals 	Agreed sharing of information	Capacity of water infrastructure assets
20/09/2019	Transport for Wales	TfW - Lee Robinson (LR) Wirral Council - John Entwistle, Emma Hopkins	Y	DTCM37	<ul style="list-style-type: none"> Local Plan and IDP update Capacity and proposed extensions to 	Agreed sharing of information regarding station usage and improvements	Capacity of transport infrastructure

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
					transport infrastructure •Potential impacts of emerging growth proposals		
25/09/2019	NHS	NHS Wirral Strategic Estates Group Wirral Council - John Entwistle, Emma Hopkins	N	DTCM38	•Wirral Council Forward Planning officers attend Strategic Estates group	•Shared plans of Local Plan strategic spatial options to discuss impact on NHS provision.	Approach to planning for healthcare,
25/09/2019	Wirral Council - Parks and Countryside	Wirral Council, Parks, Countryside and Allotment - Mary Worrall, Adam King, Martin Grayshon, Darran Marquiss Wirral Council, Forward Planning - Andrew Fraser, Emma Hopkins	Y	DTCM39	•Local Plan and IDP update •Open Space standards •Member input •New open spaces	•Share final assessment and draft standards paper from KKP •Contact Parks and Countryside outlining information required on proposed directions for future development •Parks and Countryside to provide high level feedback 3 weeks from receipt on what would be required for new or improved open space if certain sites come forward development •Forward Planning to pass on the latest list of section 106 agreements from Development Management and details of new developments at Acre Lane and Arrowe Park Road. •Contact Development Management and Legal to ensure that Parks and Countryside are included in relevant pre-application,	Environment and green infrastructure

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
						application and post-application discussions	
26/09/2019	NHS	Wirral University Teaching Hospital - Anthony Middleton Wirral Council - John Entwistle, Emma Hopkins	Y	DTCM40	<ul style="list-style-type: none"> Local Plan and IDP update Ambitions for NHS estates strategy Parking 	<ul style="list-style-type: none"> Council to share information from the SHMA 	Approach to planning for healthcare
01/10/2019	LCR Planning Policy Managers	Sefton Council - Alan Young Halton Council - Kathryn Brindley Wirral Council - John Entwistle St Helens Council - Lyndsey Darwin Knowsley Council - Scott Brett West Lancashire Council - Stephen Bengé Sefton Council - Alan Young LCRCA - Emma Dyson LCRCA - Mark Dickens	Y	DTCM41	<ul style="list-style-type: none"> SHELMA and LCR SoCG update Planning policy matters CA update LCR updates 	<ul style="list-style-type: none"> Circulate final version of SHELMA when provided by GL Hearn Update SoCG following all Authority sign off and passing of Scrutiny Call In period Update final version SoCG for each LA for agreement under delegated powers 	n/a
03/10/2019	Wirral Council - Transport and Highways	Wirral Council, Transport and highways - Shaun Brady, Carl Amos, Julie Barnes Wirral Council, Forward Planning - Emma Hopkins	N	DTCM42	<ul style="list-style-type: none"> Follow up meeting to discuss feedback from highways re known issues for potential development sites. 	<ul style="list-style-type: none"> MW to send template clause re air quality indemnity in S278 Agreement and Adoptable roads specification 	Planning for transport
11/10/2019	Natural England	Wirral Council - John Entwistle Natural England - Amanda Yeomans	Y	DTCM43	<ul style="list-style-type: none"> Wirral Local Plan and evidence base update Agricultural Economy and Land Study and the Landscape Appraisal HRA, Interim Position Statement, Nature 	<p>Wirral Council to:</p> <ul style="list-style-type: none"> Request DAS Send link to Local Development Scheme Review Wirral Waters Framework for evidence and mitigation to support the Interim Position Statement <p>Natural England to:</p> <ul style="list-style-type: none"> Check for any wider evidence that can be used 	n/a

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
					Conservation Strategy and Wirral Phase 1 Habitat Survey	for the RMS. <ul style="list-style-type: none"> •Examples of interim statements elsewhere to be provided. •Check whether the internal work being done on functionally linked land extends to Wirral and whether it can be shared with the Council. •Check whether there is any more evidence for coastal and terrestrial habitats. 	
12/10/2019	Wirral Community Health and Care NHS	Wirral Community Health and Care NHS - Dawn Williams Wirral Council - John Entwistle, Emma Hopkins	Y	DTCM44	<ul style="list-style-type: none"> •Wirral Local Plan timetable update and housing requirement •IDP update •NHS Trusts space efficiency and utilisation •Estates Strategy 	<ul style="list-style-type: none"> •Wirral NHS Trusts to send details of council colleagues currently engaged with and a map of the current estate 	Approach to planning for community facilities, including healthcare, education and cultural infrastructure
14/10/2019	Wirral Council - Adult care and health	Wirral Council, AD Health and Care Outcomes -Jason Oxley Wirral Council, Heath Care Commissioning - Simon Garner Wirral Council, AD Regeneration and Investment - Sally Shah Wirral Council, Forward Planning - John Entwistle, Emma Hopkins	Y	DTCM45	<ul style="list-style-type: none"> •Local Plan growth, IDP and Local Plan timetable •Local Plan impact on services •Local Plan spatial options •Belong development 	<ul style="list-style-type: none"> •Facilitate further meetings with Belong and Adult Care and Health at the appropriate time. •Confirm number of bed spaces / apartments within Belong Planning application 	Approach to planning for community facilities, including healthcare, education and cultural infrastructure

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17/10/2019	Wirral Council - School Places	Wirral Council - Mike Woosey, Sally Gibbs Wirral Council, Forward Planning - John Entwistle, Emma Hopkins	Y	DTCM46	<ul style="list-style-type: none"> •Local Plan update •Potential school sites for inclusion within spatial options •Wirral Waters trajectories and Social Community Infrastructure Reports •Wider Birkenhead Masterplanning •Cumulative impact, school place planning and developer contributions 	<ul style="list-style-type: none"> •Send list of Statistical Neighbours for Education •Forward Planning to send draft IDP Evidence Base report text for comment •Circulate benchmarking information from EBD OG regarding school yields and 106 contributions •Consider Wirral standards for different house types and potential contributions, and review Peel Social and Community Infrastructure Report and feedback •Wirral Council to keep officers updated on outputs of BRF study 	Approach to planning for education
18/10/2019	Merseyside Fire and Rescue	Wirral Council - Emma Hopkins Merseyside Fire and Rescue Service - Debbie Appleton	Y	DTCM47	<ul style="list-style-type: none"> •Wirral Local Plan timetable update and housing requirement •High rise buildings fire safety and emergency response time 	<ul style="list-style-type: none"> •Merseyside Fire and Rescue Service to recruit fire engineer to advise LPAs 	Planning for housing needs
22/10/2019	Wirral Council - School Places	Wirral Council - Emma Hopkins	N	DTCM48	School Improvement Meeting attended by Wirral Council Forward Planning Officer	n/a	Approach to planning for education

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23/10/2019	Wirral Council - Public Rights of Way	Wirral Council PROW - Robin Tutchings Wirral Council Forward Planning - John Entwistle, Emma Hopkins	Y	DTCM49	<ul style="list-style-type: none"> Local Plan and housing requirement update IDP update Heswall Station to Clatterbridge Birkett SUD corridor Links from Port Sunlight River Park to Dock Road South 	<ul style="list-style-type: none"> Wirral Council to send draft text to PROW to review and template IDP Schedule for completion 	Environment and green infrastructure
25/10/2019	Merseytravel	Wirral Council - Emma Hopkins Merseytravel - Wayne Menzies	N	DTCM50	<ul style="list-style-type: none"> Wirral Local Plan timetable update Spatial options 	<ul style="list-style-type: none"> Combined Authority Rail team is best contact for Local Plan rather than Merseyrail as the franchisee 	Planning for transport
27/10/2019	Transport for Wales	Transport for Wales - Lee Robinson Wirral Council - John Entwistle, Emma Hopkins	Y	DTCM51	<ul style="list-style-type: none"> Wirral Local Plan timetable update Spatial options Planned transport improvements TfW service extensions and capacities 	<ul style="list-style-type: none"> Transport for Wales to send station usage information and details of any improvements 	Planning for transport
12/11/2019	LCR Planning Policy Managers	LCRCA - Jamie Longmire Halton Council - Alasdair Cross Knowsley Council - Rachel Pitt Sefton Council - Alan Young St Helens Council - Lyndsey Darwin West Lancashire Council - Stephen Bengé Wirral Council - John Entwistle Merseyside Flood & Coastal Erosion Risk Management Partnership - Laura Makeating	Y	DTCM52	<ul style="list-style-type: none"> SHELMA and LCR SOCG update SuDS Planning policy matters Spatial Development Strategy Waste Local Plan 	<ul style="list-style-type: none"> Circulate final SHELMA report Circulate SoCG with minor amends to be agreed under delegated authority Merseyside Flood & Coastal Erosion Risk to advise group when consultation on the pro-forma begins (scheduled late Nov '19 – Jan '20 TBC) 	n/a

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
						Share brief for recent retail study with Knowsley Council JE to send details of forthcoming Wirral SPDs to JL to update progress table (Appendix B)	
18/11/2019	Cheshire West and Chester Council	Wirral Council – Andrew Fraser Wirral Council – John Entwistle CWaC – Gill Smith CWaC – David Butler	Y	DTCM53	<ul style="list-style-type: none"> •Wirral Local Plan update: evidence base, emerging Reg18 report, public consultation commencing January 2020 •Statement of Common Ground with CWaC •LCR Statement of Common Ground – update 	<ul style="list-style-type: none"> •Wirral to circulate draft SoCG for comment •CWaC to consider internal sign off process. 	Planning for housing needs
20/11/2019	Liverpool City Council	n/a	N	DTCM54	<ul style="list-style-type: none"> •Wirral Local Plan update, evidence base progress •Briefing on emerging Reg 18 report •Briefing on public consultation commencing January 2020 •LCR SoCG 	n/a	n/a
27/01/2020	Wirral Local Plan Issues and Options Consultation opens			n/a			

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
02/02/2020	LCR Planning Policy Managers	LCRCA - Jamie Longmire Halton Council - Andrew Plant Knowsley Council - Rachel Pitt Sefton Council - Alan Young St Helens - Lyndsey Darwin West Lancashire Council - Stephen Benge Wirral Council - John Entwistle	Y	DTCM55	<ul style="list-style-type: none"> •SHELMA and SoCG update •Local Plan timetable and evidence base update •Combined Authority update •Waste Local Plan update 	<ul style="list-style-type: none"> •Remaining LPAs to agree SoCG minor amends under delegated authority and supply Leader's / PH's electronic signature •With exception of Halton and West Lancs, all to check Appendix A-C to ensure it is up to date for their authority •All to advise Wirral Council on who to address DtC letter to •Share links to govt. guidance on online accessibility requirements •LCRCA Spatial Planning Team to contact LPAs to arrange meetings on SDS 	n/a
01/03/2020	Final sign-off LCR SoCG			n/a			
06/03/2020	Reg. 18 Wirral housing needs letter circulated to all LCR authorities and CWAC			n/a			
11/03/2020	Wirral Council - School Places	Wirral Council - Mike Woosey, Sally Gibbs Wirral Council, Forward Planning - Emma Hopkins	N	DTCM56	<ul style="list-style-type: none"> •Local Plan yield estimates and catchments 	<ul style="list-style-type: none"> •SG to produce Local Plan cumulative impact by catchment and small planning area to identify future capacity issues •SG to share anonymised yield from recent housing development 	Planning for education
12/03/2020	Wirral Council - Transport and Highways	Wirral Council - Emma Hopkins Wirral Council Transport - Michelle Whittingham, Stephen Walker	N	DTCM57	<ul style="list-style-type: none"> •Transport modelling results 	<ul style="list-style-type: none"> •EH to circulate spreadsheet of key junctions over capacity within spatial options highlighting any known schemes already in place. 	Planning for transport

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19/03/2020	Wirral Local Plan NHS workshop	NHS Wirral, Iain Stewart and Simon Banks. WUTH Matthew Swanborough Wirral Council - Emma Hopkins, Keith Keely	N	DTCM58	<ul style="list-style-type: none"> Workshop with NHS colleagues to consider health issues of Local Plan spatial strategy 	<ul style="list-style-type: none"> Is there sufficient capacity within health services to accommodate growth in areas identified within the spatial options? Advantages and disadvantages of an urban intensification approach from a health perspective e.g. air quality, existing sustainable transport opportunities for access to health care. Ensuring a sensitive approach to increasing densities in urban areas. 	Approach to planning for community facilities, including healthcare, education and cultural infrastructure
20/03/2020	Wirral Council - Leisure Services	Wirral Council, Leisure Services - Damian Walsh, Sarah Robertson Wirral Council, Forward Planning - Emma Hopkins, John Entwistle	N	DTCM59	<ul style="list-style-type: none"> Local Plan issues and options and draft housing trajectory to inform future leisure strategy 	<ul style="list-style-type: none"> EH to send links to online consultation documents Ensure leisure consulted on planning applications for indoor leisure 	Approach to planning for leisure
06/04/2020	Wirral Local Plan Issues and Options Consultation ends			n/a			
01/06/2020	Wirral Duty to Cooperate review undertaken by DAC Planning			n/a			
01/04/2020	National Highways	Wirral BC – Emma Hopkins, Julie Barnes, Colin Irlam, John Entwistle National Highways - Rob Heywood, Ben Laverick	Y	DTCM60	<ul style="list-style-type: none"> First meeting to discuss the Wirral Local Plan Consultation representations from National Highways SOCG 	<ul style="list-style-type: none"> EH to circulate Wirral 2015 Model Rebase report for review by WSP/HE (attached). JE to share A41 S Corridor study brief with HE. JB and EH to liaise jointly with CWAC. Wirral Council to progress further study work for housing and employment allocations and local modelling to identify issues and potential mitigation 	Planning for transport

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
						measures for agreement with HE. <ul style="list-style-type: none"> • Wirral Council to circulate relevant Local Plan studies e.g. Air Quality Modelling. • JE to draft SOCG scoping and continue to liaise with HE. 	
30/04/2020	United Utilities	Wirral Council - Emma Hopkins United Utilities - Adam Brennan	N	DTCM61	•Birkenhead 2040 Framework project	• separate meetings as appropriate with WWTW in Birkenhead re development at Woodside. Consideration with regards to Birkenhead Heat Network of depth of pipes.	n/a
19/05/2020	Cadent Gas	Wirral BC – Emma Hopkins, Keith Keeley Cadent Gas - Philip Halsey	N	DTCM62	•Wirral Local Plan timetable update •Birkenhead 2040 Framework project •Energy Transition	•PH to send contacts to progress energy transition discussions	Planning for transport
20/05/2020	Merseytravel	Wirral Council - Emma Hopkins Merseytravel - Steve Cook	N	DTCM63	•LCRCA response to Reg18 Local Plan Issues and Options •safeguarding of rail station sites of rail station sites •Engagement with Birkenhead 2040 Framework project	•SC to progress LCRCA response to Reg18 Local Plan Issues and Options	Planning for transport
01/06/2020	NHS Wirral CCG	Wirral Council - Emma Hopkins NHS Wirral CCG	N	DTCM64	•Update on Local Plan timetable and latest studies looking at growth in the Birkenhead	•Wirral Council to develop process to identify the need for additional capacity from development and policy	Approach to planning for healthcare,

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					and Bromborough areas.	approach for securing developer contributions.	
19/06/2020	National Highways and CWaC	Wirral BC – Emma Hopkins, Julie Barnes, Colin Irlam, Keith Keeley National Highways - Rob Heywood, Ben Laverick Cheshire West and Chester (CWaC) – David Butler, Kristy Littler, David Saville, Sean Traynor	Y	DTCM65	<ul style="list-style-type: none"> •Wirral Local Plan timetable update •Response to consultation representations from National Highways and CWaC •Wirral traffic model review by WSP •SoCG format 	<ul style="list-style-type: none"> •Wirral Council to set up workshop to share MM review of submissions by CWAC and HE to Wirral Local Plan Issues and Options Consultation •Wirral Council to develop skeleton programme to ensure political sign off of Statement of Common Ground can be achieved •Wirral Council to ensure CWAC is engaged with A41 South Corridor Study 	Planning for transport
25/06/2020	SPEN	Wirral Council - John Entwistle, Emma Hopkins SPEN- Ken Brassington, Stephen Dimeck, Alex Pendlebury	N	DTCM66	<ul style="list-style-type: none"> • SPEN to present findings of Local Plan Infrastructure Study 	<ul style="list-style-type: none"> •EH to feedback load and cost requirements for Local Plan sites into IDP. 	Planning for utilities
05/08/2020	Liverpool City Council	Wirral Council - John Entwistle, Emma Hopkins, Colin Irlam Liverpool City Council - Jayne Black, Mike Eccles	Y	DTCM67	<ul style="list-style-type: none"> • Local Plan progress update from both authorities • Evidence base update from both authorities • Transport impacts of growth arising from growth in Wirral • Outcomes of transport modelling 	<ul style="list-style-type: none"> •Council to request transport consultants to provide modelling information and data to Liverpool Council. •Agreement to continue to have DtC meeting between the authorities 	Planning for transport Impacts of growth on transport infrastructure

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20/08/2020	Cheshire West and Chester Council	Andrew Fraser – Wirral Borough Council (WBC) John Entwistle – Wirral Borough Council Gill Smith - Cheshire West and Chester Council (CWaC) David Butler – Cheshire West and Chester Council	Y	DTCM68	<ul style="list-style-type: none"> • Local Plan progress update from both authorities • Evidence base update from both authorities • LCR update on Recreation Management Study • SoCG production discussion 	<ul style="list-style-type: none"> • Wirral to circulate draft SoCG for comment • CWaC to consider internal sign off process • Agreement of cross boundary subject areas which should be addressed in the SoCG 	<ul style="list-style-type: none"> • Recreation Management Study • Agreement of cross boundary subject areas for SoCG: <ul style="list-style-type: none"> - Confirming housing market areas and delivery of housing requirements including Gypsy Travellers and Travelling show people - Impact of bordering strategic housing developments; - Confirming functional economic market areas and delivery of employment land needs; - Impact of bordering strategic employment land developments (Ellesmere Port/Eastham); - Green Belt - - Landscape/Green Infrastructure - Identification of cumulative / cross

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							border infrastructure requirements resulting from planned growth, and mitigation measures; including; transport, utilities - Transport, Road - M53, A41, A540; Rail – Merseyrail / borderlands; Bus services - Minerals - Mitigation of potential impacts upon internationally protected sites. - Waste

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
08/09/2020	Wirral Council - School places	Wirral Council, Admissions and Place Planning - Sally Gibbs Wirral Council, Strategic Asset Management - Jeanette Royle Wirral Council, School Estate Strategy Projects - Mike Woosey Wirral Council, Forward Planning - John Entwistle, Emma Hopkins DAC Planning - David Coleman, Tim Parton	Y	DTCM69	<ul style="list-style-type: none"> •Local Plan update •Progress to date •Work to be undertaken •Delivering schools, developer contributions 	<ul style="list-style-type: none"> •Wirral Council to circulate SG capacity analysis, draft BRF document, Birkenhead Central planning application details and GIS layers of the final site list with housing mix where known •Rerun analysis for all ages including SEN to identify shortfall of spaces and feed to colleagues for collective agreement on what is needed where and when •School Places to work with external consultant to identify plans and costs for school expansion where identified as required 	Approach to planning for, education
10/09/2020	United Utilities	United Utilities - Adam Brennan, Emma Harrison, Andrew Bent, Bernadette McQuillan Wirral Council - Emma Hopkins, Rachel Bryan, Robert Oates, Andrew Fraser, John Entwistle	Y	DTCM70	<ul style="list-style-type: none"> •Local Plan and evidence base update •Future development sites, update on WC response and current position for site selection •Potential SoCG •Water Cycle Study including update on Water and wastewater capacity positions •Land and property, our submitted sites for assessment, update from UU 	<ul style="list-style-type: none"> •Wirral Council to liaise with LCRCA to ensure a consistency of approach to water efficiency policy •Wirral Council to provide an update regarding any discussions with Peel •United Utilities to provide examples of any previous SOCG produced between United Utilities and other Local Authorities •ECH to utilise United Utilities Regulation 18 response to start to develop a skeleton SOCG for further discussion •United Utilities to send highlights and map layers to Wirral Council 	Planning for utilities

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
					and LPA •Sustainable Drainage and Green Infrastructure Consultation, our comments and update from LPA •Local Plan Next Steps	•Wirral Council to extract United Utilities submission and follow up as appropriate and circulate relevant Wirral Local Plan draft policies once drafted •Wirral Council to continue to liaise with United Utilities to send across the latest housing trajectory information available	
25/09/2020	Liverpool City Region Combined Authority	Wirral BC – Emma Hopkins, John Entwistle, Keith Keeley, Tim Parton (DAC Planning), Liverpool City Region Combined Authority (LCRCA) – Mark Dickens, Jamie Longmire	Y	DTCM71	• Update on Local Plan and evidence base production • Discuss proposed approach to meeting the Duty to Cooperate through workshops proposed for November 2020 • Discussed the potential for updating the LCR SoCG • Update provided on the LCR Spatial Development Strategy	•LCR confirmed that they would like to participate in proposed DtC workshops •Generally agreed that a review of the LCR SoCG would not be possible prior to the submission of the Wirral Local Plan	n/a

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
01/10/2020	National Highways and Cheshire West and Chester Council	Wirral BC – Emma Hopkins, John Entwistle, Keith Keeley, Colin Irlam, Keith Keeley, Tim Parton (DAC Planning), Dan Blakey (Mott MacDonald (MM)), Natalie Boileau (MM), Duncan Crocket (MM), Tony Milward (MM), Caroline Sherratt (MM) National Highways (HE) – Rob Heywood, Ben Laverick, Helen Cumiskey (WSP), James Howe (WSP) Cheshire West and Chester (CWaC) – David Butler, Kristy Littler, David Saville, Sean Traynor	Y	DTCM72	<ul style="list-style-type: none"> • Update on Local Plan and evidence base production • Consideration of Reg 18 consultation representations • Presenting the Council response to Reg 18 representations • M53 Junction Impact Review 	<ul style="list-style-type: none"> • Mott MacDonald (MM) will be progressing the Local Plan transport modelling following the finalisation of the Councils growth strategy • Wirral Council will provide WSP with details on the next stage of modelling for the Local Plan spatial options • WSP will advise Wirral Council when they will be able to provide a response in relation to the feedback on the Regulation 18 consultation responses • WSP and MM will collaborate off-line to finalise model details. • Output reports from the modelling will be circulated to all parties as appropriate. Technical details can be addressed through online correspondence. Overarching issues will be addressed through workshop meetings 	Planning for transport
05/11/2020	Historic England	Wirral Council – John Entwistle, Keith Keeley, Eddie Fleming, Rob Burns, Tim Parton (DAC Planning) Historic England – James Langler (York office)	Y	DTCM73	<ul style="list-style-type: none"> • Local Plan production update • Approach to managing historic environment • Summary of issues arising from the Historic 	<ul style="list-style-type: none"> • HE to look over draft policies • Wirral Council to send draft density policy document and density map • HE to look over heritage impact of sites • Wirral Council to send shape files 	Planning for housing needs

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
					England Regulation 18 Wirral Local Plan consultation representation <ul style="list-style-type: none"> •How the Council is addressing these issues within the Regulation 19 version of the Plan •SoCG 	<ul style="list-style-type: none"> •HE advice on heritage topic paper •HE to comment on Reg 19 consultation, consider SoCG after 	
19/11/2020	NHS	Justin Pidcock - Associate Director of Operations – CWP (JP) Jeanette Royle - Strategic Asset Manager – Wirral Council (JR) Paul Mason - Director of Capital Planning & Portfolio Development – WUTH (PM) Iain Stewart – Associate Director Primary Care – Wirral CCG (IS) Emma Hopkins – Principal Planning Officer – Wirral Council (EH) John Entwistle – Wirral Council (JE)	N	DTCM74	<ul style="list-style-type: none"> •Local Plan production update •EH presented NHS Local Plan impact assessment. •COVID 19 pandemic has increased digital offer and decreased footfall. 	<ul style="list-style-type: none"> •IS to provide updated capacity figures for GP surgeries. •EH to update assessment to assess first 5 years as well as whole plan period. 	
30/11/2020	Homes England	Wirral Council - Keith Keeley, John Entwistle, Sally Shah, Juliet Blackburn, Julie Deegan Wood (notes) Consultants - Simon Layland, David Coleman, Tim Parton Homes England - Catherine Holmes, Adele Lewis-Ward, Christine Hill, Mark Canning, David Snelson	Y	DTCM75	<ul style="list-style-type: none"> •Comments/Feed back on Testing Inputs •Local Plan Viability Issues •Scope for Homes England assistance 	<ul style="list-style-type: none"> •Homes England to provide specific examples of Affordable housing on brownfield sites. •WC to think about specialist accommodation in housing strategy. •Share questionnaire sent to 30 RP's. •WC to forward 	Planning for housing needs

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
						presentation to Homes England.	
10/12/2020	DtC workshop-Infrastructure providers	(see meeting note)	Y	DTCM76	<ul style="list-style-type: none"> •Presentation on the emerging draft Wirral Council Local Plan •Viability Assessment •Presentation on the production of the Infrastructure Delivery Plan •Proposed approach to producing statements of common ground to accompany the submission of the Local Plan 	<ul style="list-style-type: none"> •EH to send over information provided to date by SPEN to SPEN •Request for further discussion regarding North Wales metro and plans for the borderlands line with Transport for Wales 	<p>Approach to Green Belt (Environment Agency, National Highways)</p> <p>Planning for transport infrastructure and assessing impacts (Network Rail, National Highways, Transport for Wales, LCRCA, CW&C)</p> <p>Planning for utilities (United Utilities, SPEN, Cadent Gas, National Grid, Welsh Water)</p> <p>Approach to coastal change and flood risk (Environment Agency)</p> <p>Green and blue infrastructure (Environment Agency)</p>

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
14/12/2020	DtC workshop- local authorities	(see meeting note)	Y	DTCM77	<ul style="list-style-type: none"> •The emerging draft Wirral Council Local Plan •Infrastructure planning and viability •Statements of Common Ground •Strategic cross boundary matters •Duty to Cooperate Proformas 	<ul style="list-style-type: none"> •Determine whether there are cross river impacts on Sefton's communities 	Planning for housing needs Planning for transport infrastructure and addressing impacts Planning for utilities European wildlife sites across the Liverpool City Region Landscape Gypsy and Traveller needs
18/12/2020	DtC workshop- other organisations	(see meeting note)	Y	DTCM78	<ul style="list-style-type: none"> •The emerging draft Wirral Council Local Plan •Infrastructure planning •Statements of Common Ground •Strategic cross boundary matters 	<ul style="list-style-type: none"> •Produce a SoCG with Historic England •Produce a SoCG with Sport England •Wirral Council to send Sport England standards paper for indoor sports 	
06/01/2021	Peel Ports	Peel Ports - Andy Martin, Warren Marshall Wirral Council - Keith Keeley, John Entwistle, David Williams	Y	DTCM79	<ul style="list-style-type: none"> •Local Plan production update •Review of emerging draft policies •Consideration of proposed approach to growth •Consideration of current port related applications 	<ul style="list-style-type: none"> •Council to provide further information on status of currently applications relating to port activities •Council to consider comments provided on emerging draft policies 	n/a

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
06/01/2021	Transport for Wales	Transport for Wales - Alex Fortune Wirral Council - Emma Hopkins	N	DTCM80	<ul style="list-style-type: none"> •Wirral Local Plan update •TfW service studies 	n/a	Planning for transport
25/01/2021	Marine Management Organisation	DAC Planning (Wirral Council) - Tim Parton Wirral Council - John Entwistle Marine Management Organisation - Charlie Gill	Y	DTCM81	<ul style="list-style-type: none"> •NW Marine Plan update •Wirral Local Plan update •Consideration of strategic cross boundary issues •Production of a Statement of Common Ground to support the Wirral Local Plan 	<ul style="list-style-type: none"> •MMO will review emerging draft policies when they are ready to be circulated •MMO to provide list of strategic cross boundary matter for consideration in the SoCG •MMO to provide recent SoCG examples 	North West Marine Plan Mersey Tidal
01/02/2021	DtC proforma circulated to Local authorities, infrastructure providers and statutory bodies			n/a			
02/02/2021	Local Education Authority	Wirral BC – Emma Hopkins, Kath Lawless, John Entwistle LEA - Sally Gibbs, Mike Woosey, Janette Royle DAC Planning - David Coleman	N	DTCM82	<ul style="list-style-type: none"> •Local Plan update •Discuss pupil yield as identified by LEA for Local Plan sites and opportunity for securing developer contributions for education 	<ul style="list-style-type: none"> •LEA to provide standard costs for classroom school provision from QS 	Approach to planning for education
03/02/2021	Natural England	DAC Planning (Wirral Council) - Tim Parton, Wirral Council - John Entwistle Natural England - Angela Leigh, Aurelie Bohan	Y	DTCM83	<ul style="list-style-type: none"> •Wirral Local Plan update •Content of a Statement of Common Ground (SoCG) to support the Local Plan •Approach to producing the 	<ul style="list-style-type: none"> •NE will review emerging draft policies when they are ready to be circulated •NE will review proposed growth locations •Council to provide GIS files of growth locations 	Functionally linked habitats Recreational Mitigation Strategy

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					SoCG – examples from other areas		
11/02/2021	Sport England	DAC Planning (Wirral Council) - Tim Parton, Wirral Council - John Entwistle, Andrew Fraser, Eddie Fleming Sport England - Fiona Pudge	Y	DTCM84	<ul style="list-style-type: none"> •Wirral Local Plan update •Applications in Birkenhead Town Centre •Ongoing pre-apps •Evidence base updates (Built Facilities Strategy, Playing Pitch Strategy •Football Facilities Plan) •Standards for indoor and outdoor sports provision in the area •Production of a Statement of Common Ground to support the Wirral Local Plan 	<ul style="list-style-type: none"> •SE will review emerging draft policies when they are ready to be circulated 	n/a
11/02/2021	Historic England	DAC Planning (Wirral Council) - Tim Parton, Wirral Council - John Entwistle, Rob Burns Historic England - Emily Hrycan	Y	DTCM85	<ul style="list-style-type: none"> •Outcomes of the November Duty to Cooperate meeting •Wirral Local Plan update •Production of a Statement of Common Ground to support the Wirral Local Plan 	<ul style="list-style-type: none"> •HE will review emerging draft policies when they are ready to be circulated •Council will consider the need to update conservation area appraisals 	n/a

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17/02/2021	National Highways	Wirral BC – Emma Hopkins, John Entwistle National Highways - Ben Laverick, Mott MacDonald - Duncan Crockett, James Whitehead, WSP - James Howe, Helen Cumiskey	N	DTCM86	<ul style="list-style-type: none"> •Wirral Local Plan timetable update •To agree updated Strategic Transport Model •Next steps for detailed junction modelling 	<ul style="list-style-type: none"> •Wirral Council to circulate updated modelling results •Wirral Council to set up meeting with HE & CWAC 	Planning for transport
11/03/2021	NHS Wirral	NHS Wirral- Simon Banks, Paul Edwards, Iain Stewart Wirral Council - John Entwistle, Emma Hopkins	N	DTCM87	<ul style="list-style-type: none"> •Local Plan update •Discuss opportunity for securing developer contributions for health 	<ul style="list-style-type: none"> •NHS to provide standard costs from QS •Local Plan to include policy hooks to secure future developer contributions. 	Approach to planning for community facilities, including healthcare, education and cultural infrastructure
15/04/2021	LCRCA / Mersytravel	Wirral BC – Emma Hopkins, John Entwistle LCRCA - Steve Cook, Huw Jenkins	N	DTCM88	<ul style="list-style-type: none"> •Wirral Local Plan timetable update •To discuss the draft strategic and site specific policy approach for transport •Update on transport and air quality modelling 	<ul style="list-style-type: none"> •SC to provide costed requirements for public transport contributions per site. •HJ to provide latest transport pipeline priorities and briefing on latest DfT strategy approach. •HJ and SC to work with colleagues regarding preferred site for Woodchurch Rail Station 	Planning for transport
27/04/2021	Local Education Authority	Wirral BC – Emma Hopkins attendance at Wirral School Sufficiency meeting	N	DTCM89	<ul style="list-style-type: none"> • Consideration of Local Plan growth alongside reviews of school sufficiency. 	<ul style="list-style-type: none"> • EH to send Local Plan School provision options paper 	Approach to planning for, education

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28/04/2021	Sport England	DAC Planning (Wirral Council) - Tim Parton Wirral Council - John Entwistle, Andrew Fraser, Emma Hopkins Sport England - Fiona Pudge	Y	DTCM90	<ul style="list-style-type: none"> Local Plan growth and regeneration strategy update Use of the outcomes of the Playing Pitch Strategy and Sport England Calculator Built Facilities Study, Monitoring Our approach to considering national policy on active design 	<ul style="list-style-type: none"> Council to request KKP to undertake an assessment of the requirements of proposed allocations in the Plan. SE to assist in preparing the brief for this additional work. SE to provide a draft policy example relating to active design. 	Approach to assessing needs associated with growth.
29/04/2021	Merseyside Police	Wirral Council- Emma Hopkins, Keith Keeley, Paul Miller Merseyside Police - Superintendent Martin Earl	N	DTCM91	<ul style="list-style-type: none"> To brief Merseyside Police on the Local Plan and Birkenhead 2040 Framework To discuss the Merseyside Police Estate and future aspirations 	<ul style="list-style-type: none"> Wirral Council to liaise further to ensure Local Plan supports designing out crime through inclusion of architectural liaison officer in development of Design Guide. 	Approach to planning for community facilities, including healthcare, education and cultural infrastructure
25/05/2021	United Utilities	Wirral BC – Emma Hopkins, Keith Keeley United Utilities - Adam Brennan, Bernadette Quinlan	N	DTCM92	<ul style="list-style-type: none"> To discuss opportunities for early engagement between site promoters and UU for strategic sites 	<ul style="list-style-type: none"> Wirral Council to pass on UU contact details as appropriate as masterplans are being developed 	Planning for utilities
25/05/2021	Local Education Authority	Wirral BC – Emma Hopkins, LEA - School Asset and Sufficiency Strategy Team	N	DTCM93	<ul style="list-style-type: none"> To discuss school place planning approach for Bromborough 	<ul style="list-style-type: none"> EH to develop options for further agreement and consultation with schools. 	Approach to planning for community facilities, including healthcare, education and

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							cultural infrastructure
01/06/2021	Letter on the Regulation 19 Local Plan circulated to local authorities, infrastructure providers and statutory bodies			n/a			
09/06/2021	National Highways	Wirral BC – Emma Hopkins, John Entwistle National Highways - Ben Laverick, Andy Taylor Mott MacDonald - Duncan Crockett, Sean Williamson, James Whitehead, James Mcmanus, Daniel Blakey WSP - James Howe, Helen Cumiskey	N	DTCM94	<ul style="list-style-type: none"> •Wirral Local Plan timetable update •Wirral M53 junction assessment review by WSP •next steps towards SoCG 	<ul style="list-style-type: none"> •Wirral Council to circulate updated modelling results •Wirral Council to set up meeting with HE & CWAC 	Planning for transport
10/06/2021	Highways DC, Transport Strategy	Wirral Council - Colin Irlam, Carl Amos, Michelle Whittingham, Eddie Fleming, Emma Hopkins	N	DTCM95	<ul style="list-style-type: none"> •To agree car parking standards for residential development in the town centre. 	<ul style="list-style-type: none"> •EH to update standards based on discussion and circulate town and district centre maps 	Planning for transport
16/06/2021	LCRCA	Wirral Council - John Entwistle, Andrew Fraser, Tim Parton (DAC Planning) LCRCA – Bryn Bowker, Mark Dickens, Jamie Longmire	Y	DTCM96	<ul style="list-style-type: none"> •Wirral Local Plan timetable update •LCR Spatial Development Strategy update 	<ul style="list-style-type: none"> •Wirral Council to share draft LP and meet with LCRCA •Wirral Council to send letter to Mayor •Wirral Council to provide GIS information on housing sites over 100 dwellings, large strategic sites, and large scale employment proposals to LCRCA •LCR to share a confidential version of SDS 	<ul style="list-style-type: none"> Planning for housing needs Planning for employment needs Planning for transport
16/06/2021	SPEN	Wirral BC – Emma Hopkins, Paul Miller, Cathy Wignall LCRCA- Martin Land SPEN- Rachel Shorney	N	DTCM97	<ul style="list-style-type: none"> •Wirral Local Plan timetable update •Bid for Green Recovery to support uprating of Birkenhead 6.6kv network 	<ul style="list-style-type: none"> •Wirral Council to send latest local plan trajectory to enable prioritisation of reinforcement to provide extra capacity to support development and Birkenhead Heat Network. 	Planning for utilities

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21/06/2021	Environment Agency	Wirral Council – John Entwistle, Andrew Fraser, Rachel Bryan, Tim Parton (DAC Planning) Environment Agency – Stephen Sayce, Jeni Templeman	Y	DTCM98	<ul style="list-style-type: none"> •Wirral Local Plan timetable update •Duty to Cooperate next steps •Level 2 modelling 	•JE to provide fee estimate for EA advice	Approach to coastal change management and flood risk
01/08/2021	Circulation of the Draft Regulation 19 Local Plan to local authorities, infrastructure providers and statutory bodies for feedback			n/a			
16/08/2021	National Highways	Wirral Council - John Entwistle, Emma Hopkins HE - Rob Heywood, Benjamin Laverick, Andy Taylor (apologies) WSP - Helen Cumiskey (apologies), James Howe Sean Williamson, James McManus, Duncan Crockett, Motts	N	DTCM99	<ul style="list-style-type: none"> •Update on Wirral Local Plan Progress and Timescales •Update on M53 Junction Modelling •Introduction to SoCG contents 	<ul style="list-style-type: none"> •MM to make amends to Wirral Local Plan M53 Junction Assessment following WSP feedback. •SOCG to be circulated for amendment and approval 	Planning for transport
21/08/2021	Natural England Planning consultation: Wirral Local Plan – Review of proposed housing and employment allocations			n/a			
14/09/2021	Sefton Council	DAC Planning (Wirral Council) Tim Parton Wirral Council - John Entwistle, Andrew Fraser Sefton Council - David Robinson, Alan Young	Y	DTCM100	<ul style="list-style-type: none"> •Discuss draft SoCG and cross boundary issues (housing, retail, employment), draft Wirral LP progress, issues, and allocations and Sefton LP review 	<ul style="list-style-type: none"> •DR to look at draft SOCG in more detail and provide comments •Based on meeting discussions, resend SoCG to Council and request agreement / signature of SoCG 	<ul style="list-style-type: none"> Planning for housing needs Planning for employment needs Approach to the Green Belt Approach to town centres, meeting retail needs and the retail hierarchy

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20/09/2021	West Lancashire Borough Council	DAC Planning (Wirral Council) - Tim Parton Wirral Council - John Entwistle West Lancashire Council - Stephen Bengé	Y	DTCM101	<ul style="list-style-type: none"> •Discuss draft SoCG and cross boundary issues (LCR Recreational Mitigation Strategy), draft Wirral LP issues and comments 	<ul style="list-style-type: none"> •SB to send comments on draft SoCG to TP •JE to provide formal response to West Lancs Reg 18 DtC Letter •Awaiting signature for Wirral Council 	<p>Planning for housing needs Planning for employment needs Approach to planning for community facilities, including healthcare, education and cultural infrastructure</p>
29/09/2021	Cheshire West and Chester Council	DAC Planning (Wirral Council) - Tim Parton Wirral Council - John Entwistle, Andrew Fraser, Emma Hopkins Cheshire West and Chester Council - David Butler, Gill Smith	Y	DTCM102	<ul style="list-style-type: none"> •Discuss comments on draft Wirral LP, review draft SoCG, discuss cross boundary issues (Transport, European sites/HRA, Minerals, Landscape, Water, Recreational Mitigation and Avoidance Strategy, Air Quality) 	<ul style="list-style-type: none"> •CWaC officers to provide comments on draft Plan and SoCG •Wirral Council to amend draft SoCG •Resend SoCG to Council and request agreement / signature of SoCG 	<p>Planning for housing needs Planning for employment needs Approach to planning for community facilities, including healthcare, education and cultural infrastructure Approach to air quality Planning for transport Planning for utilities Approach to protection of internationally protected habitats Approach to minerals</p>

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14/10/2021	Liverpool City Council	DAC Planning (Wirral Council) - Nicki Faulkner Wirral Council - John Entwistle, Andrew Fraser, Emma Hopkins Liverpool City Council - Jane Hayward, Samantha Campbell, John Riley	Y	DTCM103	<ul style="list-style-type: none"> •Discuss draft Wirral LP cross boundary issues (housing, transport and infrastructure, ports/docks), review draft SoCG 	<ul style="list-style-type: none"> •Officers to provide comments on draft LP •Upon receipt of comments, circulate draft SoCG with Liverpool for comment •Based on meeting discussions, resend SoCG to Council and request agreement / signature of SoCG 	<ul style="list-style-type: none"> Planning for housing needs Planning for employment needs Planning for transport Approach to air quality Approach to coastal change management and flood risk (ports/docks)
09/11/2021	United Utilities	Wirral Council - John Entwistle, Emma Hopkins United Utilities - Adam Brennan	Y	DTCM104	<ul style="list-style-type: none"> •Discuss draft Wirral LP, evidence base, draft IDP, and Fresh Water Study 	<ul style="list-style-type: none"> •EH to send AB chapters of draft IDP for comment •Birkenhead Design Guide to be shared with UU 	<ul style="list-style-type: none"> Planning for utilities Approach to protection of internationally protected habitats
17/11/2021	Liverpool City Region Combined Authority	DAC Planning (Wirral Council) - Charlotte Steele Wirral Council - John Entwistle, Andrew Fraser, Emma Hopkins Liverpool City Region Combined Authority - Steve Cook, Huw Jenkins	Y	DTCM105	<ul style="list-style-type: none"> •Wirral Local Plan update – strategy and timetable •Wirral Evidence base update •Employment forecasts •Draft Statement of Common Ground •Regeneration update •Infrastructure – rail proposals •SDS update •LCR evidence base – HEDNA, Town Centres 	<ul style="list-style-type: none"> •HJ to request colleagues to send baseline forecast to WC officers. •LCRCA to comment on draft LP. EH to signpost developer contributions. •LCR CA to provide comments on draft SoCG •EH to discuss including the planned improvement to Woodside on the Policies Map with SC. •HJ to follow up with Mark Dickens (MD) on Infrastructure Strategy and inclusion of parking policies. EH to discuss parking standards with MD. 	<ul style="list-style-type: none"> Planning for employment needs Planning for transport Approach to town centres, meeting retail needs and the retail hierarchy

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						<ul style="list-style-type: none"> •HJ to check with MD on the production of SPDs. •HJ to review IDP chapters. EH to send data request to HJ.	
18/11/2021	SPEN	DAC Planning (Wirral Council) - Charlotte Steele Wirral Council - John Entwistle, Andrew Fraser SPEN - Rachel Shorney	Y	DTCM106	<ul style="list-style-type: none"> •SP Energy Networks update •Wirral Local Plan update – strategy and timetable •Wirral Evidence base update •Infrastructure Delivery Plan •Need for a Statement of Common Ground 	<ul style="list-style-type: none"> •RS to send EH draft bid documents for feedback. •EH to share relevant IDP section with RS for feedback. •EH to discuss the Tidal Power Project with Martin Land. •Agreed to produce a SoCG •RS to share MOU examples/template with EH. 	Planning for utilities Approach to renewable energy
19/11/2021	Vodafone	DAC Planning (Wirral Council) - Charlotte Steele Wirral Council - John Entwistle, Emma Hopkins, John Williams Vodafone - John Irwin	Y	DTCM107	<ul style="list-style-type: none"> •Vodafone update •Wirral Local Plan update – strategy and timetable •Wirral Evidence base update •Infrastructure Delivery Plan •Spatial strategy – urban intensification / regeneration •High rise development 	<ul style="list-style-type: none"> •EH to send across relevant draft policy, relevant draft IDP section and site information on allocations. •JI to send details of footfall analysis and current infrastructure coverage. 	Planning for utilities

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					<ul style="list-style-type: none"> •Coverage •Need for a Statement of Common Ground 		
23/11/2021	Transport for Wales	DAC Planning (Wirral Council) - Charlotte Steele Wirral Council - John Entwistle, Emma Hopkins, Andrew Fraser (apologies) Transport for Wales - Alex Fortune, Victor Turner (apologies)	Y	DTCM108	<ul style="list-style-type: none"> •Wirral Local Plan update – strategy and timetable •Wirral evidence base update •Infrastructure Delivery Plan •Infrastructure - rail •Need for a Statement of Common Ground 	<ul style="list-style-type: none"> •EH to send draft Local Plan if not previously sent, relevant sections of the draft IDP, and maps of latest allocations and broad locations to AF in preferred file format. •AF to share relevant documents of project for train into Birkenhead North. 	Planning for transport
24/11/2021	Liverpool City Region Combined Authority	DAC Planning (Wirral Council) - Charlotte Steele Wirral Council - John Entwistle, Andrew Fraser, Kathleen Lawless Liverpool City Region Combined Authority - Jamie Longmire, Mark Dickens	Y	DTCM109	<ul style="list-style-type: none"> •Wirral Local Plan update – strategy and timetable •SDS Update, key policy areas and evidence discussion •Wirral Evidence base update •Infrastructure Delivery Plan •Draft Statement of Common Ground updated 	<ul style="list-style-type: none"> •MD to enquire when the economic scenarios will be finalised. •MD to provide feedback on the draft SoCG. •LCRCA to produce Appendix to SoCG detailing funding schemes the LCRCA has supported the Wirral in obtaining. 	Planning for employment needs Planning for housing needs Environment and Green Infrastructure Approach to digital inclusion
30/11/2021	Openreach	DAC Planning (Wirral Council) - Charlotte Steele Wirral Council - John Entwistle, Andrew Fraser, Emma Hopkins Openreach - Karl Thompson, Andrew Gill	Y	DTCM110	<ul style="list-style-type: none"> •Wirral Local Plan update – strategy and timetable •Spatial strategy – urban intensification •Wirral Evidence base update 	<ul style="list-style-type: none"> •EH to send draft IDP chapter, PDF of housing and employment allocations and draft Local Plan to Karl Thompson. •KT to provide feedback on the draft IDP chapter and draft Local Plan policy WS 	Planning for utilities Approach to digital inclusion

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
					<ul style="list-style-type: none"> •Infrastructure Delivery Plan •Infrastructure Coverage •Need for a Statement of Common Ground 	<p>10.2 Broadband Connection.</p> <ul style="list-style-type: none"> •KT to send DCMS documentation on changes to Part 6 of the Building Regulations. •KT to send best practice examples of broadband policy to EH. 	
01/12/2021	ITS Technology	DAC Planning (Wirral Council) - Charlotte Steele Wirral Council - John Entwistle, Emma Hopkins, John Williams ITS Technology Group - Dave Hudson, Claire Delahunty (apologies)	Y	DTCM111	<ul style="list-style-type: none"> •Wirral Local Plan update – strategy and timetable •Spatial strategy – urban intensification •Wirral Evidence base update •Infrastructure Delivery Plan •Infrastructure Coverage •Need for a Statement of Common Ground 	<ul style="list-style-type: none"> •EH to send Local Plan Employment and Housing Trajectory. •EH to send PowerPoint on the Wirral Local Plan to DH. •DH to send jpg of LCR Connect in the Wirral. •EH to include plan of LCR Connect in the IDP. 	Planning for utilities Approach to digital inclusion
02/12/2021	Cadent Gas	DAC Planning (Wirral Council) - Charlotte Steele Wirral Council - John Entwistle, Andrew Fraser (apologies), Emma Hopkins (apologies) Cadent Gas - Phillip Halsey	Y	DTCM112	<ul style="list-style-type: none"> •Wirral Local Plan update – strategy and timetable •Wirral Evidence base update •Infrastructure Delivery Plan •Gas network •Need for a Statement of Common Ground 	<ul style="list-style-type: none"> •PH to send map on EPC stats on Wirral homes. •PH to send link to LCR Pathways Report. PH to inquire internally to obtain copy of LCR Pathways Report. •JE to send relevant section of IDP for feedback from PH. •PH to provide feedback on IDP. 	Planning for utilities Approach to renewable energy (hydrogen village)

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
02/12/2021	NHS- Wirral Strategic Estates Group	Wirral Council – Emma Hopkins, Alan Evans Estates Cheshire and Merseyside Health Care Partnership - Lisa Sculpter	N	DTCM113	<ul style="list-style-type: none"> •Presentation to support WUTH / Wirral estates strategy 	<ul style="list-style-type: none"> •Alan Evans provided update on the Local Plan and development in Birkenhead. EH sent Lisa Sculpter Head of Estates Cheshire and Merseyside Health Care Partnership draft Local Plan policy and Appendices wording for health. 	Approach to planning for community facilities, including healthcare, education and cultural infrastructure
03/12/2021	Merseyside Waste Disposal Authority	DAC Planning (Wirral Council) - Charlotte Steele, Tim Parton (apologies) Wirral Council - John Entwistle, Andrew Fraser (apologies), Emma Hopkins Merseyside WDA - Tony Byers, Graeme Bell, Peter Williams	Y	DTCM114	<ul style="list-style-type: none"> •Wirral Local Plan update – strategy and timetable •Spatial strategy – urban intensification •Wirral Evidence base update •Infrastructure Delivery Plan •Waste arising trends •Need for a Statement of Common Ground 	<ul style="list-style-type: none"> •EH to have IDP costs recalculated using recent waste figures. •EH to send census mapping information to TB. •EH to send shapefiles of development allocations to GB. •GB to draft bullet points on legislation changes, shift in tonnage patterns and new waste strategy, and send to EH •EH to send a draft SoCG to the Merseyside WDA team. 	Approach to waste management Planning for transport
03/12/2021	Merseyside Police	DAC Planning (Wirral Council) - Charlotte Steele Wirral Council - John Entwistle, Andrew Fraser (apologies), Emma Hopkins Merseyside Police - Superintendent Martin Earl	Y	DTCM115	<ul style="list-style-type: none"> •Wirral Local Plan update – strategy and timetable •Wirral Evidence base update •Infrastructure Delivery Plan •Merseyside Police Estate update •Need for a 	<ul style="list-style-type: none"> •ME to contact Paul Wheelan, Assets Manager. •ME to enquire with Andy Ryan, Detective Chief Superintendent, Head of Preventative Policing. •ME to consider point of contact to discuss concerns with highways network from the flyover removal. 	Planning for transport Approach to planning for community facilities

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
					Statement of Common Ground		
07/12/2021	Public Health	Public health- Rachael Musgrave Wirral Council, Forward Planning – Andrew Fraser, John Entwistle, Emma Hopkins	N	DTCM116	<ul style="list-style-type: none"> •Draft Local Plan policy and appendices •Local Plan evidence base including GBI strategy, Air Quality, Interim Health Impact Assessment of Local Plan 	<ul style="list-style-type: none"> • Update to Environmental Health JSNA: Outdoor Air Quality to be progressed 	Planning for health
07/12/2021	Wirral Council - Leisure Services	Wirral Council, Leisure Services - Damian Walsh, Sarah Robertson Wirral Council, Forward Planning – Andrew Fraser, John Entwistle, Emma Hopkins	N	DTCM117	<ul style="list-style-type: none"> •Local Plan draft policy and appendices and IDP. 	<ul style="list-style-type: none"> •Leisure Services to comment on draft documents and send draft Leisure strategy 	Planning for leisure
14/12/2021	Mersey Dee Alliance	DAC Planning (Wirral Council) - Charlotte Steele Wirral Council - John Entwistle, Andrew Fraser (apologies), Emma Hopkins, Julie E. Barnes, Sally Shah/Colin Irlam (apologies) Mersey Dee Alliance - Emma Wynne	Y	DTCM118	<ul style="list-style-type: none"> •Wirral Local Plan update – strategy and timetable •Wirral Evidence base update •Infrastructure Delivery Plan •MDA Fiscal Package proposals •Strategic travel routes •Integrated ticketing •Traffic movement in the MDA area <ul style="list-style-type: none"> •Strategic signing •Need for a 	<ul style="list-style-type: none"> •EH to check that cross-boundary issues in the LP policies, supporting text and the IDP are adequately addressed. •EH to send draft text on the WC/Flintshire relationship to EW for feedback. 	Planning for transport Approach to digital inclusion

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
					Statement of Common Ground		
15/12/2021	Network Rail	DAC Planning (Wirral Council) - Charlotte Steele Wirral Council - John Entwistle, Andrew Fraser, Emma Hopkins Network Rail - Philippa Britton	Y	DTCM119	<ul style="list-style-type: none"> •Wirral Local Plan update – strategy and timetable •Wirral Evidence base update •Infrastructure Delivery Plan •Rail infrastructure •Need for a Statement of Common Ground 	<ul style="list-style-type: none"> •PB to query colleagues about sharing layer of Network Rail land along Birkenhead Docks. •EH to email Huw Jenkins regarding this meeting and check WC projects align with project pipeline developed by Paul Buntin. 	Planning for transport
17/12/2021	Merseyside Fire and Rescue	DAC Planning (Wirral Council) - Charlotte Steele Wirral Council Forward Planning - John Entwistle, Andrew Fraser (apologies), Emma Hopkins Wirral Council Emergency Risk Response - Paul Marley Wirral Council Flood & Coastal Risk Manager Manager - Neil Thomas Merseyside Fire & Rescue Services - Debbie Appleton	Y	DTCM120	<ul style="list-style-type: none"> •Wirral Local Plan update – strategy and timetable •Wirral Evidence base update •Infrastructure Delivery Plan •Findings of Strategic Flood Risk Assessment <ul style="list-style-type: none"> •Access and egress in flood risk areas •Need for a Statement of Common Ground 	<ul style="list-style-type: none"> •DA to find a contact in the Merseyside Fire & Rescue Service to review SFRA findings regarding flood risk at Birkenhead Docks and to discuss this with Integrated Risk Management Plan (IRMP) colleagues. •DA to share contact with CS. •CS to arrange a meeting between WC and Fire & Rescue Services contact. 	Approach to coastal change management and flood risk Approach to air quality
12/01/2022	Local Education Authority	Wirral BC – Emma Hopkins, Kath Lawless, John Entwistle LEA - Sally Gibbs, Janette Royle DAC Planning - David Coleman	N	DTCM121	<ul style="list-style-type: none"> •Discussion around delivery of school provision in Regeneration Areas 	<ul style="list-style-type: none"> •Council to ensure school sites included within masterplan briefs. 	Approach to planning for, education
03/02/2022	Natural England letter to WMBC advice on the HRA			n/a			

Date	Organisation(s)	Attendees	Meeting note	Reference	Purpose of the meeting (agenda)	Outcomes of the meeting (key actions or agreements)	Cross boundary issues discussed
11/02/2022	Natural England	letter to WMBC advice on the Interim Approach to Avoid and Mitigate Recreational Pressure		n/a			

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2018-2022

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DTCM1-LCR DISTRICT PLANNING OFFICER GROUP

18th JANUARY 2018

SHINE ROOM, FIRST FLOOR, MANN ISLAND

ATTENDANCE

Tim Gibbs – Halton
Mark Cawood – Knowsley
Mike Eccles – Liverpool
Ingrid Berry – Sefton
Melanie Hale – St.Helens
Andrew Fraser – Wirral
Mark Dickens – LCR CA (Chair)
Alan Jemmett – MEAS
Steve Cook – Merseytravel

APOLOGIES

Stuart Barnes – Sefton Council

1. District Planning Officer Group (DPOG)

There was a discussion on the need to formalise DPOG and ensure that it is seen as the Planning Advisory Group to the LCR Housing and Spatial Coordinating Group (H&SPCG). The agendas for H&SPCG are primarily focused on Housing matters. But with regard to the Devolution Deal it is the Planning elements that have been delivered. In order to formalise the relationship it was agreed that a Terms of Reference for DPOG should be circulated for comment (**Action - MD**). It was also suggested that reports / discussion topics should be of a strategic matter and that local operational issues should go to PPMs and DMMs.

2. LCR Combined Authority

It was requested that those LPAs that had not already forwarded their individual Brownfield Registers to the CA please forward them to MD so that the LCR Brownfield Register could be progressed (**Action – TG / MC / IB**)

The progress of the LCR SHELMA was discussed. GL Hearn are completing the review of the responses received and will have their summary completed by the end of January. The responses had been circulated to each authority (based on those that were Borough specific only going to the relevant Borough). It was noted that the Peel response by Turleys had not been forwarded due to a technical issue, the Peel response would be recirculated (**Action – MD**). Regarding the next stage of the SHELMA it was advised that Gerard Woods from St.Helens would circulate the final version of the tender to appoint consultants to look at large scale B8 sites (the tender would focus on those sites that have planning permission / allocations / planning applications and following this work the remaining capacity would be looked at across the whole LCR and West Lancashire to assess the best most deliverable sites). MD informed CPOG that the LCR CA had submitted a bid for funding for the SHELMA work (£30,000) and awaited Governments response.

As part of the consultation on “Right Homes Right Places” the LCR CA was approached by Planning Advisory service to see if it wanted to be a pilot for Statements of Common Ground. Each LA agreed that they would be happy to be part of the pilot and PAS would be contacted (**Action – MD**)

3. Planning Delivery Fund

A quick summary of who had made submissions for this fund:-

Knowsley submitted a bid under the Design Strand

Sefton also submitted a bid under the Design Strand

St.Helens also submitted a bid under the Design Strand

LCR CA submitted bids under the Joint Working, the Design and the Innovation Strands.

Government have suggested that a decision will be made by the end of January.

The discussion on the Design Strand then moved on to the potential for Urban Splash to make a presentation to CPOG following a meeting between Urban Splash and the LCR CA **(Action – MD)**

4. LCR Visitor Management Study

AJ requested that additional information on housing numbers and development sites were forwarded to MEAS and their consultants to ensure that the study had a robust evidence base **(Action – TG / MC / ME / IB / MH / AF)**. There was a discussion on windfall sites and these cannot be mapped by their nature ie being windfall sites. However it was agreed that to minimise any additional cost for the consultants to do the work that each LPA would submit additional information (if they already had not).

5. AOB

A Green Future: Our 25 Year Plan to Improve the Environment AJ raised the recent launch of the document and suggested a report to CPOG which could go on to H&SPCG and would focus on the planning implications of the Plan **(Action – AJ)**

Next Meeting: 1st March 2018 Room G40 Mann Island

DTCM2-LCR DISTRICT PLANNING OFFICER GROUP

1st MARCH 2018

RM GA25 GROUND FLOOR, MANN ISLAND

ATTENDANCE

Tim Gibbs – Halton
Alastair Cross – Halton
Catherine Brindley – Halton
Mike Cryan - Knowsley
Mike Eccles – Liverpool
Stuart Barnes – Sefton Council
Ingrid Berry – Sefton
Melanie Hale – St.Helens
Jonathan Clark – St.Helens
Andrew Fraser – Wirral
John Harrison – West Lancs
Perter Richards – West Lancs
Mark Dickens – LCR CA (Chair)
Steve Cook – Merseytravel
Alex Naughton – Merseytravel
Derek Stebbing – Ipe (Item 1)

APOLOGIES

Mark Cawood – Knowsley
Alan Jemmett – MEAS

1. Statement of Common Ground Pilot

DS provided a presentation of the background and requirements of the Statement of Common Ground pilot

The SoCG will be in the draft NPPF which is due for consultation next week and therefore this will be a requirement for each LA so by

The 7 LAs and the CA agreed that they would take part in the pilot and each LA will nominate their contact and any officer prepared to lead on the writing of the SoCG. **(Action – All LAs)**.

Once the Officers are nominated a timetable of telephone conferences and meetings will be established with DS.

2. Minutes of DPOs 18/01/2018

The minutes were agreed

3. Terms of Reference

The Terms of Reference were agreed.

4. Planning Delivery Fund

An update on the PDF award was provided. LCR CA allocated funding for:- Joint Working strand; and Design Quality strand.

The allocation for the Joint Working strand is to facilitate the delivery of the LCR SDS and therefore has to be ring fenced to LCR SDS work. If any of the DPOs have any suggestions the LCR CA is happy to consider them.

The allocation of the Design Quality strand is in 3 strands:- the development of a skyline strategy for the Liverpool and Wirral Waters and the Liverpool City Centre which is being co-ordinated by RIBA North / Places Matter; the appointment of LCR CA Design Champions; and the provision of Places Matter Design Review Panels for the 6 LCR LAs. Can those L:As identify potential schemes for the Design Panels **(Action – All LCR LAs)**

5. AOB

None

Next Meeting: 25th May

DTCM3-LCR DISTRICT PLANNING OFFICER GROUP

13th APRIL 2018

RM G40 GROUND FLOOR, MANN ISLAND

ATTENDANCE

Tim Gibbs – Halton
Mike Eccles – Liverpool
Andrea O’Connor – Sefton Council
Melanie Hale – St.Helens
Eddie Flemming – Wirral
John Harrison – West Lancs
Mark Dickens – LCR CA (Chair)
Steve Cook – Merseytravel

APOLOGIES

Mark Cawood – Knowsley
Stuart Barnes - Sefton
Alan Jemmett – MEAS

1. Minutes of DPOs 09/03/2018

The minutes were agreed

2. Transport Modelling

JH raised Highways England (HE) position on the strategic network and the need for Local Authorities to assess the cumulative impact of their proposals on the strategic network.

Is there potential for an LCR plus West Lancs transport model to assist each of Local Authorities in their dealings with HE, this approach would be particularly beneficial as it would cover cross boundary movements as well. It would also assist in lobbying for funding.

There is a Merseytravel pan LCR model (managed by MottMacDonald) which operates at a strategic level and there may be potential for West Lancs to commission an extension to this model. **(Action - JH to contact Paul Johnson in Merseytravel)**

MH confirmed that St.Helens has commissioned a more detailed model for St.Helens to supplement the LCR model. Other LAs had done the same to facilitate their Local Plans. **(Action – All to circulate details of their transport models for information)**

3. SHELMA

The draft large scale B8 study (existing commitments) has been drafted and comments have been sent back to West Lancs. The final version will be available in June. **(Peter Richards to circulate the final version of the study when completed)**

Following on from this an additional large scale B8 study will need to be commissioned to look at the residual sites required. **(Gerard Woods to forward the agreed draft commission for the additional study to MD. So procurement by the LCRC can commence).**

Once the additional study has been completed the SHELMA plus both large scale B8 studies will be reported to Housing and Spatial Planning Board.

4. AOB

Wirral Local Plan – EF updated DPOs that consultants on behalf of MHCLG are undertaking a detailed diagnostic of where Wirral are upto in their Local Plan process and will report back to the Ministry.

DPOs were reminded that there was an opportunity for free Design Review Panels to be secured from Places Matter and that those LAs who have not already should forward suggested sites to Richard Tracey at Places Matter.

Next Meeting: 25th May - Cancelled

Next Meeting: 6th July

DTCM4-LCR DISTRICT PLANNING OFFICER GROUP

6th July 2018, RM G40 GROUND FLOOR, MANN ISLAND

ATTENDANCE

Tim Gibbs – Halton
Mark Cawood - Knowsley
Mike Eccles – Liverpool
Stuart Barnes – Sefton Council
Jonathan Clarke – St.Helens
John Entwistle – Wirral
John Harrison – West Lancs
Peter Richards – West Lancs
Mark Dickens – LCR CA (Chair)
Steve Cook – Merseytravel
Alan Jemmett - MEAS
Jamie Longmire - LCR CA

APOLOGIES

Samantha Campbell - Liverpool
Melanie Hale –St.Helens
Andrew Fraser - Wirral

1. Minutes of DPOs 13/04/2018

The minutes were agreed.

2. SHELMA

MD confirmed that the SHELMA Part 1 had now been amended to take account of the consultation, and that Part 2 (Large Scale B8 commitments) had been finalised. Part 3 (Large Scale B8 additional sites) was with the LCRCAs to tender.

MD asked that each LA would be able to meet with the successful consultants to feed in their views on the broad areas of search once the consultants had had an initial sift of sites within the LCR plus West Lancs. All LAs were keen to have full involvement to shape the broad search assessments. MD hoped to put the tender out to the market this month. **(Action – MD / JL to put the tender documentation out to tender by end of July)**

3. LCR Visitor Management Strategy

AJ updated DPOs on progress of the VMS following the feedback to the original draft. The draft final report will contain a tariff taking account of viability and affordability which is the minimum required to deliver the minimum mitigation. The draft final report will be circulated to the Steering Group **(Action AJ – to circulate draft VMS to Steering Group when available).**

AJ raised the issue of sign off of the VMS, whether this was for the Lead CEX or for the CA. **(Action AJ and MD to meet to discuss the formal process for the sign off of the LCR VMS)**

4. Waste Local Plan

AJ raised that there is a NW review of landfill capacity and whether the LCR wanted MEAS to engage with this review **(Action - It was agreed that MEAS should engage with the NW Review of landfill capacity)**

There has been the delivery of some additional waste sites and the loss of other waste sites within the LCR and in order to maintain a robust evidence base and justification for the Waste Plan it would be necessary to undertake a review of these. **(Action - It was agreed that MEAS should undertake a review)**

AJ raised the requirement for the 5 year review of the Waste Local Plan. **(Action - It was agreed that MEAS should scope out the potential 5 year review for it to be discussed at DPOs)**

5. Places Matter Design Review Panels

MD raised the availability of free Design Review Panels funded through the LCRCA Planning Delivery Fund allocation. Those LAs that have not used this free facility will consider if they have appropriate schemes to put before the Panels. The funding must be used before the 31st March 2019. **(Action – Halton / Sefton / St.Helens to review the potential for future developments to be presented to Places Matter Design Review Panel)**

6. Stagecoach Residential Planning Guidance Note

SC referred DPOs to the Stagecoach Residential Planning Guidance Note for information.

7. Re-establishing Planning Policy Managers (PPMs)

MD informed DPOs that he wanted to re-establish PPMs, which had unfortunately not met for some time. Jamie Longmire of the LCRCA would be Chair and it was requested that each LA provided the details of their PPM. **(Action – All send contact details for their respective PPM to jamie.longmire@liverpoolcityregion-ca.gov.uk)**

8. Housing and Spatial Planning Board / Coordinating Group

MD raised attendance at future H&SPB / CG and asked if as many DPOs could be in attendance at these meetings to ensure that the planning agenda is given a higher profile.

9. Draft LCR Statement of Common Ground

MD provided informal feedback from PAS which was positive about the LCR document, but if they had to be critical would question the need for the amount of geographical justification. This should be seen as a positive demonstration that the LCR planning function is seen as a proactive one that delivers. Congratulations and thanks to all those who participated.

PR raised the next stage in the Statement of Common Ground. MD believed that when the NPPF is published and these have to be completed that this is something the PPMs are best positioned to deliver.

10. AOB

JH raised the West Lancs letter sent to all LAs regarding housing delivery / numbers etc. The GMSF letter was raised and asked if West Lancs were going to respond positively to

their request. **(Action – All to review the West Lancs letter and respond where appropriate)**

Next Meeting: 17th August 2018

DTCM5-LCR DISTRICT PLANNING OFFICER GROUP

28th SEPTEMBER 2018, RM G40 GROUND FLOOR, MANN ISLAND

Minutes

ATTENDANCE

Steve Matthews – Sefton
Andrew Plant – Halton
Andrew Fraser – Wirral
Mike Cryan - Knowlsey
Steve Cook – Merseytravel
Alan Jemmett - MEAS
Jamie Longmire - LCRCA (Stand-in Chair and Minutes)

APOLOGIES

Mark Dickens – LCR CA (Chair)
Samantha Campbell – Liverpool
Melanie Hale – St. Helens
John Harrison – West Lancs

1. Minutes 6th July 2018

The minutes of last DPO meeting were agreed.

Item 2 - JL confirmed SHELMA 'part 2(b) Large Scale B8 additional sites' has now been procured.

Item 3 – JL confirmed PPMs to resume 17th October 2018 (invites sent).

2. LCR Visitor Management Strategy Update

Now to be referred to as 'Recreation Management Strategy'. AJ gave update following Steering Group meeting held on 26th September summarising recommendations set out in report to the group including: proposed 'interim' positions and guidance on DM implementation for each of the LPAs; need to fill evidence gaps evidence and (potentially conducting visitor surveys); and next steps for use as evidence base for LCR. MC/AP/AF noted potential for incorporation through respective LPs/SPDs. AF noted potential for incorporation in policy in emerging LCR Strategic Development Strategy.

Action: AJ to continue to liaise with consultants and progress strategy completion with steering group

3. LCRCA Update (JL)

The Spatial Development Strategy Regulations (applicable to LCRCA, Gtr Manchester CA and West of England CA) only came into force in August 2018. Key aspects of regs concern the form content of SDS, and procedure regarding public participation and publication.

To inform of SDS progress and matters related, MD/JL have proposed holding a joint DPOs/PPMs session to be scheduled before Xmas. Date TBC.

The SHELMA 'part 2(b) Large Scale B8 additional sites' has been procured by the CA. GL Hearn to undertake. MD has scheduled inception meeting for 11th October 2018, Steering Group members have been invited.

The CA has also commissioned an addendum report to the 'LCR Preliminary Air Quality Options Study' (commissioned by Merseytravel, undertaken by AECOM) which identified a number of interventions to address air pollution from road transport sources. The addendum commissioned by the CA will consider air pollution from other (i.e. non-transport sources), also to be undertaken by AECOM. Project to be completed by end of year.

In addition the CA is to commission a high level review of the LCR's Town Centre Hierarchy. The review will not consider or revisit any locally assessed quantitative needs or defined centre boundaries. Project timescales TBC.

AF/MC questioned anticipated timeline for SDS production and resourcing. JL noted this is currently being considered and is TBC at this stage.

AF queried availability of AECOM Air Quality Options Study and status of SHELMA reports which were updated following consultation. JL to raise with MD.

Actions: MD to confirm status of SHELMA reports and AECOM Air Quality Study

4. AOB

AJ questioned need for Sustainability Appraisal of SDS. JL noted this is being considered and would likely be undertaken as part of an integrated assessment.

AJ noted that development of SDS would need to consider ongoing need to review WLP. AF raised need to address current uncertainty over housing numbers. JL to raise with MD for consideration at LCR level.

AJ noted that consultation is underway on inclusion of shale gas production projects in the Nationally Significant Infrastructure Project (NSIP) regime and that MEAS will be providing response on behalf of Sefton. There is potential for MEAS to provide wording for other LPAs and AJ questioned if CA wanted a co-ordinated response.

Action: LPAs to consider if response required. JL to confirm with MD the CA's position on co-ordinated response.

Next Meeting: 2pm, 9th November 2018, Rm G40, Mann Island

DTCM6-Liverpool City Region Planning Policy Managers Meeting Minutes of Meeting

Wednesday 17th October 2018, Room GA-25, LCRCA Offices, Mann Island, Liverpool

Present

Jamie Longmire	JL	LCRCA (Chair/Minutes)
Alasdair Cross	AC	Halton
Mike Cryan	MC	Knowsley
Steve Cook	SC	Merseytravel
Alan Young	AY	Sefton
Gerard Woods	GW	St. Helens
Peter Richards	PR	West Lancashire
John Entwistle	JE	Wirral
Mark Dickens	MD	LCRCA

Item	Minutes	Action By	Due
1	<p><u>Apologies and Introductions</u></p> <p>Apologies received from Mike Eccles, Liverpool and Lucy Atkinson, MEAS.</p>		
2	<p><u>Minutes and Matters Arising</u></p> <p>Draft minutes from joint DPO/PPM 07.09.2017 agreed.</p>		
3	<p><u>Planning Policy Managers Workflow</u></p> <p>a) <i>SHELMA update</i></p> <p>JL noted inception meeting with consultants GL Hearn undertaking SHELMA Strategic B8 Employment Site Supply Assessment 'Stage 2b' (sites not previously considered) took place 11.10.2018. All agreed with proposed project approach. JL has provided consultants with contact details of lead officers from each LPA. MD considered that as piece of evidence, it will not be necessary to consult on this stage.</p> <p>LPA officers raised queries as to the status of the previously consulted on and revised SHELMA reports - Strategic Housing & Employment Land Market Assessment ('Stage 1') and Assessment of the Supply of Large-Scale B8 Sites ('Stage 2a') - and the need for these to be made available.</p> <p>AY noted that the update of supply / demand assessment (to be done initially as part of the recently</p>		

Item	Minutes	Action By	Due
	<p>commissioned Stage 2b) should be undertaken first. Subject to assessment findings being consistent, all agreed the Stage 1 and 2a reports should be made available as soon as practicable.</p> <p>Action: Once GL Hearn have undertaken initial supply demand / assessment for Stage 2b) study, MD to circulate final versions of Stage 1 and 2a) to make available.</p> <p>b) <i>LCR Statement of Common Ground</i> MD commented that draft SoCG currently has no status having not been agreed any higher than Steering Group level. Feedback from PAS on the pilot noted that too much emphasis was placed on justifying the geographical coverage. The Oxford SoCG was cited as a better example.</p> <p>MD suggested that a new SoCG should be prepared with senior officer steer.</p> <p>GW highlighted need for SoCG in time for submission of St. Helens Local Plan and suggested one approach to timetabling would be to track backwards from when needed, factoring in necessary approval.</p> <p>Officers queried the extent to which the existing draft could be retained in light of timescales.</p> <p>Discussion held over possible ways to progress the SoCG with potential approach being to revise and enhance the draft SoCG, acknowledging revised PPG (which sets out structure) and PAS feedback, and reaching an interim position on those aspects subject to future agreement.</p> <p>MD noted the LCR Housing and Spatial Planning Board does not have decision making capability and that a 6 week lead-in is required for items going to the LCR Combined Authority.</p> <p>On necessary approval, GW suggested document is presented as 'live document' with delegated powers to amend as necessary.</p>	MD	

Item	Minutes	Action By	Due
	<p>All agreed that to progress, PPMs will:</p> <p>(i) confirm what their respective approval channels / mechanisms are; and</p> <p>(ii) revisit/review the draft SoCG and provide comment with regards to:</p> <ul style="list-style-type: none"> • PAS's feedback and revised PPG • what key changes /revisions are deemed necessary <p>Action: All to email PPM group with details of approval process and comments on draft SoCG as per above minute.</p>	All	ASAP
4	<p><u>Planning Policy Matters</u></p> <p><i>a) Local Plan timetable update</i></p> <p>Verbal update given from each LPA member on LP progress.</p> <p>PR noted West Lancs are currently consulting on their Local Plan Review. Consultation period is Friday 12 October - Thursday 13 December 2018.</p> <p>Action: All to update Appendix A 'Liverpool City Region – Ongoing Local Plan Progress' with timescales for respective local plans where necessary.</p> <p><i>b) Local studies being commissioned</i></p> <p>All agreed to update details of any studies informing their respective LPs.</p> <p>GW suggested this should include any studies being proposed. Agreed that additional line should be added to detail these where relevant.</p> <p>MD/JL agreed future current and CA studies to be added.</p> <p>Action: All to update Appendix B: 'Liverpool City Region - ongoing studies and evidence' with details of ongoing studies where necessary.</p>	All	ASAP

Item	Minutes	Action By	Due
	<p>c) Housing figures (OAN / LHN)</p> <p>JL noted that revised LHN methodology was expected for consultation by late Sept (as per Chief Planner's Newsletter Sept 2018). AY understood that DHCLG would now be consulting December 2018 with final version March 2019.</p> <p>Discussion held on potential LHN methodology and issues surrounding household projections. All agreed to review DHCLG's consultation on standard methodology when available.</p> <p>GW highlighted need for demographic expertise/resource in the LCR for planning any other services. MD noted that the CA has recently appointed Head of Research and Intelligence.</p>	All	ASAP
5	<p><u>CA Update</u></p> <p>MD gave brief update on SDS and advised that more in depth discussion and questions would be for a dedicated joint DPOs / PPMs meeting agreed for Tues 20th Nov 2018.</p> <p>GW highlighted possibilities for efficiencies through joint evidence base.</p>		
6	<p><u>LCR Updates</u></p> <p><i>a) MEAS - Update provided by email from LA 17.10.2018</i></p> <p>MEAS will shortly begin preparing the 2017/18 Monitoring Report for the Joint Waste Local Plan. As per last year, likely to be available for reporting in the New Year.</p> <p>There are two neighbouring authority consultations – Lancashire Draft Minerals and Waste Local Plan and Warrington waste movements which several of the individual authorities (and MEAS) have been consulted on. MEAS are proposing to prepare a joint response on each of these. All agreed to MEAS providing a response, to be circulated to LPAs as per usual.</p>		

Item	Minutes	Action By	Due
	<p>Action: MEAS to supply LPAs with responses to Lancs CC and Warrington consultations.</p> <p>Work on the Local Aggregates Assessment is ongoing jointly with Greater Manchester and Warrington, again will be available in the next few months.</p> <p><i>b) Merseytravel</i> Key Route Network paper to go to the Combined Authority 19/10/2018 (<i>N.B. paper was agreed</i>)</p> <p>Merseytravel Policy Team are now part of the CA.</p>	LA/MEAS	
7	<p><u>Any Other Business</u></p> <p>MCHLG are running a consultation on permitted development rights for shale gas exploration. Deadline 25.10.2018.</p> <p>MEAS have circulated a response to DPOs 16.10.2018. Knowsley have also prepared response. MC happy to circulate to group.</p> <p>Action: MC to circulate consultation response</p> <p>AC noted the decoupling of the Silver Jubilee Bridge has begun.</p>	MC	Sent 18.10.2018
8	<p><u>Time, Date & Venue of Next Meeting:</u></p> <p>28th Nov 2018, Room GB-25, Mann Island, Liverpool</p>		

DTCM8-Joint DPOs/PPMs SDS Meeting Note

2pm 20.11.2018

Present:

Mark Dickens (MD), Jamie Longmire (JL) - LCRCA
Andrew Plant (AP), Alasdair Cross (AC) - Halton BC
Mike Cryan (MC) –Knowsley MBC
Mike Eccles (ME) – Liverpool CC
Steve Cook (SC) - Merseytravel
Steve Matthews (SM), Ian Loughlin (IL)- Sefton MBC
Melanie Hale (MH), Jonathan Clarke (JC) – St Helens MBC
John Harrison (JH), Peter Richards (PR) - West Lancashire BC
Andrew Fraser (AF), John Entwistle (JE) – Wirral MBC

Key Issues / Queries Raised by Participants

- Strategic level plan offers good opportunity to the delivery of cross boundary strategic infrastructure beyond the remit of single LPA area. (SC)

Response: Noted

- How long can the Plan Period be? Is more than 15yrs appropriate given time needed to allow for strategic infrastructure delivery? (PR/JH)

Response: Plan period is 15yrs to be reviewed after 5. Plan will also likely need to be reviewed in line with Mayoral election cycles as needs to reflect latest manifesto commitments.

- LCR Visitor Management Strategy – is this the appropriate planning document to adopt this approach?

Response: Need to acknowledge the different approaches over the workability of securing contributions (as raised by MH), although taking forward the principles can be considered.

- How will highways impacts be addressed? Will the SDS need a highways impact assessment? Individual authorities have had difficulties engaging with Highways England – it may be that the SDS can offer more weight through a more strategic. (PR)

Response: Noted. SDS does not intend to allocate sites that necessitate HIAs, however will need to consider as part of Infrastructure Plan.

- Renewable Energy Study and Wind Power Areas of Search – will this evidence be reviewed as part the SDS process? (JC)

Response: No intention at this stage as will need to seek clarification on progression of the Mayor's preferred approach to renewables current focussed on delivering tidal generation

(Mersey Tidal). The LCR is currently finalising an Energy Strategy which will inform policy direction.

- Will the SDS set out housing numbers for the LCR? (AC)

Response: The SDS is required to set out the overall housing need figures for LCR. This is still subject to uncertainty regarding Govt's standard method. The intention is to arrive at this collaboratively being mindful of individual LPA LPs which are at various stages. Allocations required to meet this need will come through Local Plans. For the HDT, it may be that numbers are combined across region.

- Will SDS set out employment requirements for LCR? (AC)

Response: Employment requirement to be set out in the SDS informed by the SHELMA. Any decision on how to apportion is yet to be made.

- Will Duty to Co-Operate apply?

Response: The working understanding is that Duty to Co-operate will not apply to LCRCA in SDS preparation (an approach consistent with Gtr London's interpretation of legislation). However in support of constituent LPAs meeting DTC, CA will support preparation of LCR SoCG where possible.

- Will the SDS policy cover Gypsies & Travellers (PR)?

Response: To be considered further. Initial view is that it is not appropriate to allocate G&T sites in the SDS.

- What will be the practicalities of working on SDS preparation? E.g. liaison with LPAs (SM)?

Response: CA considers that SDS should be prepared in collaboration with constituent LPAs as much as possible using existing arrangements (e.g. DPOs and PPMs) and other working groups where necessary.

- What will be the reporting structure? (SM)

Response: To be confirmed at this stage. Above DPOs there is the CA Housing and Spatial Planning Advisory Group (HASPAG) which has advisory capacity only, then the CA itself as decision maker. Currently there is no scheme of delegation.

Other Matters:

- Brownfield Land Register – all to forward their final 2018 BLRs to MD/JL for CA to put on web as per last year.
- Copy of SDS presentation - MD to circulate copy to all once approved – once Leaders and Chief Execs have been briefed
- PPMs scheduled for Weds 28th cancelled. Next PPMs 09.01.2019 at Mann Is.

DTCM10-LCR Statement of Common Ground Working Group (Planning Policy Managers)

05.02.2019 LCRCA Offices, Mann Island, Meeting Note and Actions

Present

Mark Dickens - LCRCA
Jamie Longmire - LCRCA
Alasdair Cross - Halton
Mike Cryan - Knowsley
Mike Eccles - Liverpool
Ian Loughlin - Sefton
Gerard Woods - St. Helens
Peter Richards - West Lancashire
John Entwistle – Wirral

Approach

- Agreed LCR SoCG to be high level in scope addressing key strategic matters relevant to the 6 LCR local authorities (LAs), West Lancs and the CA; noting that LAs may also need to prepare other SoCG with relevant authorities / bodies to address more specific issues and circumstances.
- Group agreed for CA to act as co-ordinator of the document with input from officers of all LAs.

Governance & Timetable

- Proposed that SoCG would go to LCR Combined Authority (as done with LCR Statement of Co-operation) for sign off by each Leader / Mayor; each authority would then approve through relevant approval channels.
- Proposed route would be: Officer Working Group prepares draft; agreement at Chief Planners Group; agreement at CA Spatial Planning & Housing Advisory Group; Combined Authority sign off; then sign off by each LA.
- Aim is to have revised draft produced by end of March. Several LAs (West Lancs, Halton, St. Helens) expressed the need for SoCG by summer 2019 to align with respective LP timetables.
- **Action: MD to liaise with Portfolio Holder / CA Policy Director to determine if proposed route is appropriate.**
- **Action: All LA officers to consider most appropriate approval route within their Local Authorities and brief their portfolio holders/senior officers as necessary.**

Content Editing

- Group considered that recent PAS SoCG advice and template should be followed - noting that the current draft already largely covers PAS's structure. Suggested that document should be made concise as possible with best approach to focus on what should be removed.
- Agreed that all officers will review content (including any updates to housing numbers in Table 1), suggest amends and send to the CA to compile.

- *Action: All to send suggested amendments to the existing draft SoCG to JL by Mon 18th Feb.*

Next steps

- Agreed to dedicate next scheduled PPMs meeting on **20th Feb** (2pm, Mann Island) to go through SoCG revisions.
- Further 'round table' session then to be held to finalise revised draft as necessary.

DTCM12-Meeting with Sustainability Liaison Officer – Decentralised, Renewable and Low Carbon Energy

3rd May 2019 9am

Present: Bryan Lipscombe, John Entwistle, Rachael Bryan, Emma Hopkins

Key Points

Background

- LCR Sustainable Energy Action Plan highlighted the opportunity for Heat Networks. WW outline planning application also introduces opportunity of sustainable energy.
- BL produced **Climate Change Strategy 2014-2019**- compendium of 77 actions across different sustainability themes not all with an owner. Climate Change Officer post deleted. Climate Change Partnership group.
- European Funding bid Mersey Forest and Peel for planting in Wirral Waters.
- Climate Change Strategy Annual Report this year have prioritised 13 actions.
- Sustainability Central – Relationship with Peel Holdings who use the group to engage Cllr, council officers and the community, mapping of sustainability projects has been undertaken, e.g. eco schools, planting, cycle lanes, MWDA Recycle Pilot, Energy Projects Plus Seacombe. Ian Parkinson Peel consultant has developed a draft brochure including 10 step change programmes.
- Peel Energy have separately investigated heat networks- sources and demand and provided examples e.g. Liverpool Waters Mersey Heat Company.

Heat Network Development Unit (HNDU) Bid

- BEIS NW Energy Hub is a resource available for the council to use – Renya Katinya. **Approval from WW and Investment and Change Board to write a bid** for heat mapping, energy masterplanning, technical economic feasibility and project development. MOU to be developed with WW for 33% match funding. The study should take 3-6 months following procurement.
- Issue of Urban Splash modular housing uses electricity to heat.
- There is further funding available through the Heat Networks Investment Programme for capital need, feasibility and business case first.
- Thematic Groups under Sustainability Centre doing further projects.
- Energy Project Wirral Met College 12 Quays CHP gas turbine combined with thermal batteries and storage. There is a potential micro grid idea for Wirral Waters Wirral Met College.

Renewable Energy

- Wirral Community Renewables has been established as a legal entity, but they have no infrastructure or sites yet. Bid to Urban Community Energy Fund for Solar PV

looking at a meanwhile model of operation (using developable land whilst waiting for development). Quantum did a report looking at 3 sites within the Wirral Waters area including council owned land at Oakdale Road, remediated land adjacent to the tunnel. Proposal rejected by Asset Group over concerns about PV panels affecting membrane used to remediate land. This is still under consideration as there are examples from elsewhere where this has been achieved, It would also need a Power Purchase Agreement e.g. with Mersey Tunnels to use the electricity generated.

- Speak to Mike Cockburn with regards to Biomass opportunities and plans in the borough.
- Currently no onshore wind farms on Wirral. Wirral linked to Burbo Bank Wind Farm.

Local Plan Implications

- Need to consider opportunities within local plan policies for renewable energy provision if viable, including future proofing for potential future introduction e.g. in Wirral Waters of Heat Networks through provision of trenching/ easements.
- Opportunity to use softer measure such as masterplanning and design guides to ensure sustainable ready infrastructure.

DTCM13-Wirral and Cheshire West and Chester Duty to Co-operate Meeting
16/05/2019 - Minutes

Attendees:

John Entwistle – Wirral Borough Council (WBC)
 Emma Hopkins – Wirral Borough Council
 Gill Smith - Cheshire West and Chester Council (CWaC)
 David Butler – Cheshire West and Chester Council

ITEM	SUBJECT	ACTION
1.	<p>Progress with Wirral/CWaC Local Plans</p> <p>CWaC are currently awaiting the Inspectors report on their Local Plan Part 2.</p> <p>GS and DB provided feedback on key issues raised by the Inspector during examination.</p> <p>JE provided a background to progress made towards Wirral Local Plan. Wirral consulted on their Development Options Review in Autumn 2018 which included consultation on potential release of green belt sites. Approximately 3000 consultation responses were received.</p> <p>Following the threat of intervention Wirral Council have engaged the services of a Programme Director and Project Manager to ensure submission of the local plan to the programme presented to the Secretary of State. QC Chris Katkowski has been instructed by the authority.</p> <p>Timeframe for submission is November 2020. Evidence reports are to all be in place by the end of September 2019. Reg 18 consultation to take place in January 2019 following Member approval in November. Reg 19 consultation summer 2020 following member approval in July. Submission to Secretary of State is due in November 2020.</p>	
2.	<p>Progress with evidence base – engagement with CWAC</p> <p>Wirral Local Plan team has recruited additional staff members and have commissioned the following evidence base studies:</p> <ul style="list-style-type: none"> - Agricultural Land Study ADAS; - Gypsy & Traveller Study ORS; - Landscape Assessment – LUC; - Minerals Resource Study- RPS; - Open Space Study- KKP; - Transport and Accessibility Study and Modelling – Mott MacDonald; 	

	<ul style="list-style-type: none"> - Sustainability Appraisal and Development Options – AECOM; - Town Centre Study Update -WYG; - SHMA – Arc4; - Merseyside Environmental Advisory Service (MEAS) have undertaken a RAG review of the greenbelt and SHLAA sites. - POS Audit of SHLAA methodology and greenbelt review has resulted in Wirral commissioning a Stage 2 Greenbelt review by Arup. - SFRA - JBA - Viability – Keppie Massie - Potential Birkenhead Masterplan Study being considered. <p>DB recently attended a TCPA event on Climate Change which covered the need to meet the Climate Duty. There is a TCPA booklet on Carbon Budget and the revised Environment Agency figures 2018 should be used for new FRA scenarios.</p> <p>JE attended a meeting with Highways England regarding the Local Plan and potential infrastructure issues. There are capacity issues and potential schemes for improvement to junction 4.</p> <p>The need for liaison was agreed for the following evidence base work:</p> <ul style="list-style-type: none"> - Gypsy and Traveller study - Greenbelt Stage 2 - Landscape Assessment - HRA - Town centres - Transport modelling - M53 and discussions with Highways England 	<p>JE to pass G&T officer Dawn Taylor details to ORS</p> <p>DB to provide development data for MM Transport model when requested and to be kept informed of HE discussions</p>
3.	<p>Statement of Common Ground – LCR update</p> <p>Following involvement in the Pilot SoCG study, Liverpool City Region have developed a draft Spatial Planning Statement of Common Ground. This is based on the PAS template. The SoCG is currently going through the CA approvals process which will be followed by Wirral Member sign off.</p>	
4.	<p>Statement of Common Ground with CWaC</p> <p>A SoCG between C&W partner authorities is available on Warrington’s Local Plan website.</p> <p>A draft scope document to be produced by Wirral based on PAS template. Key topics for inclusion are:</p> <ul style="list-style-type: none"> - Housing - Green Belt - Employment - Retail and leisure - Transport 	<p>Wirral to review SCG CWAC and Warrington</p> <p>EH to produce SoCG template</p>

	<ul style="list-style-type: none"> - Water - Visitor facilities / recreation pressure - Flood risk - Minerals - Waste - Low carbon renewable energy - Gypsies and Travellers <p>CWAC to consider internal sign off process.</p>	<p>CWAC to consider internal sign off process.</p>
5.	<p>Other Matters</p> <p>JE requested CWACs feedback on the use of Objective as Wirral Council are considering purchasing the software.</p> <p>CWAC provided positive feedback particularly in relation to the examination library and website portal.</p> <p>There are still however many consultees including consultants and statutory consultees that will not use the software.</p> <p>GS made the kind offer for a member of Wirral staff to visit CWAC to test Objective.</p>	<p>Wirral to consider appropriate staff member</p>
6.	<p>Next Steps</p> <p>Wirral to circulate meeting note and draft scope SoCG based on PAS template</p>	<p>EH to prepare and circulate</p>

DTCM14-WIRRAL LOCAL PLAN – Draft Policy Implications Environmental Health Team

30 May 2019 2.30pm Wallasey Town Hall

Meeting with Ken Smith (KS), Ian Doig (ID), Daniel Dawson (DD), Eddie Fleming (EF), Emma Hopkins (EH)

Background

Purpose of the meeting was to present an early draft of Local Plan policies with potential environmental health implications for comment in advance of sustainability appraisal. The secondary purpose was to introduce Emma Hopkins who is working on what infrastructure requirements we should be seeking through the future plan.

Draft Local Plan Policies

EF presented the Draft Local Plan policies considered to have a potential environmental health implications. EHO team to review draft policies by end of w/c 3rd June with consideration to noise, contaminated land, public health (e.g. hot food takeaways) and air quality.

Spatial Portrait

EH is currently updating the Spatial Portrait for the borough settlement areas. Where possible it would be valuable to add commentary on any areas of air quality or noise concern. EHO to send latest relevant JSNA text and data for potential inclusion.

Post meeting KS provided following link:

<https://www.wirralintelligenceservice.org/jsna/environmental-health-health-protection/>

Local Plan Site Allocations

EHO team do not have the GIS type software or resources to review all Local Plan site allocations in terms of noise and air quality impact. Air Quality and Noise Assessments and monitoring is requested, where appropriate, as part of the planning application process. ID raised a concern about sites being assessed in isolation.

Consultant Mott MacDonald is undertaking transport modelling of the Local Plan. EH to circulate transport modelling results to EHO team to consider impact of increased traffic volumes on air quality and noise in known areas of concern e.g. those which could trigger AQMA (A41 corridor and Birkenhead tunnel approaches).

Actions

- EHO team to review draft policies by end of w/c 3rd June.
- EHO to send relevant JSNA text for inclusion in Spatial Portrait.
- EH to send transport modelling results for EHO review.
- EF to incorporate changes to Local Plan as necessary.

DTCM15-WIRRAL LOCAL PLAN – Merseytravel

- 31 May 2019 2.30pm Wallasey Town Hall

Meeting with Steve Cook (SC) Merseytravel, Julie Barnes (JB), John Entwistle (JE), Emma Hopkins (EH).

Background

The purpose of the meeting was to provide an update on Local Plan progress since the last meeting in 2017 and to discuss the requirements of the Infrastructure Delivery Plan.

In 2017 SC and Merseytravel colleagues provided a Red, Amber, Green (RAG) assessment of the SHLAA sites and potential green belt options included within the Development Options Review (DOR) consultation.

Local Plan Update

JE provided an update on the Local Plan timetable. Regulation 18 and Regulation 19 consultation are proposed in January and Summer 2020, respectively. The level of detail of the Regulation 18 consultation document is yet to be finalised however as much detail and certainty as possible is required.

There will be revisions additions/ deletions to the previous Local Plan sites reviewed by Merseytravel. Wirral Council have updated their methodology for the development of the 2019 SHLAA, an independent review of the green belt is currently underway and employment land is also being considered for reallocation to housing. There is still debate about how much of the green belt is required which is linked to the delivery of Wirral Waters. The green belt review should be completed by the end of July. Mott MacDonald has undertaken a Transport and Accessibility Review of the green belt sites. **EH to send the Transport and Accessibility report to SC.**

Liverpool City Region Combined Authority (LCRCA) and Merseytravel Inputs

SC explained that in the two years since the last meeting there is now a requirement to involve the LCRCA in discussions. The LCRCA are concerned with strategic issues whereas Merseytravel will continue to undertake the practical assessment of Local Plan allocations. SC suggested that the public transport network on Wirral is largely been unchanged since the Local Plan sites were previously assessed. A refresh of the assessment could therefore be undertaken relatively quickly. **SC to liaise with LCRCA and appropriate internal colleagues to reassess sites once provided by Wirral.**

Merseytravel experience of green belt release at Halsnead in Knowsley has been challenging due to multiple land owners with no overall responsibility for access for public transport through the site.

Infrastructure Delivery Plan

As part of the development of an Infrastructure Delivery Plan for the borough Merseytravel's assessment of the network to accommodate Local Plan growth needs to be expanded to incorporate costs estimates. Wirral Council are looking to engage consultants to support this work.

The service costs for a single bus service are approximately £150k for 7am -7pm 6 days per week. Contributions to rail are more difficult to quantify but are generally very expensive for example installing lifts in stations costs in the region of £4m. **SC to identify and provide costs to Wirral Council for standard infrastructure items and service costs.**

SC commented on the challenge for Merseytravel to commit to future funding of bus services once the (2-5 year) period of developer funding has ceased. There are however special circumstances whereby funding could be made available for bus services e.g. Wirral Waters. There is a greater likelihood of funding for public transport services to regenerated employment sites.

Merseytravel are currently inputting to Liverpool Infrastructure Delivery Plan. Information provided includes planned network changes during the Local Plan period. **SC to send any equivalent information to Wirral Council.**

Station car parks – these are leased from Merseytravel to the train operating company. Merseytravel will consider opportunities for new car parks at stations, but the issue is competing with residential land values.

Bus Network

The Wirral bus network is relatively stable currently. There is another review due next year which is not likely to be as severe. A number of Avon Bus services have been picked up by Selwyn's. JB asked about the possible expansion of the Arriva Click service to Wirral. SC suggested demand responsive services were a potential option for inclusion within the Local Plan.

Wirral Transport Framework

Merseytravel and SC are aware of Wirral Transport Framework progress and schemes.

Actions

- EH to send Mott MacDonald Transport and Accessibility Report.
- Wirral Council to resend urban and green belt sites in July.
- SC to redo site assessment as quickly as possible, once sites received in July
- SC to send standard infrastructure and service costs.
- SC to send relevant planned infrastructure improvements affecting Wirral during the Local Plan period.

DTCM16-WIRRAL LOCAL PLAN – Draft Policy Implications Lead Local Flood Authority (LLFA)

- 6th June 2019 1.30pm South Annexe Wallasey Town Hall

Meeting with Neil Thomas (NT), Alison Chapman (AC), John Entwistle (JE), Eddie Fleming (EF), Emma Hopkins (EH), Rachel Bryan (RB)

Background

Purpose of the meeting was to present an early draft of Local Plan policies with potential LLFA implications for comment in advance of sustainability appraisal. The secondary purpose was to introduce Emma Hopkins who is working on what infrastructure requirements we should be seeking through the future plan.

Draft Local Plan Policies

EF presented the Draft Local Plan Vision, strategic objectives and policies considered to have potential LLFA implications.

Strategic Objective 7 Flood Risk - EF noted supporting text indicates 11% of the borough being at risk of flooding. The data used to assess which type of flooding this refers to and the level of risk assumed may need to be confirmed. Alternatively this could be removed. JE mentioned that there may also be an additional specific Climate Change objective incorporated. Forward Planning will share any additional objectives if proposed.

CS1A Promoting Sustainable Development – no comments

CS1B Sustainable Places by Design – NT requested addition text around Sustainable Drainage Systems (SUDs). **EF to consider how wording could be incorporated.**

CS2 Broad Spatial Strategy – NT requested additional point on climate change and flood risk reduction. **EF to include.**

Settlement Area Policies - **LLFA to review draft policies and suggest amendment if appropriate.**

Forward Planning team are currently considering amendments to include a Settlement Area Hierarchy which may be used to guide development in order of priority.

CS12 Wirral Waters – JE explained that the draft policy was initially based on the requirements linked to the extant planning permission and intended ensure important elements are secured in the event new planning applications come forward. AC was keen to ensure that a piecemeal approach is avoided and any other scheme should be based on an overarching understanding of implications. EF offered to link the policy to CS35 Sustainable Drainage Policy for the avoidance of doubt.

CS16 Port Related Development – This policy is of more relevance to the Environment Agency rather than LLFA. Marine Management Organisation (MMO) should coordinate flood risk assessments and Environmental Impact Assessments. There has been a request from Peel Posts to re-designate some of the dock estate back to Port uses which were undesignated to support the Wirral Waters development by Peel Land and Property.

CS24 Gypsies and Travellers – There is a needs assessment underway. If a need is identified then a Stage 2 study will be progressed. **EF to consider if provisions on flood risk could be addressed within the policy.**

CS30 Green Infrastructure – **EF agreed supporting text could make reference to the benefits of SUDs: water quality, water quantity, amenity and biodiversity and the provision for “long term” maintenance.**

CS31 Recreation land and Buildings – AC to consider need for LLFA to have a log of assets to record all land designated as flood storage area. Land for sport and recreation is currently set out on the UDP Proposals Map, which will be reviewed taking account of the Council’s Playing Pitch Strategy & Action Plan.

CS34 Flood Risk and Coast Protection – LLFA would like more weight within the Local Plan to support the use of Technical Guidance by developers. Buy in to the Sustainable Drainage Design and Evaluation Guide used by other local authorities is being considered. LLFA would like to add the technical guidance requirements in to the policy. EF referred to the approach in Policy CS 35 and indicated that while it may be possible to refer to technical guidance in the policy, it is unlikely that a requirement to strictly adhere to it would be accepted by an Inspector at the Local Plan Examination on the basis that detailed guidance is not subject to the same consultation process. It is important that the key criteria for assessing planning applications are explicit within the policy. **NT/ AC to check Local Plans of other authorities who use the guidance and explore how to address with EF.**

EF to make a note in the supporting text that grant funding for capital works for flood risk only applies to protection of the resident population as of 2012. Funding is not available for properties built post 2012.

CS35 - Sustainable Drainage & Water Management – **NT/AC to review content and discharge hierarchy and agree with need to ensure provision for drainage schemes applies over the lifetime of the development.** AC noted that is the current desire for run off rates for previously developed land to match greenfield. NT would be happy to provide support at the Local Plan Examination. The Local Plan Viability Study makes assumption that SUDs can be accommodated but this can be tested at examination. **AC to check other Local Plans.**

SUDs could be a potential element for inclusion within the Liverpool City Region Spatial Development Strategy.

NT indicated that the above ground SUDs e.g. swales, basins and ponds can be classed as sewers and can now be adopted by United Utilities if built to an adoptable standard. This reduces the need for management companies to be established, for example Acre Lane is a pilot site.

LLFA to check future planning applications if a Ground Water Source Protection Zone in place and flag up the requirement for the Environment Agency to be consulted.

CS36 Pollution and Risk – No comments

CS37 Contamination and Instability - Coastal Change Management Areas will need to be designated alongside erosion risk management plans for Dee Cliffs and Shorefields.

There may need to be a separate Coastal Change policy in which further liaison will take place.

CS38 Minerals and Waste – No comments

Policy CS44 – Developer Contributions – Viability consultants are reviewing the opportunities for the introduction of Community Infrastructure Levy (CIL). New CIL national guidance is pending.

Local Plan Site Allocations

LLFA noted that non-mapped water courses could affect flood risk on future development sites allocated within the Local Plan. There is evidence of small developments causing issues. Any detailed study should be undertaken by Wirral Council rather than developer led. **LLFA to consider risk of doing nothing, potential study cost and who would undertake the work.**

Local Plan Timetable

JE provided an update on the Local Plan timetable. Public consultations under Regulation 18 consultation is proposed in January and under Regulation 19 in summer 2020. Submission to Secretary of State is planned for November 2020. The level of detail of the Regulation 18 consultation document is yet to be finalised however as much detail and certainty as possible is required.

Other potential policy standards include optional water efficiency standard. United Utilities are supportive of this as the Wirral is dependent on Sutton Hall for drinking water.

Infrastructure Delivery Plan

The pending Infrastructure Delivery Plan will need to identify current issues and relevant work programmes, along with potential risks per site and mitigation costs. Consultants would be engaged to support this work.

NT was aware of 15 locations where works are needed over the next 20 years; 4 of which would be subject to Level 2 Surface Water Management Plans. These are identified in the Capital Investment Programme and include:

- Heswall;
- Pensby, Thingwall and Irby;
- Hoylake, and
- North Cheshire Trading Estate.

The Environment Agency is the main contacts for water course costs. **NT to check and provide standard costs for coastal defences.**

Actions

- NT/AC to provide policy feedback ASAP to enable feed in to viability study and sustainability appraisal after checking settlement area, flood risk and drainage policies.
- LLFA to consider if detailed study on unmapped and unknown water courses can be undertaken. .
- NT to provide standard costs for coastal defences.
- EF to incorporate draft policy changes as necessary.

DTCM17-WIRRAL LOCAL PLAN - SCOTTISH POWER ENERGY NETWORKS (SPEN)

- 7 June 2019 13.00pm SPEN Offices, Prenton

James Scott (JS) and Ken Barrington (KB) SPEN, John Entwistle (JE) and Emma Hopkins (EH) Wirral Council

KB explained that the previous contact Dewi Jones although officially still in post has been placed on a project for 3-6 months. KB has been working recently with Warrington and Cheshire East on their Local Plans.

JE provided an update on the Local Plan timetable. The Ministry of Housing Communities and Local Government have identified Wirral as potentially requiring intervention due to lack of progress. Wirral have submitted an accelerated timetable to the Secretary of State which cannot be deviated from. Regulation 18 and Regulation 19 consultation are proposed in January and Summer 2020, respectively with submission to the Secretary of State in November 2020.

In 2017 JS provided commentary on key issues and deliverability (including costs of infrastructure) of urban and potential green belt sites. Wirral Council are seeking to maximise development in the urban area and are looking at potential re-designation of employment sites for housing. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period. There were 3000 responses to the previous Development Options Review consultation on green belt sites.

JE provided an explanation the government standard method for housing numbers which results in a requirement for 803 houses plus an additional 20% buffer as a result of the Housing Delivery Test.

JE provided an overview of the key sites for Wirral Growth Company partnership with Muse.

The costs provided by JS are generally still current - they have only gone up 5% since 2017. KB stated the cost of a primary substation, which would be required for a number of the sites previously assessed, is £2 million with a 2 year lead in time and requires a 50x50m site. Developers are generally unwilling to pay for network reinforcement. SPEN have supported Warrington Council in a £14m Housing Infrastructure Fund bid to support housing delivery. JE stated that viability is a big issue in East Wirral.

SPEN is keen to understand the electric vehicle charging policy proposed in the local Plan. Electric Vehicle charging points put twice as much demand on the electricity network. Wirral Council are unsure about policy as yet. Proposed policies would need to be tested by viability consultants. KB stated that Cheshire East are the leaders on electric vehicle charging planning policy and advice could be sought from them.

OFGEM rules mean that SPEN are not able to invest in additional capacity in their own network. Investment works on an 8 year cycle. The current ED1 period (2015-2023) modernisation work c£11m is not providing any additional capacity. There is a 4 year planning process underway for ED2.

There is a competitive situation in terms of local network connections from the sub-station to connections to individual dwellings; SPEN are not permitted to bid against Independent connection

providers (ICPs) for local networks installed on new housing developments. SPEN only liaise with the ICP, not the end user (ie the housebuilder).

Currently the west of the borough has greater capacity than the east. There is only limited capacity to support Wirral Waters; Peel will have to confirm that there is sufficient capacity-SPEN can't assist. JS stated that anything under 50 housing units could be accommodated. KB caveated that this is only based on the current knowledge now, other future demands could reduce this capacity and loads are only going to increase going forward. Flats increase demand on the network as they are not gas-connected. Potentially sites could be competing with one another for capacity. KB said that SPEN can (free-of-charge) carry out a high-level assessment of whether a development site would require a new primary sub-station. Anything more detailed would require a feasibility study (charged on a cost-recovery basis). It was noted that moving existing assets to facilitate development is very costly, for example £1m per span to move power lines.

Actions

- EH to send potential sites for redesignation from employment uses to housing including a map info layer.
- If possible Wirral Council to identify if sites are proposed for flats or housing as this will impact on the electricity demands.
- Once annualisation of the housing supply has been undertaken. EH to send map info layers to JS for high level consideration of cumulative impact.
- Wirral Council to provide early clarity on the likely policy approach for EV charging
- If feasibility studies are required at site level the cost and time estimate would be £7-10k and 2 months respectively

DTCM18-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN (IDP) Leisure Services

- 11th June 2019 1pm West Kirby Concourse

Meeting with Damian Walsh (DW), Robert Oates (RO), Emma Hopkins (EH)

RO and EH set out the background to the Local Plan timetable and requirements for housing delivery. EH introduced the IDP which is capturing infrastructure requirements we should be seeking through the future plan.

DW set out the Sport England needs analysis and segmentation. There is a tailored programme at centres based on segmentation.

An external study into Woodchurch Leisure Centre has been undertaken at Members' requests. This has highlighted that 95% of the borough is within 10 minutes drive time of the centre and has highlighted a shortfall in facilities. **DW to share Woodchurch Leisure Centre Report one received.**

A football development plan has been produced which also highlights the need for space.

The leisure centres are self-financing and are the second highest income service for the council. **DW to send over current Capital Programme.**

It is difficult to quantify capacity at leisure facilities and costs per x number of homes for service provision within the Local Plan Infrastructure Delivery Plan. It is also hard to define what is desirable rather than essential e.g. nice to have facilities such as skate parks and climbing walls. Sport England calculate a cost per station and station use to calculate revenue generation. **DW to send Sport England model costs.** RO stated that the Open Space evidence study, currently under development should provide standards.

Guinea Cap, Europa Pools, and West Kirby are all in the Growth Company plans. **EH to speak to Inward Investment team to understand latest thinking.**

RO showed DW on screen the links to the Forward Planning online mapping. **DW to review sites to consider potential implications for locations.** The implications of development some of the green belt sites was discussed e.g. Bromborough, Eastham and Heswall where there are fewer leisure facilities. Wirral Council closely monitor costs in the neighbouring facilities at Neston and Ellesmere Port. It was noted that there is a potential development site within close proximity to Woodchurch Leisure Centre on the Woodchurch Estate.

Actions

- **DW to share Woodchurch Leisure Centre Report one received.**
- **DW to send over current Capital Programme.**
- **DW to send Sport England model costs.**
- **EH to speak to Inward Investment team to understand latest thinking.**
- **DW to review sites to consider potential implications for locations.**

DTCM19-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN – IMPLICATIONS FOR WASTE COLLECTION AND CLEANSING

14 June 2019 15.30pm Wallasey Town Hall

Meeting with Andrew McCarten (AMc), Mike Cockburn (MC), Eddie Fleming (EF), Emma Hopkins (EF)

EH provided an update on the pending Local Plan and Infrastructure Delivery Plan timetable and the calculations using the government standard method which are indicating that land should be found to accommodate c800 new dwellings each year over the 15 year the Local Plan period. EF indicated that existing policy in the Joint Waste Local Plan for Merseyside is due for review.

AMc and MC are keen to understand the mix of housing type proposed. EF advised that there an update on the Strategic Housing Market Assessment in September, will consider the need for different types of accommodation including specialist housing. Potential options that may need to be considered include provisions to increase densities and re-allocate land within the urban area before the Greenbelt. AMc and MC are keen to encourage underground storage. **MC to provide APSE design guide.**

The cost implications would arise for each additional km of highway to be cleansed, depending on the type, location and layout of each new development. Intensively used areas, such as shopping areas, industrial areas and visitor destinations require more intensive cleansing. The settlements in west Wirral are generally cleansed on a 12-week or 4 week cycle. **MC and AMc to provide details of preferred highway materials and layouts.** Any specifications for inclusion within policy will need to be tested by Local Plan viability consultants. Details of additional highway km and layouts may not be known until planning application stage.

Increased waste costs would also arise from the collection of additional bins and the need for any additional vehicles. Additional waste generated will also incur an increase in landfill tax, lorry and processing costs, which could be estimated on the basis of average kg per household. AMc undertook a costing exercise following the 2017 Development Options Review meeting with Andrew Fraser. **AMc to revisit this work to understand potential additional costs.**

The Council has an existing contract with Biffa for waste collection and cleansing. Any additional new development would be an extra cost to the contract. Ideally some of this cost could be borne by development.

Government is consulting on changes to waste collection including free garden waste and additional wheelie bins, which will have contract implications including the need for additional vehicles.

EH and EF to engage with Carl Beer at Merseyside Waste Disposal Authority to check if there would be implications for capacities at waste facilities including Bidston Waste Transfer Station and Clatterbridge and West Kirby Household Waste Recycling Centres.

EF discussed the draft policy for developer contributions and the prospects for the introducing of Community Infrastructure Levy (CIL) subject to viability, if Council Departments are able to identify the impact of new development on community services.

AM raised that litter bins were only required to be provided by fast food outlets and not by newsagents and other facilities that generate increased litter. AMc keen not to not encourage alley ways which present street cleaning challenges.

Actions

MC to provide APSE design guide.

MC and AMc to provide details of preferred highway materials and layouts.

AMc to revisit 2017 work to understand potential additional costs.

EH and EF to engage with Carl Beer at Merseyside Waste Disposal Authority.

DTCM20-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN (IDP)– Libraries

- 20th June 2019 10am Wallasey Town Hall

Meeting with Julie Williams (JW), Julie Mann (JM), Pete Collins (PC), John Entwistle (JE), Emma Hopkins (EH)

JE provided an update on the Local Plan timetable. The Ministry of Housing Communities and Local Government have identified Wirral as potentially requiring intervention due to lack of progress. Wirral have submitted an accelerated timetable to the Secretary of State which cannot be deviated from. Regulation 18 and Regulation 19 consultation are proposed in January and Summer 2020, respectively with submission to the Secretary of State in November 2020.

Wirral Council are seeking to maximise development in the urban area and are looking at potential re-designation of employment sites for housing. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period.

There were 3000 responses to the previous Development Options Review consultation on green belt sites. Consultation was held within the libraries and public meetings.

The Forward Planning Team has had a boost in resources including Emma Hopkins leading on the Infrastructure Delivery Plan. EH summarised her current approach to meeting with internal and external service providers to understand existing deficits, planned works and commentary on site allocations.

JW provided an update on the Library Review. There are currently 24 libraries. There are plans to retain the overall numbers but introduce a programme of either keep and enhance; relocate; or move to a volunteer run model.

JM introduced the Library Strategy which is based on national standards and guidance and needs analysis. Thematic areas include culture, health and well-being, reading, digital IT, info and education, community involvement and delivery, events and activities. The service supports Wirral Council Pledges and Wirral Plan.

There can be a mismatch between needs and usage. There is higher use and volunteer interest in the more affluent areas.

JW to send needs analysis and strategy to EH.

JW to send Pen Pictures for each location to EH.

PC raised the impact of external factors on library usage e.g. Universal Credit has increased the use of IT. There are opportunities to introduce other agencies into libraries or libraries into other facilities. Public transport also influences access by older users.

Considering the opportunities for library funding through Local Plan development it was suggested that outreach rather than new physical capacity. Green belt release for example in Storeton area if a new community hub was built libraries would want to have a presence. There is also the opportunity to increase book funds, staffing and technology.

JE stated that the SHMA Household Survey should identify needs for older people.

There is a Retirement Village planning application in Thornton Hough. There is also a library proposed as part of Wirral Waters planned dementia care development. EH to look at planning application. **JE and EH meeting with Peel EH to raise library location issues.**

DTCM21-LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN meeting (IDP) – Environment Agency (EA)

20 June 2019 3pm Wallasey Town Hall

Attendees:

Wirral Council - John Entwistle (JE), Emma Hopkins (EH), Rachel Bryan (RB)

EA – Steve Sayce (SS)

Background

The purpose of the meeting was to receive any information from the EA to help inform the IDP and provide costs for schemes or assets which may impact the IDP or provide wider benefits to Wirral in terms of flood risk and sustainability.

JE gave an update on the Local Plan process.

- 3000 responses after Development Options Review consultation, 96% of which those were Wirral residents
- Action Plan was submitted in April 2019 which presents the LP timeline.
- Evidence base work ongoing to be ready for September 2019 (Reg 18)
- Reg 18 consultation will likely be preferred options style report with insight on a strategy if we go into Green Belt (ARUP may come up with different GB sites)
- Submission of Local Plan by November 2020 (Reg 19).

Staff contacts for Wirral:

SS role has not yet been backfilled. Andy Davies may be potential lead for Wirral. SS to provide contact details in due course.

FCERM contacts:

Graham Todd – email: graham.todd@environment-agency.gov.uk

Brenda Fields and Iain Blakeley.

Wirral Waters (WW) - JE

Belong – has planning permission, Legacy scheme – almost PP, Urban splash – almost PP

These sites are to come forward for 5 year supply (1-5). In discussions with Peel for number of sites for years 6-15 as there is uncertainty on numbers.

Evidence base – JE

Sustainability Appraisal (SA)

SS provided comments on the draft SA Scoping Report for the Local Plan by consultants AECOM. JE indicated that AECOM are producing a revised scoping report.

Level 1 Strategic Flood Risk Assessment (SFRA)

L1 SFRA is complete. There are potential sites to go forward for L2 SFRA and JBA are on hand to complete L2 once sites are chosen.

Infrastructure Delivery Plan (IDP) - EH

EH detailed the timetable for IDP delivery. EH met with all providers (Scottish Power, UU for example) to understand plans for the future, to document what plans are going forward and if there are any issues or implications in different areas of the borough.

EH discussed the importance of IDP and the impact it has on what goes forward for consultations e.g. sites, costs, constraints, funding.

Natural Flood Risk Management

SS discussed de-culverting / re-meandering in the Birket / Fender would benefit the watercourse and Water Framework Directive (WFD) water quality issues.

If potential development was built on the Fender, it could be a source for possible partnership funding. Although any scheme would need to have wider benefits.

Climate change – business case would identify properties at risk. Possibly would come to others for contributions. SS discussed that it is rare for EA to fund everything themselves unless an area floods.

Costs - watercourse for mitigation

SS – Development mitigation around flood risk. Look for development contributions for capital schemes – authorities to develop sites to get funding. Priority action plans – information on GIS plotted.

SS to check to see if there are standard costs for flood defences, but these are usually site specific due to feasibility

For coastal defence costs and cost for main river to EA – LLFA

SS recognised that the Flood Map for Planning is wrong at the Wirral Waters site - WW FZ3 fluvial, but there is also tidal + Climate Change at the back end of the scheme. How would this be mitigated? Taller buildings? Own onsite remediation through finished floor levels (EA would not defend). EA would welcome anything to attenuate surface water run-off into the docks.

Groundwater Source Protection Zones (SPZ)

SS – SPZ is not likely to impact on planning decisions in Wirral; although they could impact on some SUDS solutions. However any uses which could lead to potentially polluting run-off without correct mitigation or measures for prevention causes issues.

Water Quality

SS recommends sticking to WFD. Development would have to improve watercourse.

SS to check about potential Nitrate Neutral requirements (*Natural England recommended that all new-build homes have to meet strict environmental rules over nitrate levels*)

Flood Risk Strategies

SS to provide feedback from FRMP update meeting.

Draft Local Plan DM policies – SS offered to review draft DM policies on an informal basis. SS recommended the Manchester Local Plan policies as a good example.

Duty to Cooperate

The Council needs to develop a Statement of Common Ground. JE/EH to develop appropriate text and send to SS and EA team email address for comment.

Actions

- **SS to ask standard costs, usually site specific due to feasibility**
- **SS to check about Nitrate Neutral**
- **SS to provide feedback from FRMP update meeting**
- **JE/EH Statement of Common Ground text**

DTCM22-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN (IDP) – School Places

- 26th June 2019 10am Hamilton Building

Meeting with Janette Royale (JR), Mike Woosey (MW), Sally Gibbs (SG), John Entwistle (JE), and Emma Hopkins (EH)

JR, MW and SG provided a summary of their respective roles for the benefit of EH.

JR – responsibility for all asset management, including acquisition and disposal of council assets. Working to support the delivery of the Council's pledges for retail, housing and business growth and links to the One Public Estate.

MW – responsible for Schools Capital Programme and strategic planning for the schools estate.

SG – Schools Admissions Manager- plus school place planning role. Planning ahead for the future and dealing with changes e.g. school closures.

It is important for regular School Places Planning meetings to take place for there to be an understanding of the SHLAA and planned housing sites. Overall there tends to be a movement within the Wirral rather than an overall increase in primary pupil numbers. There is a slight net gain between primary and secondary because of people coming in from out of area for grammar schools.

JE provided an update on the Local Plan timetable. The Ministry of Housing Communities and Local Government have identified Wirral as potentially requiring intervention due to lack of progress. Wirral have submitted an accelerated timetable to the Secretary of State which cannot be deviated from. Regulation 18 and Regulation 19 consultation are proposed in January and Summer 2020, respectively with submission to the Secretary of State in November 2020. There is a raft of evidence studies currently being undertaken.

Wirral Council are seeking to maximise development in the urban area and are looking at potential re-designation of employment sites for housing. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period. Potential employment sites for re-designation include Moreton, Bromborough Riverside Park, D1 Oils and MOD site.

There were 3000 responses to the previous Development Options Review consultation on green belt sites. If green belt does not get released, land can be safeguarded for the next Local Plan.

JE shared the SHLAA 2019 Call for Sites questionnaire and encouraged Asset Management to complete for any additional sites for inclusion to maximise development in the urban area. This need to be completed by 12th July. **JR to complete call for sites form for asset management sites for inclusion within the Local Plan.**

SEN review is almost complete indicating a potential to consolidate the estate in addition to services in the local community.

There is the potential for some school reorganisation in Leasowe.

SG asked about vacant homes. JE indicated that 250 per year are to be included within the Housing Trajectory.

The Forward Planning Team has had a boost in resources including Emma Hopkins leading on the Infrastructure Delivery Plan. EH summarised her current approach to meeting with internal and external service providers to understand existing deficits, planned works and commentary on site allocations.

EH talked through her work to identify potential school capacity issues through assessment of SHLAA and green belt sites within each school catchment area. SG suggested that the School Planning Areas (which group school catchments) should also be used to identify spare capacity in other nearby schools and for 20% reduction to be applied for children wishing to attend faith schools. SG identified that all schools need to have some spare capacity approximately 5% for parent preference. **SG to send School Planning Area and review EH calculations for school place needs once rerun.**

EH is also responsible for the Spatial Portrait of the borough which provides commentary on school capacity and opportunities for expansion by Settlement Area. **EH to fill out as much detail as possible in the Spatial Portrait from the latest School Organisation Plan spreadsheet. MW to review Spatial Portrait and provide commentary on expansion potential.**

MW will also provide the school capital programme and standard costs.

There are already capacity issues in the Heswall, Greasby, Irby, and Moreton and Leasowe areas.

School bus services also influence catchment areas. This is managed by Merseytravel. West Kirby and Calday Grammar Schools do run their own services to Wallasey. Between Raby Mere and Thornton Hough Primary because there is a hazardous walk route Wirral Council has to subsidise a public bus, school bus and pay mileage. There is some parental preference for schools within Cheshire West and Chester. Neston High School for example has included a number of Wirral primary schools as feeder primaries within its admissions policy. These are not covered by Merseytravel supported bus services.

Alternative Provision – MC Morgan Academy at Solar Campus closure will result in smaller units within community facilities.

Wirral Waters – There is a need to undertake a more detailed review of Wirral Waters which currently sits within the Kingsway Catchment. There is capital funding identified for Riverside Primary following the closure of Rock Ferry High School how and when this is spent needs to be considered.

Actions

- **JR to complete call for sites form for asset management sites for inclusion within the Local Plan.**
- **SG to send School Planning Area.**
- **EH to review calculations for school place needs incorporating School Planning Areas.**
- **SG to review capacity analysis once undertaken.**
- **EH to fill out as much detail as possible in the Spatial Portrait from the latest School Organisation Plan spreadsheet.**
- **MW to review Spatial Portrait and provide commentary on school expansion potential.**
- **MW will provide the school capital programme and standard costs.**

DTCM23-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN (IDP) – NHS Community Trust

- 2nd July 2019 1.30PM Mariss House

Meeting with Paul Edwards (PE), Iain Stewart (IS) and Emma Hopkins (EH)

EH provided an update on the Local Plan timetable. The Ministry of Housing Communities and Local Government have identified Wirral as potentially requiring intervention due to lack of progress. Wirral have submitted an accelerated timetable to the Secretary of State which cannot be deviated from. Regulation 18 and Regulation 19 consultation are proposed in January and summer 2020, respectively with submission to the Secretary of State in November 2020. There is a raft of evidence studies currently being undertaken.

Wirral Council are seeking to maximise development in the urban area and are looking at potential re-designation of employment sites for housing. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period.

There were 3000 responses to the previous Development Options Review consultation on green belt sites.

IS is aware of SHLAA 2019 Call for Sites questionnaire which has been sent out recently and asked if the team is in dialogue with Magenta Homes who have a number of potentially sites. PE mentioned the aspirations for Hamilton Surgery to relocate and the opportunities within central Birkenhead. NHS is awaiting confirmation from Wirral Council Asset Management.

The Forward Planning Team has had a boost in resources including EH leading on the Infrastructure Delivery Plan. EH summarised her current approach to meeting with internal and external service providers to understand existing deficits, planned works and commentary on site allocations.

GP practices are of variable quality. It is likely that there will be more practice mergers and relocations in future.

EH talked through her work to identify potential capacity issues for all services. Darran Hunter has previously provided rule of thumb of 1500 patients per GP, and potential section 106 costs from Cheshire East. PE also raised that in addition to Facilities there also needs to be other services depending on the needs and age profile of the population. EH mentioned the SHMA study being undertaken which will identify housing needs by Settlement Area.

EH to share section 106 costs from with IS and PE for any additional costs for GPs, Pharmacies and Dentists.

EH to send list of sites to IS for commentary.

IS to send contact details for Dawn Williams at Wirral NHS Community Trust who should be able to provide any other relevant contacts.

IS to use potential site allocations to inform refresh of Estates Strategy which can be complete within 2 months.

There is a Health Wirral Estates Group which EH could attend which provides an overview of current projects and thinking across the NHS Estate. EH to contact Dawn Williams who sits of the group.

EH is responsible for the Spatial Portrait of the borough which provides commentary on GP capacity and opportunities for expansion by Settlement Area. EH shared accessibility mapping that had been undertaken by Liverpool City Region Combined Authority. EH asked if there are any mapping layers available so accurate locations of GPs within our documents. **IS to put EH in touch with Robert Minsule. IS to review Spatial Portrait GP text and provide commentary on capacity expansion potential.**

Actions

- **EH to share section 106 costs from with IS and PE for any additional costs for GPs, Pharmacies and Dentists.**
- **EH to send list of sites to IS for commentary.**
- **IS to use potential site allocations to inform refresh of Estates Strategy which can be complete within 2 months.**
- **IS to send contact details for Dawn Williams at Wirral NHS Community Trust who should be able to provide any other relevant contacts.**
- **IS to put EH in touch with Robert Minsule for mapping on NHS estate.**
- **IS to review Spatial Portrait GP text and provide commentary on capacity expansion potential.**

DTCM24-Liverpool City Region Planning Policy Managers Meeting

Minutes of Meeting, Wednesday 10th July, 2019, Room G-10, LCRCA Offices, Mann Island, Liverpool

Present

Jamie Longmire	JL	LCRCA (Chair / Minutes)
Rachel Pitt	RP	Knowsley
Mike Eccles	ME	Liverpool
Mark Dickens	MD	LCRCA (Item 3a only)
Alan Young	AY	Sefton
Jonathan Clarke	JC	St Helens
Stephen Bengel	SB	West Lancs
John Entwistle	JE	Wirral

Item	Minutes	Action By	Due
1	<p><u>Apologies and Introductions</u></p> <p>Apologies received from Alasdair Cross (Halton) and Lucy Atkinson (MEAS).</p>		
2	<p><u>Minutes and Matters Arising</u></p> <p>Draft minutes from PPMs meeting on 29.05.2019 agreed.</p>		
3	<p><u>Planning Policy Managers Workflow</u></p> <p>c) <i>SHELMA update</i> MD informed track changed version of Part 2(b) report has been circulated via email on 08.07.2019 to Halton, Knowsley, Sefton and Wirral to address comments raised regarding sites within their boroughs that had been discounted from the SHELMA. Final comments to be received back to MD by 18.07.2019. MD will then forward to GL Hearn to then produce document for publication.</p> <p>PPMs requested to be notified when document ready to co-ordinate its publication on respective websites.</p> <p>Action: MD to circulate published document to CPs & PPMs to ensure co-ordinated publication.</p> <p>d) <i>LCR Statement of Common Ground (SoCG)</i> JL informed final version for approval was circulated via email by MD on 05.07.2019. This is the version to be taken to Combined Authority meeting 06.09.2019.</p>	MD	Early Aug

Item	Minutes	Action By	Due
	<p>JE queried if would also go to CA H&SPAG first (as originally intended). JL informed details on future H&SPAG dates are presently under review following appointment of new chair and MD would be in position to advise Chief Planners Group once confirmed.</p> <p>All PPMs informed of proposed approval routes / dates: Knowlsey - Dep. Portfolio Holder 17th July; Liverpool – TBC; Sefton – Cabinet 25th July (agenda public 19th July); St Helens – Cabinet 18th Sept; West Lancs – Cabinet 10th Sept; Wirral TBC.</p> <p>RP added happy to share Knowsley’s cover report to group.</p> <p>Action: RP to circulate cover report with group.</p> <p>e) <i>Brownfield Land Registers</i> JL noted that the CA is compiling published 2018 Brownfield Land Registers (BLRs) and mapping data with intention to publish on CA website and will advise LPAs when this is done.</p> <p>Action: LCRCA to publish compiled BLR and advise PPMs when done.</p>	<p>RP</p> <p>JL/MD</p>	<p>ASAP</p> <p>End July - Early Aug</p>
4	<p><u>Planning Policy Matters</u></p> <p>a) <i>Local Plan timetable update</i></p> <p>Verbal updates given from each PPM on respective LP and SPD progress.</p> <p>JL relayed that Halton aim to publish draft Plan for public consultation for 8 weeks from the 25th July 2019.</p> <p>Action: All to check Appendix A and B - Ongoing Local Plan and SPD Progress - and provide any updates to JL where necessary.</p> <p>b) <i>Local studies being commissioned</i></p> <p>Verbal updates given from each PPM on studies / evidence informing their respective Plans.</p>	All	ASAP

Item	Minutes	Action By	Due
	<p>AY noted Sefton are currently consulting on Draft SHMA Update with comment deadline of Fri 26th July 2019.</p> <p>Action: All to check Appendix C - Ongoing Studies and Evidence - and provide any updates to JL where necessary.</p> <p><i>c) Viability Support</i></p> <p>RP queried who LPAs were using for viability support. PPMs shared details.</p>	All	ASAP
5	<p><u>CA Update</u></p> <p><u><i>Spatial Development Strategy</i></u></p> <p>JL informed the CA intends to undertake programme of engagement which will include opportunity to initially comment on SDS policy direction alongside other emerging strategies including Local Industrial Strategy (LIS) in autumn 2019.</p> <p>MD / JL will be contacting Chief Planners and PPMs from each of the 6 constituent authorities individually to arrange meeting to discuss SDS and Local Plan progress and evidence.</p> <p>Action: JL to contact CPs & PPMs for availability to meet.</p> <p><u><i>RTPI Climate Change Research</i></u></p> <p>JL noted that RTPI researcher Dan Slade is undertaking research on climate change resilience to inform SDS policy. Following presentation by Dan to CPG on 14.06.2019 a questionnaire was circulated to LPAs asking for info on their existing /emerging climate change policies. Dan has asked if LPAs could be reminded to complete and return to him by 26.07.2019.</p> <p>Action: JL to re-circulate RTPI questionnaire on climate change; all to seek to complete and return to Dan by 26.07.19.</p>	<p>JL</p> <p>JL / All</p>	<p>Mid July</p> <p>26.07.2019</p>
6	<p><u>LCR Updates</u></p> <p><u><i>MEAS</i></u></p> <p>JL relayed MEAS update provided by Lucy Atkinson (LA).</p>		

Item	Minutes	Action By	Due
	<p>CPG has agreed that MEAS will undertake a high level 5 year review of the waste local plan, there is no timescale set for this but it will be a priority. If this shows up any major policy review requirements then further additional review may be required - this would be a substantial piece of work.</p> <p>The 2018 LAA in conjunction with Warrington and Greater Manchester is still being finalised. Data for the next NW aggregates monitoring report has been collected and there will be feedback on that in due course before we begin the 2019 LAA.</p> <p>Recreational Mitigation Strategy – awaiting detailed work from Sefton before finalising, but further work on evidence is needed due to weaknesses identified by the steering group. Alan Jemmett is currently negotiating with districts regarding additional funding.</p>		
7	<p><u>Any Other Business</u></p> <p><u>Training & CPD</u></p> <p>RP queried what LCR Policy Teams were for doing for CPD e.g. RTPI season tickets; various approaches and experiences were shared.</p> <p>All agreed to share relevant materials from any CPD events attended in future.</p> <p>JL noted that the CA put requirement for consultants to provide several hours CPD in the tender spec. when commissioning and would be happy to include LCR teams when this is delivered.</p> <p>Action: All to share any relevant CPD material from courses attended etc. as and when.</p> <p><u>Custom Build Requirements</u></p> <p>AY queried how other LPAs are accommodating custom build requirements; various approaches and experiences shared.</p> <p><u>Staffing</u></p> <p>RP noted that x2 Policy Officer posts at Knowsley are to be re-advertised.</p>	All	Ongoing

Item	Minutes	Action By	Due
	<p><u>Future PPMs Day Change</u> JC queried if future PPMs could possibly be moved from Weds to Tues to accommodate staffing arrangements at St Helens. All agreed to this. JL agreed to look to into room availability.</p> <p>Action: JL to send revised dates and room bookings.</p> <p><u>Next PPMs Meeting</u> In light of holidays, JL proposed to cancel next scheduled PPMs (21.08.2019). Next PPMs would then be Tues Oct 1st.</p>	JL	Sent with minutes 16.07.2019
8	<p>Time, Date & Venue of Next Meeting:</p> <p>2-4pm, Tuesday* 1st October, Room GA-10, Mann Island, Liverpool</p> <p>*Please note day change</p>		

DTCM26-WIRRAL LOCAL PLAN - IMPLICATIONS FOR MERSEYSIDE POLICE –

11 July 2019, 1.30pm Wallasey Town Hall

Meeting with: Chief Inspector Nicholas Gunatilleke (NG) and Emma Hopkins (EH)

Council officers are recontacting service and infrastructure providers consulted in 2017 to provide an update on the Local Plan and identify potential requirements to accommodate future development needs.

EH provided an update on the Local Plan timetable. The Ministry of Housing Communities and Local Government have identified Wirral as potentially requiring intervention due to lack of progress. Wirral have submitted an accelerated timetable to the Secretary of State which cannot be deviated from. Regulation 18 and Regulation 19 consultation are proposed in January and Summer 2020, respectively with submission to the Secretary of State in November 2020.

Wirral Council are seeking to maximise development in the urban area and are investigating potential re-designation of employment sites for housing. EH tabled a map of employment sites. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period.

There were 3000 responses to the previous Development Options Review consultation on green belt sites.

For policing purposes, the Borough is split into 4 zones based on Parliamentary constituencies with approx. 80,000 residents per zone – Wallasey (Alpha 1); Mid-Wirral (Alpha 2); Central Birkenhead (Alpha 3); and south Wirral and Heswall (Alpha 4). The highest numbers of calls for service are in Alpha 1 and Alpha 3.

A higher concentration of development sites in Alpha 4 would be of interest to the Police in terms of the potential need to reallocate resources. A Resource Allocation Model is used to determine the allocation of police resources and considers demographics, crime, deprivation and calls for service. Funding is through a Government-set formula. **EH to keep NG informed as Options for spatial distribution are advanced further to support future resource planning.**

The Police are looking to relocate from the current Birkenhead Police Station at Chester Street to another location in the Birkenhead area (still to be identified).

EH to send SHLAA questionnaire to NG for completion by Police Estate's team for Upton and Moreton if appropriate.

EH to keep previous IDP items for community police station facilities and circulate to NG for agreement.

DTCM27-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN (IDP) – Youth Support

- 26th July 2019 3030pm Cheshire Lines Building

Meeting with Simone White (SW), Lindsay Davidson (LD), John Entwistle (JE), Emma Hopkins (EH)

JE provided an update on the Local Plan timetable. The Ministry of Housing Communities and Local Government have identified Wirral as potentially requiring intervention due to lack of progress. Wirral have submitted an accelerated timetable to the Secretary of State which cannot be deviated from. Regulation 18 and Regulation 19 consultation are proposed in January and Summer 2020, respectively with submission to the Secretary of State in November 2020.

Wirral Council are seeking to maximise development in the urban area and are looking at potential re-designation of employment sites for housing. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period.

In the last few years Wirral has been delivering closer to the 800 homes per year required by the government for the Local Plan.

There were 3000 responses to the previous Development Options Review consultation on green belt sites.

SW raised the challenge that the use of Settlement Areas does not align with any of the universal reporting/ planning areas used e.g. NHS 9 neighbourhood model, constituencies, or LSOAs.

SW and LD were keen to support the Local Plan team in ensuring effective “place making” and “building communities”. There is information available within the Wirral Residents Survey (carried out every 2 years) on what residents think are important elements in making somewhere a good place to live and what needs improving in their area. **LD to send links to Wirral Residents Survey.** A big survey had been undertaken on contextual safeguarding which identified issues like street lighting as particularly important. LD and SW team have access to a number of community groups and forums to engage young people in realistic but ambitious discussions. Topics to be discussed with the community should include what communities need to function, what does a good community look like, what should a house look like and what makes you feel safe in a community. **JE to feed offer of community engagement support to Birkenhead Regeneration Framework project.** There are opportunities for increasing density if there is appropriate community space. Access to employment, infrastructure and a nice home environment for home workers should be considered and industry could be engaged in this.

The Forward Planning Team has had a boost in resources including Emma Hopkins leading on the Infrastructure Delivery Plan. EH summarised her current approach to meeting with internal and external service providers to understand existing deficits, planned works and commentary on site allocations.

SW noted that they managed school admissions. EH noted that school standards and admissions information had been provided following a meeting with Sally Gibbs and Jeanette Royle. SW noted that school buildings have the potential to be community resources as mixed use facilities.

Community Centres have now all transferred to the community. **EH to send list of Community Centres per Settlement Area for LD to update. LD to provide a map of services.** There has not been a study of need and there are no standardised costs available for provision of community services/ facilities in the same way that there are e.g. for schools and green space. The trend was away from provision in buildings towards a commissioned services model with other providers. Considering the different settlement areas and socio economic groups a separate solution/ model of provision for each area should be considered – not necessarily a youth club in each community for example. There are other areas that we may be able to take best practice from e.g. Leeds. **LD to send links to Leeds Child Friendly City. EH to send examples of other Infrastructure Delivery Plans to demonstrate how others have considered passing on requirements for community facilities to developers within their Local Plans.**

A Youth Offer Review is currently being undertaken which will report in October. The council has limited resources and works across services. There could be opportunities to engage the faith community which operate many community groups in their facilities.

Actions

- **LD to send links to Wirral Residents Survey.**
- **JE to feed offer of community engagement support to Birkenhead Regeneration Framework project.**
- **EH to send LD list of Community Centres per Settlement Area LD to update.**
- **LD to provide a map of services.**
- **LD to send links to Leeds Child Friendly City.**
- **EH to circulate Infrastructure Delivery Plan examples.**

DTCM28-WIRRAL LOCAL PLAN — IMPLICATIONS FOR VIRGIN MEDIA —

31 July 2019, 9am Wallasey Town Hall

Meeting with: Amanda Clare (AC) Virgin Media, Thomas Poad (TP) Virgin Media, James Hurley (JH), John Entwistle (JE), John Williams (JW), Emma Hopkins (EH)

TP is the Regional Affairs Manager at Virgin media (VM) responsible for infill. As part of the Lightning project installation is complete within 2000 homes in the Wallasey area. Leasowe is the next area to be rolled out in addition to multi dwelling units (MDUs) in Moreton. New Brighton is also being considered but is not yet programmed. JW asked about how far in advance VM plan. VM programme usually looks 18 months into the future. **AC to provide maps of existing coverage.**

JH asked about future plans to look at the west of the borough as there is no coverage. Extension of the existing network is driven by customer demand and distance from existing network – the greater the distance the more dwellings are needed to justify expenditure. At the moment separate cable ducts and chambers have to be constructed for VM either instead of or alongside Openreach. VM are looking at BT asset reuse as an option. There are currently trials at 20 sites across the UK which will be feedback to Ofcom.

VM are involved in roll out of on street electric vehicle charging infrastructure. Other Wirral Council colleagues attended a workshop session. There is a plan for the entire country to have 1GB capable infrastructure by 2022. **TP to share information on innovation (shared by email following meeting).**

VM are working with other Local Authorities to draft Local Plan policies to ensure developers provide choice. **TP to send planning policy note around changes to NPPF and implications for Local Plan policies (shared by email following meeting).**

AC is the person responsible for installation of VM within new builds and proactively engages with developers. VM have an outsourced company that look at all planning approvals. VM work with most housing developers with the exception of Persimmon. VM do not look for exclusivity but do like to have land agreements in place where possible before housing plots are sold to developers. **AC to share a draft of a land agreement.** The lead in time for installation prior to new build is 6-9 months for the spine infrastructure to be put in place (VM would prefer 9 months notice).

VM are working with Peel at Liverpool Waters and are keen to do the same at Wirral Waters. VM have a general agreement with Peel, but not necessarily with individual developers. VM work with Urban Splash who has submitted a planning application at Wirral Waters.

JE explained the Local Plan position. The MHCLG have identified Wirral as potentially requiring intervention due to lack of progress. Wirral have submitted an accelerated timetable to the Secretary of State which cannot be deviated from. Regulation 18 and Regulation 19 consultation are proposed in January and summer 2020, respectively with submission to the Secretary of State in November 2020.

Wirral Council are seeking to maximise development in the urban area and are looking at potential re-designation of employment sites for housing through a study being undertaken by Avison Young. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period.

It was noted that Peel install their own infrastructure and charge service providers to access it. At Liverpool Waters, Peel are laying spine connections but individual developers are not internally wiring VM infrastructure in individual MDU schemes. The private rented sector is hardest to penetrate. VM are happy to cover the cost of putting their network in an MDU scheme even if it is not made live – it gives flexibility at a later stage. Some developers see installing VM infrastructure as a commercial proposition rather than basic infrastructure.

JE also provided a brief update on the Wirral Growth Company (a 50:50 joint venture between Wirral and Muse developments) focused on regenerating Birkenhead funded by recycling receipts from development of transferred Council land assets in other locations.

Actions

- TP to share press information on innovation (shared by email following meeting).
 - Electric Vehicles <https://www.gov.uk/government/news/solar-high-speed-and-wifi-charging-set-to-revolutionise-electric-transport>
 - Gb announcement <https://www.virginmedia.com/corporate/media-centre/press-releases/virgin-media-to-bring-next-generation-gigabit-internet-to-millions-of-homes-across-the-uk>
- TP to send planning policy note around changes to NPPF and implications for Local Plan policies (shared by email following meeting).
- AC to provide maps of existing coverage.
- AC to share a draft of a land agreement.
- Virgin Media and Wirral Council to maintain a regular dialogue to understand issues and opportunities for the Local Plan.

DTCM29-WIRRAL LOCAL PLAN — IMPLICATIONS FOR OPENREACH —

15 August 2019, 11.20 am Wallasey Town Hall

Meeting with: Karl Thompson (KT) & Clare Wynn (CW) Openreach Strategic Relationship Managers NW/WestMids/Wales; Eddie Fleming (EF), Rachel McNern (RN), John Williams (JW) Wirral Council.

Background

The purpose of the meeting was to provide an update on the emerging Local Plan policies with potential broadband implications, and to liaise with Openreach on what infrastructure requirements we should be seeking through the future plan.

Draft Local Plan

EF presented the current position on the draft Local Plan and the background to the Council's Development Options Review in which potential sites to accommodate the need additional new housing and employment in Wirral over the period to 2035 has been subject to public consultation.

The standard method for calculating housing need under national planning policy currently identifies a minimum need in Wirral for 800 net additional dwellings per annum. The Council's annual monitoring report 2017/18 indicates there could be a requirement of 2,630 to 5,020 new dwellings by 2023.

The main options focus on expansion at Wirral Waters (Birkenhead Docks); Birkenhead Town Centre (including Woodside); and the potential release of sites that are currently within the Green Belt (shown on map tabled by EF).

As part of the assessment the Council needs to identify potential infrastructure requirements to accommodate future development needs and set policy on how it can be secured. Provision to permit development that provides underground service ducts for broadband and other services is proposed (Draft Policy CS1B refers).

Following liaison with other statutory consultees, it is currently proposed to include measures to secure basic infrastructure such as affordable housing, green space, flood alleviation and transport works etc. where necessary.

A list of circumstances in which legal agreements will be sought to mitigate the impact of development would be set through Draft Policy CS44.

A Community Infrastructure Levy could be introduced once the Local Plan is in place. This could cover the need for new infrastructure to connect new development, if this could be robustly quantified.

Future Broadband in Wirral

KT indicated that Openreach is working to provide ultrafast broadband infrastructure to replace copper wire across the UK. The aim is to provide full fibre-optic cable direct to the premises (FTTP) so there is no loss of speed across the infrastructure.

No technological changes that would replace glass fibre services over plan period are foreseen; although it unlikely there would a need for additional land as exchanges would reduce in size and number.

JW asked about infrastructure plans for Wirral Waters and the fibre first gigabit programme for Wirral. EF added that Planning Committee have recently resolved to grant planning permission for large residential schemes at Wirral Waters North-bank ([18/00470](#) and [18/00715](#) refer) and queried if we should be planning for additional linkages to the proposed regional and city network to serve existing areas and new development throughout the Borough.

KT/CW advised that they aim to work with developers to provide FTTP infrastructure upfront to avoid the need for retrofit. 9 months' notice is needed from developers (before commencement) to put plans in place for delivering new cable services to new buildings. Connections are provided free of charge in developments for 30 dwelling or more. There is a charge for schemes below 30 dwellings, but it was considered that this was best addressed between the broadband provider and the developer, rather than through the planning system. Stepped packages are available for social housing and there is a multi-dwelling unit (MDU) programme that would be suitable for flats.

EF explained that planning policy and supplementary guidance would be seeking to ensure broadband would be available at all relevant development and queried what steps could be taken to secure services regardless of who the operator may be; to avoid exclusivity, similar to way electricity is currently provided.

KT suggested that the future policy should make reference to providing for an open access network which could be shared by licenced operators and offered to provide feedback on the wording, and supply technical specifications that may be used in providing guidance for future layouts.

Actions

- EF to share current policy wording, that has been subject to public consultation and incorporate changes to Local Plan as necessary.
- KT/CW to provide maps of existing coverage and exchange points.
- KT/CW to supply technical details on equipment and layouts to assist with the production of supplementary planning guidance.
- Openreach and Wirral Council to continue liaison on issues and opportunities as the Local Plan evolves.

DTCM30-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN (IDP)– United Utilities

20th August 2019 1.30pm UU offices, Lingley Mere

Attendees:

Adam Brenan (AB) United Utilities
Emma Harris (EH) United Utilities
Tracey Harrison (TH) United Utilities
Kevin Williams (KW) United Utilities
John Entwistle (JE) Wirral Council
Emma Hopkins (ECH) Wirral Council

AB confirmed that UU would not like the site adjacent to Bromborough Waste Water Treatment Works (Glaspool) included within the SHLAA – AN to confirm position in writing.

UU explained the split of waste water into network and process. UU investment works in 5 year cycles AMP7 2020-2025 and AMP8 2025 onwards.

JE provided an update on the Local Plan timetable. The Ministry of Housing Communities and Local Government have identified Wirral as potentially requiring intervention due to lack of progress. Wirral have submitted an accelerated timetable to the Secretary of State which cannot be deviated from. Regulation 18 and Regulation 19 consultation are proposed in January and Summer 2020, respectively with submission to the Secretary of State in November 2020.

Wirral Council are seeking to maximise development in the urban area and are looking at potential re-designation of employment sites for housing which were sent to UU in advance of the meeting. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period. TH has a workshop set up with Peel regarding Wirral Waters following information sharing work at Liverpool Waters regarding assets.

JE described the latest thinking on potential Development Options. UU indicated that there is a longer lead in time for green field development.

The Forward Planning Team has had a boost in resources including Emma Hopkins leading on the Infrastructure Delivery Plan. ECH summarised her current approach to meeting with internal and external service providers to understand existing deficits, planned works and commentary on site allocations.

Some concerned raised about particular sites greenbelt sites in the Irby area in terms of lack of network and sewer flooding. An action plan identifying mitigation options would be completed by the end of 2019, but UU preference would be for these sites to come forward at the end of the plan period (2030-2035). **ECH to resend map layer and table of sites. TH and EH to review and provide commentary on concerns, potential mitigation, costs and timescales.**

KW suggested that there is sufficient capacity at the Waste Water Treatment Works to accommodate growth. ECH raised a previous concern about Meols but this is no longer an issue – probably related to previous bathing water driver.

AB to liaise with colleagues and feedback any issues for water supply.

EH/ TH showed video “Ever wondered where your water goes?”

UU would welcome green roof policies to slow water flow. UU are now looking to adopt SUDs. They are developing a portfolio of case studies. New Sewers for Adoption standard due at the end of 2019 will include SUDs.

Drinking water – due to constraints UU would support adoption of the optional water efficiency standard – separate comments to be provided by Drinking Water team.

Actions

- **ECH to send final map layer and table**
- **TH to send comments on potential housing sites.**
- **AB to send email confirmation about land at Bromborough WwTW not for inclusion within SHLAA 2019.**
- **AB to liaise with colleagues and feedback any issues for water supply.**

DTCM31-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN (IDP) – Transport and Highways

22nd August 2019 – Hamilton Building

Attendees:

Mark Smith (MS)
Shaun Brady (SB)
Michelle Whittingham (MW)
Carl Amos (CA)
Julie Barnes (JB)
Colin Irlam (CI)
Emma Hopkins (EH)

EH provided an update on the Local Plan timetable. The Ministry of Housing Communities and Local Government have identified Wirral as potentially requiring intervention due to lack of progress. Wirral have submitted an accelerated timetable to the Secretary of State which cannot be deviated from. Regulation 18 and Regulation 19 consultation are proposed in January and Summer 2020, respectively with submission to the Secretary of State in November 2020.

Wirral Council are seeking to maximise development in the urban area and are looking at potential re-designation of employment sites for housing which were sent in advance of the meeting. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period.

EH described the latest thinking on potential Development Options.

When considering higher density options there is a need to consider the implications for road layouts, design, servicing and SUDs aspirations of UU. MW confirmed that Residential Roads SPG is still referred to.

CA working closely with Eddie Fleming regarding Local Plan policy.

All to review brownfield land options currently under review by a study to consider if employment land could be used for housing. Significant areas of employment land are in the Bromborough area. The group discussed the current and likely future pressure on the A41 South. Junctions are already operating at theoretical capacity according to modelling undertaken as part of planning applications for retail and housing. JB to follow up on possible commissioning of an A41 South Study to consider likely development impact and potential mitigation along the corridor.

Particular examples were discussed e.g. the stopping up of redundant highway and unadopted road at Hind Street and Bromborough Pool respectively that could be expedited to prevent delay in development. **EH to set up a follow up meeting in next few weeks.**

Green belt options in Leverhulme Estates ownership have been commented in previously by Shaun Brady and Keith Rodgers. **SB to send previous comments on green belt parcels to EH.**

Actions

- **All to review brownfield land options currently under review by a study to consider if employment land could be used for housing.**

- **EH to set up a follow up meeting in next few weeks.**
- **SB to send previous comments on green belt parcels to EH**

DTCM32-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN (IDP) – Merseyside Waste Disposal Authority

27th August 2019 13.30 10am Mann Island

Attendees:

Carl Beer (CB) MWDA
Graeme Bell (GB) MWDA
John Entwistle (JE) Wirral Council
Emma Hopkins (EH) Wirral Council

EH outlined the purpose of the meeting to provide an update on Wirral Local Plan and consider the implications for Merseyside Waste Disposal Authority (MWDA) of the planned growth as part of the Local Plan.

CB suggested the key areas for discussion:

- Capacity and layout issues for existing Household Waste Recycling Centres (HWRCs) at Clatterbridge and West Kirby;
- Opportunities for future clean growth
- Commercial reuse and recycling e.g. Glass being recycled into glass fibre in St Helens.

Policy and Strategy

Merseyside Waste Local Plan end date is 2027. There is a Resources Merseyside Strategy and a Joint Waste Management Strategy although these need reviewing but are waiting for government decision on food and garden waste collections.

Facilities Current and Future Use

- Incinerator - Teeside
- Materials Recovery Facilities (MRFs) – Gilmoor and Bidston
- 16 HWRC including Bidston, Clatterbridge, and West Kirby.
- 4 Waste Transfer Stations including Bidston

GB to send a map layer of facilities and current use /capacities.

Existing HWRC- Bidston is the busiest Wirral HWRC. There is potential for redevelopment at Bidston but no further expansion. Network of sites unlikely to change in the next 20 years

Bidston MRF – serves the Wirral only due to the cost of transporting waste through the tunnel. There could be the opportunity to expand Gilmoor and introduce a different offer at Bidston.

MWDA has been approached by peak generator power plants on landfill sites to provide emergency power supply should there be an issue with the power supply,

e.g. Green Frog. There have also been approached regarding ground solar on sites.

MWDA are awaiting government decision on Food Waste standards which may push the requirement for weekly food waste collections – food waste involves big costs, little financial return and little environmental gain. There is currently an anaerobic digestion company called ReFood

based in Widnes. There are opportunities for others to work in the market but would need a large facility to be successful.

Recycling rates are either static or falling; limited investment by Council's to broaden the range of items which can be recycled; they are waiting to see whether national standards regarding bin collections and recycling are introduced.

If there is any spare capacity at the Teeside Incinerator it was be contracted to private companies to make money. Any change in policy to introduce an Incinerator Tax would see a change in the way waste is managed.

Local Plan Update and Development Options

JE provided an update on the Local Plan timetable. The Ministry of Housing Communities and Local Government have identified Wirral as potentially requiring intervention due to lack of progress. Wirral have submitted an accelerated timetable to the Secretary of State which cannot be deviated from. Regulation 18 and Regulation 19 consultation are proposed in January and Summer 2020, respectively with submission to the Secretary of State in November 2020.

Wirral Council are seeking to maximise development in the urban area and are looking at potential re-designation of employment sites for housing. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period.

JE described the latest thinking on potential Development Options.

Needs arising from growth

Additional waste requirements as part of the Local Plan are 1.1tonnes per house putting additional pressure on the MERFs and HWRC.

MWDA had plans for a super HWRC in Upton, this site has now however been approved as a housing site so is no longer available. The size and shape of existing sites at Clatterbridge and West Kirby and discussions with neighbours suggest there is no opportunity for expansion or additional facilities e.g. reuse "shops" or the introduction of trade waste. Target areas for a new site would be a centrally located with good access to accommodate the MRWA standard design (adopted at Kirby, Hyton and Old Swan) based on split level design on a rectangular site of 1-1.5HA with separate accesses for private and commercial vehicles.

Reuse and Energy From Waste

There is an opportunity to deconstruct and reuse materials e.g. car bumper and furniture but this requires space. These job types lead to increased social value. There is an 8:1 benefit of reuse. There is however limited processing space available for reuse businesses. **GB to send Peel's Sustainable Waste management plan for Liverpool Waters.**

Brexit could cause a 3 million tonne capacity gap. This could be the opportunity for UK energy recovery. Lancashire and Blackburn with Derwent have consented plants for energy from waste using commercial waste.

The hydrogen network could expand in the future with 30 LCR buses running on hydrogen. Protos Ince is a plastics to hydrogen plant. Bioessence plant – gasification plant to extract energy from waste centre in Hooton Park is planned.

Bridgewater Paper Mill plant is being considered this could produce a cluster of energy businesses.

Peel Ports Industrial Strategy

Currently a lot of land used in Liverpool docks for scrap metal shredding and skipping. There could be an opportunity for reprocessing and reuse industries to locate. The introduction of circular systems rather than sending unwanted materials out of the country or to London keeping jobs here.

Emmaus in Seaforth operates an upcycling and furniture charity. Bulky Bob's is a social enterprise offers a wide range of waste collection services, including household collections of large items including furniture, and commercial collections and waste disposal.

GB is the contract for further consultation going forward.

Actions

GB to send a map layer of facilities and current use /capacities.

GB to send Peel's Sustainable Waste Management Plan for Liverpool Waters.

DTCM33-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN (IDP) – CADENT GAS

3rd September 2019 12:15 Cadent Gas, Hinckley

Attendees:

Phil Halsey (PH) Cadent Gas
Emma Hopkins (EH) Wirral Council

PH demonstrated the results of Cadent Gas planning for the next period GD2 Business Plan covering 2021 – 2026. Information has been extracted from Local Authority websites and inputted into mapping programme to predict areas of deficiency. **EH to send latest mapping files to PH as shapefiles.**

PH described the Gas Distribution Network:

- Low Pressure Gas Main (LP) – 24-50 mbar
- Medium Pressure Gas Main (MP) – 110mbar to 2psi
- Intermediate Gas Main (IP) – 3.5psi to 7psi
- High Pressure Gas Main (HP)/ Local Transmission System (LTS) 7-42bar
- National Transmission System (NTS) -National Grid network

EH provided an update on Wirral Local Plan and Options.

PH stated that new gas connections are provided on a first come first served basis once a connection application has been made and are put in at Cadent's cost. New connections will not be introduced on a speculative basis unless funded by Local Authorities/ developer/ grants. The lead in time from a new connection request is c12 months. If a gas governor is at capacity then land would be required on site to provide.

Cadent have a replacement schedule to replace cast iron pipes with plastic. **PH to send details of planned works for the Wirral during the Local Plan period.**

PH has previously worked with Cambridge CC to identify gas distribution commentary across a study area. **EH to send Settlement Area boundaries for PH to comment on current network at Settlement area level.**

During the meeting PH used Cadent's model to review a number of urban brownfield, and green belt sites.

Urban brownfield:

Wirral Waters –

- Northbank would benefit from a partnership approach for developers to connect to the IP network rather than individual developers connection to the LP network.
- Marina View, Sky City and Vittoria Studios – there is capacity to connect to the network.

Hind Street – Previous gas holder use means there are connections to the existing network.

Woodside and Rosebrae – There would be a requirement to lay a new pipeline connecting to the existing network on Canning Street. This would require digging up Chester Street.

North Wirral International Business Park - Former Lubrizol and Eastham Sand – Reinforcement would be required to deliver connections to the MP main on Dock Road South.

Green Belt

As the green belt sites are at the extremities of the network there are low pressure gas mains which may require reinforcement or longer new connections to the MP or IP network. Examples provided include parcels on Thingwall Road, Old Clatterbridge Road, and Storeton.

Actions

- **EH to send shapefiles to PH of SHLAA, planning permissions and urban brownfield study sites.**
- **EH to send Settlement area boundaries for PH to comment on current network at Settlement area level.**
- **PH to send details of planned works for the Wirral during the Local Plan period.**

DTCM34-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN (IDP)– NHS Trusts

- 12th September 2019 9.30-11am St Catherine's Health Centre

Attendees

Dawn Williams (DW) Wirral Community Health and Care NHS
John Entwistle (JE) Wirral Council
Emma Hopkins (EH) Wirral Council

JE provided an update on the Local Plan timetable. The Ministry of Housing Communities and Local Government have identified Wirral as potentially requiring intervention due to lack of progress. Wirral have submitted an accelerated timetable to the Secretary of State which cannot be deviated from. Regulation 18 and Regulation 19 consultation are proposed in January and summer 2020, respectively with submission to the Secretary of State in November 2020. There is a raft of evidence studies currently being undertaken.

The government standard method indicates the need to accommodate c800 new properties each year on Wirral throughout the Local Plan period. Wirral Council are seeking to maximise development in the urban area and have commissioned a study looking at potential re-designation of employment sites for housing. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period.

There were 3000 responses to the previous Development Options Review consultation on green belt sites.

JE talked through the current spatial options being considered as part of the Local Plan.

The Forward Planning Team has had a boost in resources including EH leading on the Infrastructure Delivery Plan. EH summarised her current approach to meeting with internal and external service providers to understand existing deficits, planned works and commentary on site allocations.

DW outlined the approach for NHS Trusts (Clinical Commissioning Group, Community Trust, NHS PS Properties and Cheshire and Wirral Partnership Trust) and the local authority to work together on space utilisation and efficiencies e.g. bringing contracted services back in house. DW is working with Andy McCarten on contracts e.g. highway signage. DW mentioned that in terms of discussions with other council colleagues about a central administration location across the public sector, parking is the main issue for the NHS and an estimation of potential cost per sqm. **DW to send details of council colleagues currently engaged with.**

DW to send over a map of the current estate. Wirral NHS Trusts are currently working on a 5 year estates strategy. Wirral Community Trust is looking at opportunities for taking ownership of certain leasehold sites from NHS PS properties to achieve cost savings e.g. through in house maintenance at Bridle Road, Greasby, Eastham and the Warrens. Marine Lake Medical Centre - A new medical centre in West Kirby has been approved to progress to full business case. The capital is available to buy the land and planned for completion in 2021.

DW suggested the overview provided at the meeting would be appropriate for the Strategic NHS Estates Group.

Actions

DW to send details of council colleagues currently engaged with.

DW to send over a map of the current estate.

DTCM35-WIRRAL LOCAL PLAN – IMPLICATIONS FOR MERSEYSIDE FIRE AND RESCUE SERVICE

Wednesday 18th September 2019 2.30pm

Attendees

Debbie Appleton (DA) Merseyside Fire and Rescue Service
Emma Hopkins (EH) Wirral Council

EH provided an update on the Local Plan timetable. The Ministry of Housing Communities and Local Government have identified Wirral as potentially requiring intervention due to lack of progress. Wirral have submitted an accelerated timetable to the Secretary of State which cannot be deviated from. Regulation 18 and Regulation 19 consultation are proposed in January and summer 2020, respectively with submission to the Secretary of State in November 2020. There is a raft of evidence studies currently being undertaken.

The government standard method indicates the need to accommodate c800 new properties each year on Wirral throughout the Local Plan period. Wirral Council are seeking to maximise development in the urban area and have commissioned a study looking at potential re-designation of employment sites for housing. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period. An independent study to review the green belt is also due to report at the end of October.

EH talked through the current spatial options being considered as part of the Local Plan.

DA would be keen to ensure that an option for increased densities would see high rise buildings built and managed in a safe way. There are recommendations from the Hackett Report from Grenfell. There is currently a national government review underway.

Merseyside Fire & Rescue are currently looking to recruit a fire engineer to link with local planning authorities to provide advice.

There is a 10 minute standard for emergency response. There is only a small part of Hoylake now not within the 10 minute catchment since the closure of West Kirby Fire Station. Fire Stations in the south of the borough also provide the first response to parts of Cheshire West and Chester.

Other fire service considerations include access to hydrants, road widths.

DA keen to understand if any extra care provision is planned as there is an implication for the Fire Service response.

DTCM36-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN – IMPLICATIONS FOR WELSH WATER

19 September 2019 15.00 Wallasey Town Hall

Attendees

Dewi Griffiths (DG) Welsh Water
Emma Hopkins (EF) Wirral Council

EH provided an update on the Local Plan timetable and the government standard method which indicates the need to accommodate c800 new properties each year throughout the Local Plan period.

Wirral Council are seeking to maximise development in the urban area and have commissioned a study looking at potential re-designation of employment sites for housing. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period.

There were 3000 responses to the previous Development Options Review consultation on green belt sites.

EH talked through the current spatial options being considered as part of the Local Plan a number of which could have implications for Welsh Water. DG has previously provided maps of the catchment area for the treatment works at Target Road, which extended across the lower half of Heswall and Gayton, roughly between Telegraph Road and Chester Road and the coast and between Oldfield Farm and the Borough boundary. Previous maps sent also include underground infrastructure which could require easements and/or reduced densities or more costly diversions. An easement of 8-10m either side of pipes would be required for development on green belt parcels in Heswall. **DG to resend maps previously sent.**

The previous analysis that the sewage works has a current estimated capacity of between 600-800 new dwellings, depending on seasonal fluctuations is still current.

Assessment of all the Development Options Review sites consulted on in 2018 has shown that capacity is available. **DG to resend DOR response email previously sent.** There is currently an independent review of the green belt being undertaken by consultants and review of options for increasing densities. **EH to send latest potential sites and numbers once available as shape files.**

The site to the east of Chester Road was outside but at the edge of the Target Road catchment but it is likely that it would be served by Welsh Water. A modelling study is likely to be required. The study and model cost around £10-50k and take 6-9 months with improvements required to be funded and undertaken following this.

The contribution required for developers for connections to the network depends on the likely revenue generated for Welsh Water from the site.

Welsh Water works on 5 year funding cycle called AMPs. They are currently at the end of AMP 6 2015-2020. There is no planned investment on the Wirral during the next AMP following significant investment in 2013 to install underground storage tanks at Heswall WwTW and on Riverbank Road to store water during storm weather conditions when the works are operating at full capacity.

Schedule 3 of the Flood Water Act since January Welsh Water is the approval body for SUDs. WW still considering standard to accept. **DG to send information on SUDS.**

Actions

- **DG to resend DOR response email previously sent.**
- **EH to send latest potential sites and numbers once available as shape files.**
- **DG to resend catchment and network maps previously sent.**
- **DG to send information on SUDS.**

DTCM37-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN – IMPLICATIONS FOR TRANSPORT FOR WALES

20 September 2019 12.00 TfW Offices, Yale Business Village, Wrexham

Attendees

Lee Robinson (LR) TfW
John Entwistle (JE) Wirral Council
Emma Hopkins (EH) Wirral Council

JE provided an update on the Local Plan timetable and the government standard method which indicates the need to accommodate c800 new properties each year throughout the Local Plan period.

Wirral Council are seeking to maximise development in the urban area and have commissioned a study looking at potential re-designation of employment sites for housing. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period.

JE talked through the current spatial options being considered as part of the Local Plan a number of which could have implications for the Bidston to Wrexham line operated by TfW. Green belt release options could include small or large releases in Heswall and a new settlement option could be centred around a new station at the original Storeton Station site which is now an operational scrapyard.

There are a number of planned improvements which will increase access to employment for Wirral residents using the Bidston to Wrexham line. This includes Deeside Parkway which is a new station to allow access to Deeside Industrial Estate and improved interchange between lines at Shotton.

There are a number of future unknowns for TfW including:

- They are committed to increase car parking at some stations;
- The business case for electrification does not stack up. Looking at alternative technologies such as for bi-mode electric trains mean there will need to be a charging system on the track;
- Concept of tram trains linking to light rail system linking to employment sites e.g. Wirral Waters.

Both TfW and Merseytravel has aspirations to extend their services to operate trains from Wrexham through to Liverpool in the longer term. New rolling stock planned for TfW and Merseyrail would facilitate this. The ORR has ruled there will be no more 3rd rail electrification because of the safety implications.

New TfW rolling stock will increase passenger numbers on each train from 292 to 426. There will be an increase frequency to a half hourly service along the line Dec 2020/21 as part of the franchise agreement. These two service improvements increase the sustainability in transport terms for any development near the Bidston to Wrexham line. Consultation has been undertaken with Bidston to Wrexham Rail Users Association regarding one all stopping and one skip stop service (two trains per hour calling at all stations cannot be accommodated with current infrastructure). Feedback has been requested as to which would be the preferred stations for a skip stop service. LR will incorporate

Local Plan options within thinking. There are additional issues with a skip stop service in terms of risk assessments at pedestrian railway crossings at stations. A study of all stations has been undertaken by Arup. **LR to send station usage information and details of any improvements.** An investment case for signalling improvements, boosting track speeds and a freight loop at Padeswood were being looked at.

A new station on Wirral along the Bidston to Wrexham line would be difficult to accommodate because of the existing tight timetable and freight pathways. A relocated Heswall Station could be possible but would be difficult to make the business case for and could take 8-10 years. A new car park at Heswall could be more feasible if there were large developments in the Heswall area.

LR has presented to the Mersey Dee Alliance and is looking to become a paid-up member.

Woodchurch Station park and ride was a past project no longer under consideration.

Actions

LR to send station usage information and details of any improvements.

DTCM39-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN– IMPLICATIONS FOR PARKS AND COUNTRYSIDE

25th September 2019, 9.30am Hamilton Building

Meeting Attendees

Mary Worrall (MW) Senior Manager, Parks and Countryside
Adam King (AK) - Area Manager (Bhead Park Allot & C'side)
Martin Grayshon (MG) - Area Manager (S W Parks Allot & C'side)
Darrann Marquiss (DM) - Area Manager (Willsy Park Allot & C'side)
Andrew Fraser (AF) – Forward Planning Manager
Emma Hopkins (EH) – Principal Planning Officer, Forward Planning

EH set out the purposes of the meeting

- to provide Parks and Countryside with an update on the Local Plan in order to obtain feedback on latest thinking on spatial options;
- to discuss the emerging KKP open space assessment and standards reports.

AF and EH provided an update on the Local Plan timetable and shared the latest spatial options for accommodating c800 new properties each year throughout the Local Plan period.

The Council are seeking to maximise development in the urban area and have commissioned a study looking at potential re-designation of employment sites for housing. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period. Consultants are also undertaking an independent review of the Green Belt.

EH is developing an Infrastructure Delivery Plan to support the Local Plan which will need to identify the needs arising from growth - for transport, utilities, community facilities and green infrastructure. The team is currently consulting infrastructure providers to identify, document and cost any requirements.

MW mentioned that development in Eastham at Carlett Park has increased pressure at Eastham Country Park including damage to bluebells, as an example of where new housing is already impacting significantly on open spaces.

The current standards within the UDP for green space are being reviewed by KKP as part of their work. EH will share proposed open space standards for comment once received. Report was due on 27th September. AF set out the current standard which is as follows:

“Proposals for new family housing development, defined as houses with two or more bedrooms, will be required to provide greenspace at an overall level of 60 square metres for every new dwelling constructed and will be required within this overall requirement, to make specific provision for safe children's play.”

The policy does not apply to flats and no contribution is required if the development is within 400 metres of an existing accessible public open space of 1.5 hectares or above. This will be reviewed.

MW asked about involvement of Members within the development of the Local Plan. There have been a number of groups established for member input. A Leaders Group, All Party Members Group

and Local Plan Working Group plus fortnightly meetings with Anita Leech who is responsible for the Local Plan.

MW suggested that the steer from Members on climate change and biodiversity could impact the types of greenspace we would request. AK also suggested that the shortage of natural and semi natural greenspace highlighted in the draft KKP Open Space Assessment Report could be addressed through the local plan requirements but identified that green corridors and networks were not included within the KKP report.

There is a need to consider good practice such as buffers between housing developments and trees, to prevent future issues. The proximity between housing at Upton Park and woodland was identified as one example, which has also created a flooding issue.

AF discussed the opportunities available to the Council through amending planning policies and introducing a Community Infrastructure Levy (CIL). Greater liaison was needed between both parts of the planning and Parks and Countryside Service to deliver these. MW had previously provided the Parks and Open Spaces strategy as a source of potential schemes for inclusion.

Parks and Countryside are still willing to adopt parks and open spaces implemented as part of new development, subject to appropriate resources being secured for appropriate design and future maintenance.

EH will contact Development Management and Legal to ensure that Parks and Countryside are included in relevant pre-application, application and post-application discussions for proposals for new open spaces or which would adjoining an existing open space.

EH to send an email to MW outlining information required. Parks and Countryside to provide high level feedback 3 weeks from receipt on what would be required for new or improved open space if certain sites were to come forward for development.

EH will obtain and pass on the latest list of section 106 agreements from Development Management, to see if relevant monies were being drawn down and details of new developments at Acre Lane and Arrowe Park Road.

Actions

- **EH to share final assessment and draft standards paper from KKP once received.**
- **EH to send an email to MW outlining information required on proposed directions for future development.**
- **Parks and Countryside to provide high level feedback 3 weeks from receipt on what would be required for new or improved open space if certain sites come forward development.**
- **EH to pass on the latest list of section 106 agreements from Development Management and details of new developments at Acre Lane and Arrowe Park Road.**
- **EH to contact Development Management and Legal to ensure that Parks and Countryside are included in relevant pre-application, application and post-application discussions.**

DTCM40-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN (IDP) – WUTH

- 26th September 2019 3.30pm Arrowe Park Hospital (APH)

Attendees

Anthony Middleton (AM) Wirral University Teaching Hospital (WUTH)

John Entwistle (JE) Wirral Council

Emma Hopkins (EH) Wirral Council

JE provided an update on the Local Plan timetable. The Ministry of Housing Communities and Local Government have identified Wirral as potentially requiring intervention due to lack of progress. Wirral have submitted an accelerated timetable to the Secretary of State which cannot be deviated from. Regulation 18 and Regulation 19 consultation are proposed in January and summer 2020, respectively with submission to the Secretary of State in November 2020. There is a raft of evidence studies currently being undertaken.

The government standard method indicates the need to accommodate c800 new properties each year on Wirral throughout the Local Plan period. Wirral Council are seeking to maximise development in the urban area and have commissioned a study looking at potential re-designation of employment sites for housing. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period. An independent study to review the green belt is also due to report at the end of October.

JE talked through the current spatial options being considered as part of the Local Plan.

The Forward Planning Team has had a boost in resources including EH leading on the Infrastructure Delivery Plan. EH summarised her current approach to meeting with internal and external service providers to understand existing deficits, planned works and commentary on site allocations.

AM noted that the Trust does not provide local access services so are interested in population growth overall in the Borough. There is a 2% growth in demand annually with no population growth, but acute hospital beds are utilised 5% more efficiently year on year and beds turnover twice as fast as 20 years ago.

The main issue for WUHT is who new housing attracts. For example housing growth in Warrington led to growth in demand for paediatric, maternity and older people's services, everything else stayed the same. With an aging independent population there are high numbers of users of social care support in Wirral. Additional family accommodation would help the Trust retain and attract staff as the nursing workforce increasingly has families – the purpose built nursing accommodation at APH is under-occupied. **EH to share any relevant information from Strategic Housing Market Assessment (SHMA) once received.**

AM set out the trusts clinical and estate ambitions to move several services from APH to Clatterbridge to reduce pressure at the APH site and potentially take advantage of modern facilities at Clatterbridge Cancer Centre (CCC) following the relocation of CCC oncology in-patient services to Liverpool in May 2020 (diagnostic and out-patients are staying at Clatterbridge). A new Estates Strategy is being developed over the next 6-9 months. AM indicated that they are looking for more dispersed delivery services for example x-ray services at VCH delivered by APH staff – but this needs to be high-demand, high-volume services.

There is an opportunity to consolidate services at the on the west of the Clatterbridge site freeing up land for potential redevelopment. Other users on the Clatterbridge site are tenants of WUTH. AM didn't foresee any issues with housing development (on the surplus land at Clatterbridge owned by Homes England) in terms of proximity to hospital facilities, so long as staff access is safeguarded.

There are plans to provide extra 200-400 extra car parking spaces on site at APH in the form of a temporary deck.

Actions

EH to share any relevant information from Strategic Housing Market Assessment (SHMA) once received.

DTCM41-Liverpool City Region Planning Policy Managers Meeting

Minutes of Meeting, 2pm, Tuesday 1st October, 2019, Room G-10, LCRCA Offices, Mann Island, Liverpool

Present

Mark Dickens	MD	LCRCA (Chair / Minutes)
Emma Dyson	ED	LCRCA
Kathryn Brindley	KB	Halton
Scott Brett	SB	Knowsley
Alan Young	AY	Sefton
Lyndsey Darwin	LD	St Helens
Stephen Bengé	SB	West Lancs
John Entwistle	JE	Wirral

Item	Minutes	Action By	Due
1	<p><u>Apologies and Introductions</u></p> <p>Apologies received from Rachel Pitt (Knowsley) and Lucy Atkinson (MEAS).</p>		
2	<p><u>Minutes and Matters Arising</u></p> <p>Draft minutes from PPMs meeting on 10.07.2019 agreed</p>		
3	<p><u>Planning Policy Managers Workflow</u></p> <p>a) <i>SHELMA update</i> MD noted that there were amendments required to the SHELMA document in light of finalised comments. The amendments were being requested and when the final version has been received this will be circulated to all LAs.</p> <p>Action: MD to circulate final version of SHELMA when provided by GL Hearn</p> <p>b) <i>LCR Statement of Common Ground (SoCG)</i> The SoCG is scheduled to be reported to the CA on 4th October and Liverpool and Halton after that. Once all LAs and the CA have signed it off and the Scrutiny Call in periods have expired the SoCG will be amended to take into account comments and a final version will be provided with a tracked changes version and a table of amendments for each LA to agree under Delegated powers as minor modifications. Once this has been agreed we will get the relevant Leaders and Mayors as well as those Portfolio Holders identified to sign the final version (this</p>	MD	

Item	Minutes	Action By	Due
	<p>signing can happen at meetings held at the CA Offices as appropriate rather than circulating a signed version to each authority).</p> <p>Action: MD to update SofCG following all Authority sign off and the passing of Scrutiny Call In period and final version with table of amendments to each LA for agreement under delegated powers.</p>		
<p>4</p>	<p><u>Planning Policy Matters</u></p> <p><i>a) Local Plan timetable update</i></p> <p>Verbal updates given from each PPM on respective LP and SPD progress.</p>		
<p>5</p>	<p><u>CA Update</u></p> <p><i><u>Spatial Development Strategy</u></i></p> <p>Subject to agreement at the CA on 4th October the SDS Engagement will commence on 16th October and run for 13 weeks. There is a joint CPG / PPM presentation on 18th October to run through the engagement.</p> <p>The CA will need to procure evidence base to support the development of the SDS. In the short term, the CA is looking to commission consultant support on:-</p> <p>JSNA overview – LAs will have received an email from the CA regarding this and we would appreciate the LAs providing the requested information</p> <p>Climate Change and Renewable Energy – this will be at a strategic level, however the CA is aware that Wirral for example are keen to progress with their procurement of this evidence base. Consideration will be given to see if there is scope for a joint commission if possible, mindful of Local Plan preparation timetable and not causing delay. (<i>Update: unfortunately due to differing timescales we have not been able to jointly commission</i>).</p> <p>Building Standards – the CA has to tackle health inequalities and climate change / zero carbon through the SDS legislation and will</p>		

Item	Minutes	Action By	Due
	<p>be looking at differing building standards to see how these could support this requirement.</p> <p>MD clarified that the brownfield land work being undertaken by CPRE has not been commissioned by the CA.</p>		
6	<p><u>LCR Updates</u></p> <p>MEAS (update provided via email) - Work on both 2018 and 2019 Local Aggregates Assessment ongoing, hopefully the 2018 will be signed off by the AWP in a couple of weeks. No further update on the 5 year review of the Waste Local Plan.</p>		
7	<p><u>Any Other Business</u></p> <p><u>Staffing</u> The CA has advertised two posts within the Spatial Planning Team to provide more officer support for the development of the SDS.</p>		
8	<p>Time, Date & Venue of Next Meeting:</p> <p>2-4pm, Tuesday 12th November, Room GA-40, Mann Island, Liverpool</p>		

DTCM43-Natural England / Wirral Council Meeting Notes

Wirral Local Plan Engagement 11/10/2019

Attendees

Amanda Yeomans (Natural England)

Aurelie Bohan (Natural England)

John Entwistle (Wirral Council)

Mwale Mutale (Wirral Council)

Apologies

Joanne Storey (Wirral Council)

Key Points

- JE provided an update on where the Local Plan is up to and reiterated the tight timetable, with Reg 18 consultation planned for the first week of January. Stated that work on a number of studies as part of the Local Plan evidence base is currently being undertaken, including Strategic Housing Land Availability Assessment, Agricultural Economy and Land Study, Landscape Appraisal, Infrastructure Delivery Plan, Employment Land Study, Open Space Study, Green Belt Study and Retail Study. Natural England had no issues with the AECOM response to their comments on the SA scoping report.
- MM provided further detail on Agricultural Economy and Land Study and the Landscape Appraisal. Stated that the Agricultural Economy and Land report includes information on current land use, physical investigation, future direction of agriculture in Wirral, soil and geology and next steps for any sites that may potentially be released from the Green Belt. The Landscape Appraisal work updates the 2009 Landscape Appraisal and consists of a Landscape Character Assessment and a Landscape Sensitivity Assessment (LSA). The LSA details the landscape character context and sensitivity of sites (the council Green Belt sites identified for further investigation) to residential development and provides guidance for any potential development of these sites.
- JE noted that the sub planning committee meets on a monthly basis and are currently working through the planning policies.
- AY and JE noted that review of the planning policies could be done via DAS to avoid any delays in review of the policies.
- AY noted that Natural England would be more concerned with providing advice for the HRA so setting up DAS in particular relation to the HRA is advised.
- AY mentioned that Natural England are currently struggling with resources and that the designated site lead for Wirral will be leaving shortly. However, the work will be managed between Amanda, Aurelie and Stephen.
- AY said that Natural England are setting guidance on local plan engagement and how this sits with DAS.
- AB noted that in relation to recreational pressure, evidence is important, along with the number of sites, thresholds, location and distance / accessibility to the site.

- Natural England are looking at the national evidence base in relation to recreational pressure/disturbance.
- In relation to the Liverpool Local Plan, the HRA relied on an LCR scheme being in place by 2020. Natural England's view is this provides insufficient certainty and an interim position statement is required (which can be removed once the LCR project is in place) which demonstrates no adverse effect as a result of new housing development. A similar requirement will apply to Wirral.
- The Wirral Waters Framework for addressing diffuse recreational pressure on coastal Natura 2000 sites provides a starting point.
- Impact on development viability cannot be taken into account in HRAs.
- Given the large number of small sites in Wirral there is a concern that adoption of a minimum threshold (number of dwellings) for this interim approach would mean that too many schemes would fall outside scope, with implications for in-combination/cumulative effects.
- In relation to functionally-linked land, JE indicated that the current approach relies on the WeBS Core Count boundaries as a proxy. AY noted that NE are preparing a functionally linked land IRZ, but the status of this needed to be confirmed. AY advised that it would be useful to speak to local WeBS counters not just checking the online data as information can also be obtained from local birders and some Wirral sectors are not being counted.
- AY confirmed that Natural England would not need to see the Interim Position statement at Reg 18. The acknowledgement of the recreational pressure issue in the SA Scoping Report is sufficient at this stage. The Interim position would, however, need to be in place for Reg.19.
- It was noted that the Bird Aware 'brand' in operation on the Solent was potentially being rolled out elsewhere, potentially on a commercial basis.
- It was queried whether the Council have thought about drafting a Nature Conservation Strategy which could identify an extra level of detail on mitigation and designated sites of importance. Sefton have a Nature Conservation SPD which was prepared by MEAS. Policies on environment could be brought together within a Nature Conservation Strategy which could also discuss recreational pressure.
- The age of the existing Wirral Phase 1 Habitat Survey was not an issue in principle; it was a more a question of impacts on individual sites, where evidence to Phase 1 standards might be required. There was potentially useful data on the MAGIC website - Coastal habitats are well mapped in particular.
- It was noted that the DAS can be used for other specialisms too e.g. air quality, should the Council request it.

Natural England Actions

- Check for any wider evidence that can be used for the RMS.
- Examples of interim statements elsewhere to be provided.
- Check whether the internal work being done on functionally linked land extends to Wirral and whether it can be shared with the Council.

- Check whether there is any more evidence for coastal and terrestrial habitats.

Wirral Actions

- Request DAS.
- Send link to Local Development Scheme.
- Review Wirral Waters Framework for evidence and mitigation to support the Interim Position Statement.

DTCM45-WIRRAL LOCAL PLAN – IMPLICATIONS FOR ADULT CARE & HEALTH

Marris House, Monday 14th October 2019 3.00pm

Attendees

Jason Oxley (JO) AD Health and Care Outcomes, Wirral Council
Simon Garner (SG) Lead Commissioner, Heath Care Commissioning Wirral Council
Sally Shah (SS) AD Regeneration and Investment, Wirral Council
John Entwistle (JE) Forward Planning, Wirral Council
Emma Hopkins (EH) Forward Planning, Wirral Council

JO introduced the purpose of calling the meeting to discuss the implications of the development at Wirral Waters and wider Local Plan growth on the Adult Care and Health services and infrastructure.

EH introduced her role to develop the Infrastructure Delivery Plan to support the Local Plan. The Forward Planning team has been undertaking a series of meetings with key service providers including the Clinical Commissioning Group, Community Trust and Joint Strategic Estates Group to share the latest spatial options and understand any capacity issues and implications.

Initial discussions have suggested that the level of growth within the Local Plan 15 year timeframe to 2035 could be met within existing GP services. EH has requested a meeting with Primary Care Network for the Birkenhead and Wirral Waters area to inform them of the latest thinking and Wirral Waters trajectories.

JE provided an update on the Local Plan timetable. The Ministry of Housing Communities and Local Government have identified Wirral as potentially requiring intervention due to lack of progress. Wirral have submitted an accelerated timetable to the Secretary of State which cannot be deviated from. Regulation 18 and Regulation 19 consultation are proposed in January and summer 2020, respectively with submission to the Secretary of State in November 2020. There is a raft of evidence studies currently being undertaken.

The government standard method indicates the need to accommodate c800 new properties each year on Wirral throughout the Local Plan period. Wirral Council are seeking to maximise development in the urban area and have commissioned a study looking at potential re-designation of employment sites for housing. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period.

SS The latest trajectories provided for Wirral Waters for Peel are 1200 in years 0-5 with approximately 4600 across the 15 year period. There are viability challenges which could affect the delivery of Wirral Waters with links to the delivery of improvements in the wider Birkenhead area.

Adult & Social Care are keen to understand the demographics and age profile of people likely to be attracted to the area to assess the potential demand on services.

SS explained that Wirral Council are financially supporting the 500 unit Legacy development. The Council will therefore have influence over the design specification, and procurement. The units are likely to be 1 and 2 bedroom units for young or older people (downsizing).

JE talked through the current spatial options being considered as part of the Local Plan. To support the likely preferred urban option there are a number of studies which have been commissioned.

- Peel are funding a Woodside Masterplan refresh;
- Muse are producing a Town centre masterplan due for consultation on 7th November; and
- Hind Street masterplan.
- All of which will feed into a wider Birkenhead Regeneration Framework.

Rock Ferry High School and Wirral Waters within the urban option include extra care schemes.

Belong comprises comprising 72 care spaces incorporated into six household clusters and 34 apartments. SC has visited existing Belong facilities to understand their operational model which seems to have identified and met community needs. The flats will be affordable rent but the nursing beds will be self funded. This presents an issue for people wanting to move from the apartments to care spaces. Through initial discussions Belong are not keen to work with Wirral Council under a nominations agreement. There are questions about the how many people will be moving into the area and how much community nursing support will be needed. The Council do want more extra care facilities but would like to work alongside operators.

SS to facilitate further meetings with Belong and Adult Care and Health at the appropriate time.

An independent study to review the green belt is also due to report at the end of the month. JE shared the latest plan of weak performing green belt parcels which will be assessed progress for site selection.

Adult Care and Health are keen to support/ progress any opportunities for sites/ parts of mixed sites to have housing for learning disability clients with the council leading on developing and managing these facilities as has been achieved elsewhere where a local authority has its own housing stock.

SS mentioned the desire of the council to consider the future opportunity for building homes.

JO stated that in terms of residential care there is an 8% vacancy rate in the sector with no notable deficiencies at present. Increased numbers of older people moving to the Wirral could increase pressure on these services.

Actions:

- **SS to facilitate further meetings with Belong and Adult Care and Health at the appropriate time.**
- **EH to confirm number of bed spaces / apartments within Belong Planning application (included above)**

DTCM46-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN (IDP)– School Places

- 17th October 2019 10am Hamilton Building

Meeting with Mike Woosey (MW), Sally Gibbs (SG), John Entwistle (JE), and Emma Hopkins (EH)

Introductions and Meeting Purpose

EH set out the purpose of the meeting to provide an update on the local plan spatial options and Wirral Waters trajectories and to consider the next steps in terms of quantifying the ask of new development. The Children & Families Overview and Scrutiny Committee have asked for a report around school place capacity which has been deferred until further work has been done.

Local Plan update

JE presented the latest spatial options. The preferred urban intensification option and green belt option which will also need to be consulted on at Regulation 18 stage from 6th January 2020. **EH to send draft IDP Evidence Base report which will go out with consultation in January for comment.** Depending on the location of and amount of green belt release if required a decision would need to be made regarding the provision of a new school or to expand existing provision. There are potential opportunities for school expansion in the Bromborough area if required. There is a need to balance the numbers of faith and no faith schools c20% faith schools although demand has been reducing. Where the Local Education Authority (LEA) does not own the land, in the case of Academy and schools owned by the diocese, the LEA would need to work with these partners to expand sites if identified as being required. The LEA are obliged to find a site if anyone wants to set up a free school.

Potential school sites for inclusion within spatial options

A review of Special School provision has identified the potential for consolidation. The preferred approach is being considered alongside the PFI partner. No sites will be available for inclusion within the SHLAA at this point.

Wirral Waters trajectories and Social Community Infrastructure Reports

The current information provided by Peel for inclusion with the SHLAA includes 1200 units within the first 5 years at Northbank and a further 3300 on Vittoria Studios, and Marina View off Corporation Road within the Local Plan period.

Peel have submitted a Social Community Infrastructure Guiding Principle Document to support their East Float Outline Planning Application and Social Community Infrastructure Reports to support reserved matters applications for Legacy (500 apartments) and Vittoria Studios. **SG to review the assumptions of the latest document that no school places are provided and feedback to EH/JE.**

Wider Birkenhead Masterplanning

Consultants Avison Young have been commissioned to produce a Birkenhead Regeneration Framework (BRF). This study is looking at potential development including residential within the Birkenhead area covering central Birkenhead, Wirral Waters, Hind Street and Woodside taking in to account neighbouring areas. SG/MW mentioned that a number of schools have been closed in the area to the South of Wirral Waters. Residential numbers on Vittoria Studios and Marina View and potential increases as a result of the outcomes of the BRF would potentially need to include 1FE

primary school provision at a potential cost of £4-6 million. There is no opportunity to expand existing sites. **EH/ JE to keep SG/MW updated on outputs of BRF study.**

Cumulative impact, school place planning and developer contributions

There has never been a need to request developer contributions for school places as capacity has been previously available. There have been concerns raised from Councillors and interest groups about increased pressure on school places. **EH to liaise with Sue Talbot regarding potential attendance at School Meeting next Tuesday 9.30 at CLB to update group.** There is a need to develop a Wirral Standard for understanding the need arising from growth and potential developer contributions. MW is part of a benchmarking group who have been recently sharing information on yield and section 106 contributions.

WM to circulate benchmarking information from EBD OG regarding school yields and 106 contributions– done

SG and MW to consider Wirral standards for different house types and potential contributions.

SG to send over the list of Statistical Neighbours for Education who could have comparable costs.

Actions

- **SG to send over the list of Statistical Neighbours for Education – done**
- **EH to liaise with Sue Talbot regarding potential attendance at School Meeting next Tuesday 9.30 at CLB.**
- **EH to send draft IDP Evidence Base report text for comment.**
- **WM to circulate benchmarking information from EBD OG regarding school yields and 106 contributions– done**
- **SG and MW to consider Wirral standards for different house types and potential contributions.**
- **SG and MW to review Peel Social and Community Infrastructure Report and feedback before 30th October.**
- **EH/JE to keep SG/MW updated on outputs of BRF study.**

DTCM49-WIRRAL LOCAL PLAN – IMPLICATIONS FOR PUBLIC RIGHTS OF WAY

Wednesday 23rd October 2019 1.00pm

Attendees

Robin Tutchings (RT) Wirral Council PROW
John Entwistle (JE) Wirral Council Forward Planning
Emma Hopkins (EH) Wirral Council Forward Planning

JE provided an update on the Local Plan timetable. The Ministry of Housing Communities and Local Government have identified Wirral as potentially requiring intervention due to lack of progress. Wirral have submitted an accelerated timetable to the Secretary of State which cannot be deviated from. Regulation 18 and Regulation 19 consultation are proposed in January and summer 2020, respectively with submission to the Secretary of State in November 2020. There is a raft of evidence studies currently being undertaken.

The government standard method indicates the need to accommodate c800 new properties each year on Wirral throughout the Local Plan period. Wirral Council are seeking to maximise development in the urban area and have commissioned a study looking at potential re-designation of employment sites for housing. Dialogue with Peel is ongoing to identify how much residential development at Wirral Waters is deliverable and developable in the plan period. An independent study to review the green belt is also due to report at the end of October.

JE talked through the current spatial options being considered as part of the Local Plan.

EH role is to develop the Infrastructure Delivery Plan to support the Local Plan. EH is producing an evidence base / capacity study report and would like to include information on the existing PROW network, planned schemes, opportunities for expansion and any issues with PROW through sites. **EH to send draft text to RT to review and template IDP Schedule for RT to complete.**

The best maps to existing PROW network are OS maps. RT provided a hard copy and talked through a map of existing and aspirational routes. The priority routes are:

Heswall Station to Clatterbridge

This scheme is included within the ROWIP. RT has been working with Mark Redmond to cost of a 3m scheme which is in the region of c£1m. RT has identified a potential opportunity to avoid Highways England having to provide facilities for cyclists at junction 4 by utilising Old Clatterbridge Road. There could be some opportunity for potential developer funding of parts of route. Leverhulme Estates are the landowners.

Birkett SUD Corridor

Transport Strategy team are funding links to Wirral Waters, Bidston P&R linking up to existing routes to the circular trail. A route through Bidston Golf Course has now been agreed.

Links from Port Sunlight River Park to Dock Road South

Wirral Council has funded a bridge from Port Sunlight River Park through to the Croda site which has partly been redeveloped for housing. The introduction of the link through to Dock Road south is a requirement of HLF funding for the Visitor Centre at the River Park. The rest of the site was to remain as employment however there is a desire to increase the proportion of housing to assist in

the funding of repairs to the quay wall required as part of the planning permission for the site. There could be an opportunity if employment sites are reallocated to housing for a direct link through the D1 Oils site.

Permissive routes through potential development sites need to be considered. The time taken and public interest in PROW diversion should not be underestimated. Any diversion schemes should include an enhancement in provision.

RT issues an annual newsletter with progress within the previous year and plans for the following year. A regularly PROW Group is held.

Actions

EH to send draft text to RT to review and template IDP Schedule for RT to complete.

DTCM52-Liverpool City Region Planning Policy Managers Meeting

Minutes of Meeting, 2pm, Tuesday 12th November, 2019, Room G-40, LCRCA Offices, Mann Island, Liverpool

Present

Jamie Longmire	JL	LCRCA (Chair / Minutes)
Alasdair Cross	AC	Halton
Rachel Pitt	RP	Knowsley
Alan Young	AY	Sefton
Lyndsey Darwin	LD	St Helens
Stephen Bengel	SB	West Lancs
John Entwistle	JE	Wirral
Laura Makeating (Guest)	LM	Merseyside Flood & Coastal Erosion Risk Management Partnership

Item	Minutes	Action By	Due
1	<p><u>Apologies and Introductions</u></p> <p>Apologies received from Mike Eccles (Liverpool) and Lucy Atkinson (MEAS).</p>		
2	<p><u>Minutes and Matters Arising</u></p> <p>Draft minutes from PPMs meeting on 01.10.2019 agreed.</p>		
3	<p><u>Planning Policy Managers Workflow</u></p> <p>a) <i>SHELMA update</i> JL informed Mark Dickens (MD) will be circulating the final part 2(b) report to the SHELMA steering group within next few days. (<i>Update – document circulated by MD via email on 18.11.2019</i>)</p> <p>RP noted that Peter Richards (PR) has contacted several PPMs to arrange meeting to discuss large-scale logistics. JL offered to arrange room at Mann Is. to facilitate if needed.</p> <p>Action: MD to circulate final SHELMA pt 2(b) report</p> <p>b) <i>LCR Statement of Common Ground (SoCG)</i> JL noted that SoCG has now been approved by all 8 signatory authorities. Next step is to agree proposed minor amends under delegated authority and gather signatures of the Portfolio Holders / Leaders / Mayors (as per respective approvals) for final published version. RP</p>	MD	Actioned 18.11.19

Item	Minutes	Action By	Due
	<p>suggested gathering electronic signatures might be best way.</p> <p>Action: JL to circulate SoCG minor amends to be agreed under delegated authority</p>	JL	ASAP
4.	<p>Sustainable Drainage Systems (SuDS)</p> <p>LM delivered presentation on SuDS and the potential to implement a consistent SuDS pro-forma across the North West and LCR as part of planning application validation process. PPMs offered views / feedback on the practicalities from policy perspective. LM happy to take further questions / queries and feedback (contact details on presentation slide deck). LM will also be presenting to DC Managers group in January.</p> <p>Action: JL to circulate LM's presentation slides and draft pro-forma to group</p> <p>Action: LM to advise group when consultation on the pro-forma begins (scheduled late Nov '19 – Jan '20 TBC)</p>	<p>JL</p> <p>LM</p>	<p>Actioned 13.11.19</p> <p>Late Nov</p>
5.	<p>Planning Policy Matters</p> <p><i>a) Local Plan timetable update and b) Local Studies being commissioned</i></p> <p>Verbal updates given from each PPM on respective LP and SPD progress and any studies being / to be commissioned.</p> <p>JE noted Wirral will be undertaking several SPDs (Housing, Town Centres and Employment).</p> <p>RP informed Knowsley intend to undertake review of retail study and queried if any PPMs had recently commissioned one and could share their brief. LD advised St Helens have a relatively recent brief and could share.</p> <p>Action: LD, plus any others, to share brief for recent retail study with RP</p> <p>Action: JE to send details of forthcoming Wirral SPDs to JL to update progress table (Appendix B)</p>	<p>LD/All</p> <p>JE</p>	<p>ASAP</p> <p>ASAP</p>

Item	Minutes	Action By	Due
6.	<p><u>CA Update</u></p> <p><i><u>Spatial Development Strategy (SDS)</u></i></p> <p>JL informed that the 'LCR Listens: Our Places' non-regulatory engagement on the SDS is underway running until 14th Jan 2020.</p> <p>This will inform policy direction / scope and specific evidence requirements. LPAs can submit their responses via the email address planning@liverpoolcityregion-ca.gov.uk - preferably mirroring the thematic questions on the online platform for consistency.</p> <p>JL also informed that the LCR Housing Statement and Delivery Plan was approved at the CA meeting on 01.11.2019.</p>		
7.	<p><u>LCR Updates</u></p> <p><i><u>MEAS (update provided by LA via email)</u></i></p> <p>MEAS will be preparing briefing reports for CPOs on the Environment Bill and an update on Recreation Management Strategy.</p> <p>The Local Aggregate Assessment 2018 (2017 data) was shared with colleagues at the end of October after ratification by the NWRAWP. Work is underway on the LAA 2019.</p> <p>Work on the 5 year Waste Local Plan review has not progressed yet, but this is now becoming a priority along with Monitoring report for 2018/19.</p>		
8.	<p><u>Any Other Business</u></p> <p>JL noted ME had raised for discussion (via email to group on 06.11.19) the approach being taken by other LPAs to annualised delivery figures for housing sites. It was suggested that officers respond directly to ME with any details / advice as appropriate. SB also offered to circulate a presentation from recent RTPi event on housing delivery.</p> <p>LM informed that the PPG on flood risk and climate change is being updated (expected next 2-3 months), as is the EA's standing advice on flood risk. Those PPMs present were also happy for LM to add them to the circulation list for the</p>		

Item	Minutes	Action By	Due
	<p>'Merseyside Flood & Coast News' regular email bulletin (if not already on the list).</p> <p>RP queried when CA would be looking to collate (2019) Brownfield Land Registers as done previously as Knowsley are looking to align with SHLAA update early next year. JL advised that date / time for this has not been set but would liaise with Mark Dickens and inform LAs in due course.</p> <p>RP queried if others had any experience(s) in dealing with neighbourhood plans and charters of service provision. Officers would consider and respond to RP with any advice. It was noted that the Cheshire authorities may be able to assist.</p> <p>RP also noted that Knowsley currently have vacancy for Lead Development Manager.</p> <p>Action: SB to circulate presentation on housing deliverability to group</p>	<p>SB</p>	<p>Actioned: 12.11.19</p>
<p>9.</p>	<p>Time, Date & Venue of Next Meeting:</p> <p>2-4pm, Tuesday 4th February 2020, Room GA-25, Mann Island, Liverpool, L3 1BP</p>		

DTCM53-Wirral and Cheshire West and Chester Duty to Co-operate Meeting

18/11/2019 - Minutes

Attendees:

Andrew Fraser – Wirral Borough Council (WBC)

John Entwistle – Wirral Borough Council

Gill Smith - Cheshire West and Chester Council (CWaC)

David Butler – Cheshire West and Chester Council

ITEM	SUBJECT	ACTION
1.	<p>Wirral Local Plan Update</p> <p>AF noted that main DtC issue for Wirral is the scope for CWaC to accommodate some of the Borough’s unmet housing need. Current standard method number is 800 dwellings per year, 12,000 over the plan period. Current 2019 SHLAA identifies a shortfall of 3,500 at April 2019.</p> <p>As CWaC accounts for approx. 20% of Wirral’s Housing Market Area (HMA), the shortfall Wirral would be seeking to have accommodated is 700 dwellings - 20% of the total dwelling shortfall of 3,500.</p> <p>GS/DB indicated that any response would emphasise that the area of CWaC which lies within the Wirral HMA is in the Green Belt. The area of CWaC which is not Green Belt (east and south of Chester) lies outside the Wirral HMA. The extent of the Green Belt within CWaC could only be altered through a future update of the Local Plan.</p> <p>AF updated on the timetable. Original Reg 18 document approval timetable has been delayed by the general election. Intention is now to report the Reg 18 documents and supporting evidence base to special Cabinet and Council meetings on the 13th January, with consultation starting on the 20th January. The Regulation 19 Local Plan is due to go to Cabinet in July 2020 with submission to the Secretary of State in November 2020.</p>	
2.	<p>Progress with evidence base – engagement with CWAC</p> <ul style="list-style-type: none"> - Stage 2 Greenbelt review (Arup) follows up Devt Options Review in 2018. Potential Green Belt release options released to WBC in draft on 15/11/19. Consultants had engaged with CWaC - SHMA (Arc4)- at draft stage – focuses on affordable housing and dwelling mix. Affordable need 710 dpa. Demand is large flats and bungalows - SHLAA 2019 (in-house) to be published at Reg 18 	

	<ul style="list-style-type: none"> - Gypsy & Traveller Study - (ORS); complete – no requirement for permanent or transit pitches. Will be a criteria-based policy in the Local Plan - Landscape Assessment (LUC) – now being finalised; - Agricultural Land and Economy (ADAS) identifies potential for best & most versatile land: detailed surveys once potential allocations identified; - Minerals Resource Study (RPS) – final draft stage - Town Centre Study Update (WYG) – final draft stage – no allocations for new retail devt. likely - Open Space Study (KKP) nearing completion; - Infrastructure Delivery Plan (in-house/Mott Macdonald) will be draft evidence and capacity study at Reg 18. - Transport Modelling and Green Belt Accessibility Study – Mott MacDonald; baseline modelling complete. No issues re M53 2-lane section from engagement with Highways England. DB to check with CWaC Transport Strategy team re devt data inputs. Chester transport model being updated ahead of Ellesmere Port model. [Post meeting note: CWaC Transport Strategy Team have liaised with Motts on the LCR model only, to date. However, CWaC will share data from the refreshed Chester model (which goes as far as Cheshire Oaks) when available] - Sustainability Appraisal – AECOM; - scoping completed - HRA (AECOM); - Viability – (Keppie Massie) BNP Paribas commissioned to separately undertake Wirral Waters viability assessment. - Employment Land Options Study/Urban Brownfield Study (Avison Young) at draft report stage – considers potential for re-allocating employment land, and assesses potential capacity of urban brownfield sites with no developer interest - Birkenhead Regeneration Framework (Avison Young) – to support Local Plan preferred option. - Renewable Energy Study – to be commissioned – updating previous LCR study - Empty Homes (Arup) – to identify potential contribution to housing supply - Urban Density (Urban Imprint/Arup) – to identify potential for raising density and a minimum density policy - LCR Recreation Management Study – currently stalled; Natural England had confirmed need for Wirral to come up with interim solution to dealing with diffuse recreation pressures by Reg 19 stage 	
3.	<p>Wirral Local Plan 2020-2035 - Regulation 18 stage</p> <p>The Regulation 18 document would be focused on a preferred option based on urban intensification, with regeneration in Birkenhead and Wirral Waters, setting out what the Council hopes</p>	

	<p>can be achieved through a focus on the urban area, raising densities and reallocating sites. To be supported by the Birkenhead Regeneration Framework, and support from external agencies such as Homes England.</p> <p>Proposed urban housing and employment allocations would be included for consultation.</p> <p>The housing trajectory would have two elements, the situation as at April 2019 and the situation as was hoped to achieve by Reg 19 stage. Adoption of a stepped trajectory would be a potential sub-option in response to the key challenges of viability, infrastructure, remediation and securing developer commitment.</p> <p>Green Belt reserve options would be one or more sustainable urban extensions on the east of the M53 south of Junction 4 or the enclosed land west of Barnston Road, east of Heswall. The other Green Belt Option would be a series of smaller more dispersed sites. Site boundaries will be identified at Reg 18.</p>	
4.	<p>LCR Statement of Common Ground – Wirral update</p> <p>The LCR Statement of Common Ground was approved by Wirral as a delegated decision in Sept 2019. https://democracy.wirral.gov.uk/ieDecisionDetails.aspx?ID=4549</p> <p>The other districts have similarly approved the SoCG. Some further minor amendments have been identified which are being approved in Wirral’s case through delegated powers</p>	
5.	<p>Proposed Statement of Common Ground with CWaC</p> <p>CWaC’s indicative LHN is 608 dpa (based on 2014-based household projections, as per the Government’s revised formula), the Local Plan (Part 1) OAN is 1,100 and 2,152 dwellings (net) were delivered in 2018-19. First five-year statutory review of the Local Plan (Part 1) is due in 2020. Will be a DtC requirement for engagement.</p> <p>SoCG will need to address whether CWaC can accommodate any of Wirral’s housing needs.</p> <p>A SoCG has been produced by Arup, working on behalf of Wirral. suggested topics for inclusion are:</p> <ul style="list-style-type: none"> ● Housing ● Employment Land ● Green Belt ● Transport ● Flood Risk and Water Management ● The Environment and Green Infrastructure ● Energy and Resources ● Minerals 	<p>Wirral to circulate draft SoCG for comment</p>

	<ul style="list-style-type: none"> • Waste • Health and Wellbeing • Gypsy, Travellers and Travelling Show People • Retail • Recreation Pressures • Water 	<p>CWAC to consider internal sign off process.</p>
6.	<p>Next Steps</p> <p>Wirral to circulate meeting note for approval and draft SoCG</p>	

DTCM55-Liverpool City Region Planning Policy Managers Meeting

Minutes of Meeting, 2pm, Tuesday 4th February, 2020, Room G-40, LCRCA Offices, Mann Island, Liverpool

Present

Jamie Longmire	JL	LCRCA (Chair / Minutes)
Andrew Plant	AP	Halton
Rachel Pitt	RP	Knowsley
Alan Young	AY	Sefton
Lyndsey Darwin	LD	St Helens
Stephen Bengé	SB	West Lancs
John Entwistle	JE	Wirral

Item	Minutes	Action By	Due
1	<p><u>Apologies and Introductions</u></p> <p>Apologies received from Mike Eccles (Liverpool CC) and Lucy Atkinson (MEAS).</p>		
2	<p><u>Minutes and Matters Arising</u></p> <p>Draft minutes from PPMs meeting on 12.11.2019 agreed.</p>		
3	<p><u>Planning Policy Managers Workflow</u></p> <p>a) <i>SHELMA update</i> JL informed Mark Dickens circulated an addendum sheet to the final (Part 2(b)) of the report to the SHELMA steering group on 23.12.19.</p> <p>Following a meeting on 26.11.19 to discuss large scale logistics provision in relation to the report, it was agreed to monitor the status of sites. PR has agreed to co-ordinate.</p> <p>b) <i>LCR Statement of Common Ground (SoCG)</i> JL noted track-changed version of the LCR SoCG with table of minor amends was circulated on 25.11.2019. CPOs were asked to agree proposed minor amends under delegated authority and obtain electronic signatures of their Portfolio Holder / Leader / Mayor (as per respective approvals) for final published version.</p>		

Item	Minutes	Action By	Due
	<p>LD advised would with check on progress for St Helens.</p> <p>AP advised would check re providing correct signature for Halton. Others have already supplied.</p> <p>Action: Remaining LPAs to agree SoCG minor amends under delegated authority and supply Leader's / PH's electronic signature.</p>	LD, AP	ASAP
4.	<p>Planning Policy Matters</p> <p><i>a) Local Plan timetable update and b) Local Studies being commissioned</i></p> <p>Verbal updates given from each PPM on respective LP and SPD progress and any ongoing studies. JL noted updated appendix A-C already received from Halton and West Lancs.</p> <p>AY informed Sefton have prepared cabinet report detailing revision to their affordable housing policy and advised happy to circulate if useful.</p> <p>JE queried if other LPAs had received notification of Wirral's recent reg. 18 consultation, all agreed to check.</p> <p>JE also informed that following meetings with the LCR authorities under DtC, Wirral will be writing to respective LPAs and asked if all could advise who is best to address letter to (e.g. PH Holder).</p> <p>Query raised over how long completed evidence studies (Appendix C) should remain listed. Agreed only 'live' studies to be listed, with hyperlink included to respective online evidence libraries.</p> <p>SB raised for awareness govt. guidelines on accessibility requirements which apply from Sept 2018 and have potential implications for documents held online (e.g. pdfs). JE added Wirral have also encountered this issue. Both agreed to share info / links to guidance to the group.</p> <p>Action: With exception of Halton and West Lancs, all to check Appendix A-C to ensure it is up to date for their authority.</p>	All (expt. AP & SB)	ASAP

Item	Minutes	Action By	Due
	<p>Action: All to advise JE who to best contact is to address DtC letter.</p> <p>Action: JE / SB to share links to govt. guidance on online accessibility requirements.</p>	<p>All</p> <p>JE / SB</p>	<p>ASAP</p> <p><i>Actioned by JE via email to group 04.02.2020</i></p>
5.	<p><u>CA Update</u></p> <p>JL informed that the initial non-regulatory engagement on the SDS concluded on 14th Jan 2020. Responses have on the whole been constructive and are now being analysed to inform and prioritise draft policy response and focus on specific evidence requirements. It is intended that a further (non-regulatory) stage of consultation will be scheduled for autumn 2020.</p> <p>JL informed that the CA Planning Team will be in contact with all the constituent LPAs individually to arrange meetings to discuss engagement responses and the ongoing development of the SDS.</p> <p>Action: JL / CA Spatial Planning Team to contact LPAs to arrange meeting.</p>	JL	End of Feb
6.	<p><u>LCR Updates</u></p> <p><u>MEAS (update provided by LA via email)</u></p> <p>Work is underway on the Monitoring Report 2018/19 for the Waste Local Plan;</p> <p>Work also underway on the Local Aggregates Assessment 2019 (2018 data);</p> <p>It has been agreed to produce a Guidance document on implementing policy WM1 of the Waste Local Plan, following a JR for a waste application in Halton;</p> <p>Work still needs to begin work on the 5 year review of the Waste Local Plan.</p>		
7.	<p><u>Any Other Business</u></p> <p><u>North West Marine Plan</u></p> <p>Charlie Gill of the Marine Management Organisation is providing an 'implementation training session' on the</p>		

Item	Minutes	Action By	Due
	<p>draft North West Marine Plan to be held @ 2pm on 6th Feb 2020 at Mann Island. Charlie has sent invites to planning officers from the LCR LPAs. Consultation on the plan runs 14th Jan – 6th April 2020.</p> <p><u>RTPI Season Tickets</u></p> <p>AP raised the changes to the RTPIs pricing for events, in particular removal of season tickets and invoicing for less than £500. Halton intend to write to the RTPI in complaint and would be interested if this would impact any other LPAs.</p> <p><u>Biodiversity Net-Gain Training</u></p> <p>RP noted training taking place on biodiversity net-gain and would send round details.</p> <p>Action: RP to circulate details of biodiversity net-gain training</p>	RP	ASAP
8.	<p>Time, Date & Venue of Next Meeting:</p> <p>2-4pm, 17th March 2020, Room GA-25, Mann Island, Liverpool</p>		

DTCM65-M53 Corridor Wirral Council, Cheshire West & Chester and Highways England Local Plan Elements

19th June 2020

Attendees:

Shaun Traynor (ST) Cheshire West and Chester Council
Kristy Littler (KL) Cheshire West and Chester Council
David Saville (DS) Cheshire West and Chester Council
David Butler (DB) Cheshire West and Chester Council
Rob Heywood (RH) Highways England
Ben Laverick (BL) Highways England
Julie Barnes (JB) Wirral Council
Colin Irlam (CI) Wirral Council
Keith Keeley (KK) Wirral Council
Emma Hopkins (EH) Wirral Council

Summary of Discussion

Wirral Council provided an update on Wirral Local Plan timetable. Wirral Issues and Options Consultation closed in early April and are still processing upwards of 22,000 comments.

EH provided a summary of the issues raised by Highways England and Cheshire West and Chester in their respective formal submissions relating to transport.

Wirral Council have already met with Highways England and have instructed consultants Mott MacDonald to review submissions and prepare a response for discussion. Mott MacDonald have prepared a technical note which reviews each junction on the M53 from 1- 6 and considers potential impact of Local Plan development on capacity. It is hoped that this will form the basis of Statements of Common Ground.

WSP have reviewed the Wirral Traffic Model. They have concluded they are happy with the baseline model but have raised a number of queries regarding the modelling Spatial Options to which Mott MacDonald are currently preparing replies.

EH to set up a follow up meeting to share Mott MacDonald's review of HE and CWAC responses. It was agreed that future meetings will include all parties.

The appropriate format of Statements of Common Ground was discussed. BL indicated that Highways England would support an approach of having 2 separate SOCG which repeat the same points of agreement. Achieving Member sign off was raised as an issue. EH to develop a skeleton programme to ensure Member sign off.

JB raised that Wirral Council are shortly commissioning an A41 South Corridor Study and will ensure inclusion of CWAC in stakeholder communication.

Actions

- **EH to set up workshop to share MM review of submissions by CWAC and HE to Wirral Local Plan Issues and Options Consultation.**

- **EH to develop skeleton programme to ensure political sign off of Statement of Common Ground can be achieved.**
- **JB to ensure CWAC is engaged with A41 South Corridor Study.**

DTCM67-Wirral and Liverpool Duty to Co-operate Meeting 05/08/2020 – Minutes

Attendees:

John Entwistle – Forward Planning, Wirral Borough Council (WBC)

Emma Hopkins – Forward Planning, Wirral Borough Council

Colin Irlam – Transport Strategy, Wirral Borough Council

Jayne Black – Highways Manager, Liverpool City Council (LCC)

Mike Eccles – Planning Policy Coordinator, Liverpool City Council

ITEM	SUBJECT	ACTION
1.	<p>Introduction and Background</p> <p>Andrew Fraser and John Entwistle met with Ray Bowers under the Duty to Cooperate requirements of the local plan process last year. One of the issues that we raised at the meeting was the need for confirmation from Liverpool that there were no issues regarding development traffic from Wirral Local Plan.</p> <p>Since this last meeting WBC have had an external review of Duty to Cooperate progress which suggested the need for further discussions to agree cross boundary issues notwithstanding the Liverpool City Region Statement of Common Ground.</p> <p>Consultation responses have been received from both Highways England and Cheshire West and Chester Council with concerns regarding impact on M53 and cross boundary routes. Mott MacDonald are supporting this work through extracting data from the model.</p>	
2.	<p>Wirral Local Plan Update</p> <p>Following Reg 18 consultation which closed in April WBC are currently processing 25k comments using the objective portal. The Local Plan timetable is likely to be delayed by 9-12 months.</p> <p>There are a number of additional evidence base studies underway:</p> <p>Environmental Capacity Study, Green Blue Infrastructure Study, Renewable Energy Study, Density Study, Employment Land Study, and development of a Birkenhead Regeneration Framework.</p>	
3.	<p>Wirral Local Plan Traffic Model Results</p> <p>EH presented junction capacity plans for baseline and development scenarios indicating a number of junctions in Liverpool City Centre that are over capacity. This is the case in the baseline as well as with development scenarios.</p> <ul style="list-style-type: none"> Scotland Road to Kingsway tunnel 	

	<ul style="list-style-type: none"> • Kingsway tunnel where the exit splits to city centre or north • Queensway tunnel exit roundabout (Dale St/ Byrom St/ Victoria St/ William Brown St) • Sweeting St/ Dale Street <p>JB asked if Wirral to request Mott MacDonald to extract data for traffic model for relevant junctions and circulate to LCC.</p> <p>It is possible that in several cases junction issues could be resolved by planned highway schemes e.g. additional capacity associated with the Churchill Way flyover. The lifespan and potential future downgrading of the Queensway tunnel was also discussed.</p> <p>JB raised the need for LCC to meet with WBC transport strategy colleagues to discuss the latest plans for a Clean Air Zone once the implications of the rebasing of the model to 2017 are understood. This work is due to be completed by mid-August.</p>	<p>EH</p>
<p>4.</p>	<p>Next Steps</p> <ul style="list-style-type: none"> -Wirral to circulate meeting note for approval. -Wirral to request Mott MacDonald to extract data for traffic model for relevant junctions and circulate to LCC. -JE to organise further meetings to agree any additional cross boundary issues. 	<p>EH EH JE</p>

DTCM68-Wirral and Cheshire West and Chester Duty to Co-operate Meeting (virtual)
20/08/2020

Attendees:

Andrew Fraser – Wirral Borough Council (WBC)
 John Entwistle – Wirral Borough Council
 Gill Smith - Cheshire West and Chester Council (CWaC)
 David Butler – Cheshire West and Chester Council

ITEM	SUBJECT	ACTION
1.	<p>Progress with Wirral/CWaC Local Plans</p> <p>Wirral</p> <p>Consultation on Issues and Options under Regulation 18 took place between January and April 2020 (deadline extended due to Covid-19). Approximately 25,000 comments received, still being processed.</p> <p>Wirral is currently working to an accelerated timetable with the submission draft Local Plan expected to be presented to Members for approval in February 2021, publication under Reg 19 to follow thereafter with submission to the Secretary of State in June 2021. Current intention is that the Plan will carry forward the preferred Option 1A with no Green Belt release.</p> <p>[post meeting note: revised LDS came into force 2/10/20]</p> <p>CWaC</p> <p>A Scrutiny task group looking at the process, evidence base and resources for conducting a future Local Plan review due to report back to the main scrutiny committee in November.</p> <p>Implications of revised household projections on the standard method calculation were being considered. Current Local Plan (OAN) requirement of 1100 dwellings per annum exceed the previous standard method calculation of 608 dpa. The proposed change to the standard method would uplift the minimum housing need figure to 1600 dwellings per annum.</p> <p>Implications of Planning White Paper being considered.</p>	

2.	<p>Progress with evidence base studies</p> <p>Wirral</p> <p>The following new evidence base documents and updates to existing evidence were published on 04 June 2020. The deadline for comments ended on 24 July 2020.</p> <ul style="list-style-type: none"> -Agricultural Economy and Land Study Addendum -Wirral Landscape Sensitivity Assessment Addendum -Wirral Local Landscape Designations Review 2020 -Exploring The Computation of Housing Need in Wirral 2020 <p>A table summarising progress with current evidence base studies is appended.</p> <p>CWaC</p> <p>CWaC have commissioned KKP to undertake a revision of the pitch strategy with a baseline report due end January 2021 and final strategy in April/May 2021. It was noted that a lot of Wirral teams play on pitches in CWaC and vice versa.</p> <p>Development proposals of interest:</p> <p>Port Wirral: residential in Ellesmere Port no longer being progressed, port use to be retained. Other proposals downstream at former Bowater site and North Road Eastham (site is in Wirral access to north road is in CWaC) Similarly Energy battery storage scheme at Hooton Park – site is Wirral, access is in CWaC. A Local Development Order is in place covering Vauxhalls.</p>	
3.	<p>LCR update including Recreation Management Study</p> <p>LRC statement of common ground - requirement to consider on annual basis whether need for review falls due in October 2020. Intention is to publish evidence base for Recreation Management Strategy as soon as possible. LCR districts are currently progressing their own interim approaches to dealing with recreational disturbance, guided by MEAS with Liverpool leading given that they are in Examination. Wirral will need to produce interim approach for Reg 19.</p>	
4.	<p>Proposed Statement of Common Ground with CWaC -update</p> <p>Following in-principle agreement on cross-boundary topic areas (by email exchange) Wirral had made limited progress on drafting an SoCG with CWaC. Agreed that next DtC meeting should be arranged once draft SoCG had been circulated for comment.</p>	

	<p>CWAC to consider appropriate approval/sign-off process. Cross-boundary subject areas:</p> <ul style="list-style-type: none"> • Confirming housing market areas and delivery of housing requirements including Gypsy Travellers and Travelling show people • Impact of any bordering strategic housing developments; • Confirming functional economic market areas and delivery of employment land needs; • Impact of bordering strategic employment land developments (Ellesmere Port/Eastham); • Green Belt • Landscape/Green Infrastructure • Identification of cumulative / cross border infrastructure requirements resulting from planned growth, and mitigation measures; including; transport, utilities • Transport, Road – M53, A41, A540; Rail – Merseyrail/borderlands; Bus services • Minerals • Mitigation of potential impacts upon internationally protected sites. • Waste 	<p>Wirral to circulate draft SoCG for comment</p> <p>CWAC to consider internal sign off process.</p>
5.	<p>Next Steps</p> <p>Wirral to circulate meeting note for approval and draft SoCG following which a further meeting to be arranged.</p>	

DTCM69-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN (IDP) – School Places

- 8th September 2020 11am -Microsoft Teams Meeting

Meeting Attendees:

Sally Gibbs (SG), Senior Manager (Admissions and Place Planning)
Jeanette Royle (JR) Senior Manager, Strategic Asset Management
Mike Woosey (MW), School Estate Strategy Projects
John Entwistle (JE), Forward Planning
Emma Hopkins (EH) Forward Planning
David Coleman (DC) DAC Planning
Tim Parton (TP) DAC Planning

Introductions and Meeting Purpose

EH set out the purpose of the meeting to provide an update on the local plan and the next steps for identifying the education requirements as a result of development. EH invited David Coleman from DAC Planning to provide best practice and process advice.

Local Plan update

The Local Plan Issues and Options document was consulted on at the start of the year. There were over 25,000 individual comments received including some concerns from residents regarding school capacity. The Local Plan team are currently working to an accelerated timetable with a draft document available for approval by Members in November.

Progress to date

The Local Plan team are grateful for the work undertaken to date to calculate a pupil yield from development and identification of capacity issues by school (Bidston Ave, Cathcart St, Church Dr, Eastway and Kingsway and small planning areas (north and south Wallasey). **EH to send SG capacity analysis to JR.**

EH provided an update on the Birkenhead Regeneration Framework (BRF) and Delivery Action Plans (DAP) for Birkenhead Town Centre, Woodside, Wirral Waters, Hamilton Park, Seacombe which include the following education requirements:

- 6th form college at Wirral Waters
- 2FE (420 place) school within the Hind Street DAP area
- Redevelopment of Riverside Primary School to 3FE
- Other local school improvement as required

EH to circulate draft BRF document.

Wirral Growth Company have submitted a planning application for Birkenhead Town Centre. SG and EH identified the requirements for school places for Primary and Secondary pupil places. **EH to circulate Birkenhead Central planning application details.**

There are a number of sites within Wirral International Business Park which are being progressed by developers through planning application but may also be allocated within the Local Plan subject to the recommendations of an Employment Land Study.

Work to be undertaken

EH shared an example Infrastructure Delivery Plan Schedule produced by DC for Epping Forest to show demonstrate how school place requirements, costs and apportionment of costs across development sites has been considered.

DC advised in response to question from JR as to who would deliver school there are several options:

- Developer could be required to build a school and hand over the Council or other party to operate;
- Developer could provide land only within their site for a new school which is handed over to the Council or another party to construct and run, with a financial payment towards build and running costs;
- One school may serve several sites; one developer might provide a site but no money with the other developers providing money towards costs; Or,
- A pooled contribution calculated using a formula which goes into a pot which the Council delivers required provision.

SG thought pooled contributions would be better for secondary provision as the whole Borough is considered as one planning area. Any new school is expected to be an academy. The preferred options needs to be considered for each site.

DC noted later that general contributions were probably best way of dealing with this but if land is needed we need to know now as it will reduce capacity for housing and Inspector will want to know that land is available if a school is needed.

DC noted Infrastructure Funding Statements are coming in (the council will need to show what money will be spent on).

SG has been requested to produce an internal School Place Strategy in the next couple of months this will inform and by informed by work on Local Plan education requirements.

EH to send across GIS layers of the final site list with housing mix where known.

Once the housing trajectory is agreed SG to rerun analysis for all ages including SEN to identify shortfall of spaces and feed to JR and MW for collective agreement on what is needed where and when.

JR and MW to work with external consultant to identify plans and costs for school expansion where identified as required.

Actions

- **EH to send SG capacity analysis to JR.**
- **EH to circulate draft BRF document.**
- **EH to circulate Birkenhead Central planning application details.**
- **EH to speak to colleagues to send across GIS layers of the final site list with housing mix where known.**
- **SG to rerun analysis for all ages including SEN to identify shortfall of spaces and feed to JR and MW for collective agreement on what is needed where and when.**
- **JR and MW to work with external consultant to identify plans and costs for school expansion where identified as required.**

DTCM70-WIRRAL LOCAL PLAN AND INFRASTRUCTURE DELIVERY PLAN (IDP)–

United Utilities - 10th September 2020 2pm Microsoft Teams

Attendees:

Adam Brennan (AB) United Utilities
Emma Harrison (EH) United Utilities
Andrew Bent (ABent) United Utilities
Bernadette McQuillan (BM) United Utilities
Andrew Fraser (AF) Wirral Council
John Entwistle (JE) Wirral Council
Emma Hopkins (ECH) Wirral Council
Rachel Bryan (RB) Wirral Council
Robert Oates (RO) Wirral Council

1. Introductions

2. Council's latest on Local Plan and evidence studies

AF provided an update on Wirral Local Plan timetable. Wirral Council are preparing a Regulation 19 draft local plan for the end of November with public consultation planned in early 2021. Relevant evidence studies currently underway include an Environmental Capacity Study which will consider where development can be best accommodated.

RB provided an update on the SFRA refresh. JBA Consulting have been commissioned to undertake this work which will screen all the latest potential development and green belt sites. EH has sent all the latest requested United Utilities data to RB.

3. Future development sites, update on our response and current position for site selection.

United Utilities have been sent the most up to date Map info layers for the Spatial Options and potential additional sites. Wirral Council are working on the latest housing trajectory which is unlikely to alter significantly from that already assessed. This will be available in the next few weeks. Many of the sites within the BRF are proposed for development beyond the Local Plan timeframe.

There were 3 options consulted on at Regulation 18 to which United Utilities provided a formal consultation response. Wirral Council are currently progressing Option 1 which sees an intensification of development in the urban area.

There are some concerns for development in the north of the borough with regards to fresh water supply owing to the fact that Wirral is a peninsula. Wirral Council would be keen to adopt a policy for water efficiency but Wirral is not currently designated as an area of water stress. A supporting statement from United Utilities regarding the unique circumstances for water supply in the borough could provide the justification required.

United Utilities are currently working with Liverpool City Region Combined Authority to develop a water efficiency policy for the City Region Spatial Development Strategy. **Wirral Council to liaise with LCRCa to ensure a consistency of approach to water efficiency policy.**

An introductory meeting was held between Wirral Council, United Utilities and Avison Young to introduce the Birkenhead Regeneration Framework. This has been followed up with separate

meetings between Avison Young and United Utilities to discuss development sites and sensitivities for development around Birkenhead Wastewater Treatment Works. Kevin Williams from United Utilities is looking at headroom available at Birkenhead WwTW to accommodate future growth.

ECH asked if there had been any further discussions between Tracey Harrison from United Utilities and Peel regarding Wirral Waters. **EH to provide an update from Tracey Harrison regarding any discussions with Peel.**

4. Potential Statement of Common Ground (SOCG)

As part of requirements under the Duty to Cooperate to progress Statements of Common Ground with neighbouring authorities Wirral Council is also keen to produce similar documents with appropriate statutory consultees. **BMc to provide examples of any previous SOCG produced between United Utilities and other Local Authorities.** AB asked about the status of United Utilities responses to the Local Plan. United Utilities Regulation 18 response will be taken into account as part of the development of the Local Plan and will be summarised for the Inspector at examination. Only the Regulation 19 response and the Statement of Common Ground will be looked at in more detail by the inspector. **ECH to utilise United Utilities Regulation 18 response to start to develop a skeleton SOCG for further discussion.**

Wirral Local Plan period is now 2020-2037. United Utilities work in 5 year planning cycles and are now in their next AMP period covering 2020-2025.

Andrew Bent (ABent), Water Network Asset Manager for south of North West area re-stated Wirral as a pinch point on the water supply network. A Growth Modelling Study for Wirral has been undertaken and due to report imminently. **ABent to send highlights and map layers as soon as available to Wirral Council.** This study will inform the identification of future projects required. The lead in time for a major new trunk main is 2 years whereas a few 100m of new connections can be achieved within months. The outputs of this study could be included within the SOCG between Wirral and United Utilities for example stating that *“e.g. only x number of homes can be developed in a location until Year x when x upgrades are complete.”*

JE asked if there are water supply reinforcements required e.g. extra capacity was needed at Sutton Hall this would need to be discussed with Cheshire West and Chester Council and included within Wirral Council's SOCG with Cheshire West and Chester. ABent suggested that extensive capacity increases would not be feasible due to the housing development at Ledsham. There are other possibilities that could be considered if required e.g. a connection to the Dee Aqueduct via a link to Hapsford from the Wirral.

5. Water Cycle Study including update on Water and wastewater capacity positions

Wirral Council worked with United Utilities and Environment Agency to complete a Water Cycle Study which was finalised in 2013. This work still forms part of the Local Plan evidence base. The study raises a capacity issue at Meols WwTW. At the last meeting with United Utilities in August last year Kevin Williams suggested that there is sufficient capacity at the pumping stations to accommodate growth. AF asked if we need to undertake a new Water Cycle Study. United Utilities confirmed that there was no requirement to repeat the study as long as the relevant information is covered in other evidence base documents e.g. the Infrastructure Delivery Plan or in Local Plan policy.

6. Land and property, our submitted sites for assessment, update from UU and LPA

BMc confirmed that as per United Utilities Regulation 18 response that SHLAA site 0932 is no longer available to potential housing development. This land is to be retained for operational purposes. Land to the east of Barnston Road (SHLAA reference 0931) is however surplus to requirements and United Utilities is still promoting the site for development. AF confirmed Option 1 Urban Intensification as the Council's current preferred spatial development option.

7. Sustainable Drainage and Green Infrastructure Consultation, our comments and update from LPA.

United Utilities have submitted a representation on the Green and Blue Infrastructure Study consultation. Wirral is due to receive a first draft of the Green and Blue Infrastructure Study report in the next few weeks and will be able to assess the degree to which United Utilities comments have been taken on board. **RO to extract United Utilities submission and follow up as appropriate.**

JE offered to circulate relevant Wirral Local Plan draft policies once drafted. AB suggested Salford Council as a best practice example for policies.

AC raised that there can be push back from developers on brownfield run off rates. A strong Local Plan policy will reduce the impact on United Utilities network, reducing the requirement for future reinforcement.

AC raised that at Wirral Waters there has been a requirement for surface water drains to drain into the dock system. LLFA would like this to continue for future development at Wirral Waters and would not wish to see any future development blocking run off routes for surface water to the docks for existing sites.

8. Local Plan Next Steps GIS data, housing need and future trajectory.

Wirral Council housing trajectory should be available in the next few weeks. **ECH to continue to liaise with AB to send across the latest housing trajectory information available.**

9. Any other business

AC due to technical issues with Microsoft Teams emailed the following update on Wirral Council schemes after the meeting:

- West Kirby Flood Alleviation - moving towards planning submission in October and construction start in this FY. No UU issues though.
- Wallasey Embankment Toe Reinforcement – Planning Submission in and awaiting determination. Natural England have submitted a holding objection based on outcome of HRA – we've revised & provided more evidence and are awaiting response. MMO also looking at it from marine licencing perspective. No UU issues.
- Future coast protection works at Meols Parade *may* incorporate addressing water quality issues at Hoylake beach. Possible integration of SuDS. Also looking at wider scheme benefits in terms of SW flood risk to ensure viability. Would look to work with UU on this.
- Surface Water Management Plans – have identified 2 strategic areas for further modelling and survey work to develop scheme interventions to reduce SW flood risk and combination flooding. Looking to work with UU on these areas Heswall and Pensby/Irby/Thingwall.
- Arroe Road / Rigby Drive working with UU on these.
- Coronation Park, Greasby – funding secured for NFM scheme within the park to attenuate SW runoff. Shouldn't impact on UU.

The wastewater pre-development page on the UU website could probably do with signposting to the LLFA for surface water.

Actions

- **Wirral Council to liaise with LCRCa to ensure a consistency of approach to water efficiency policy.**
- **EH to provide an update from Tracey Harrison regarding any discussions with Peel.**
- **BMc to provide examples of any previous SOCG produced between United Utilities and other Local Authorities.**
- **ECH to utilise United Utilities Regulation 18 response to start to develop a skeleton SOCG for further discussion.**
- **ABent to send highlights and map layers as soon as available to Wirral Council.**
- **RO to extract United Utilities submission and follow up as appropriate.**
- **JE to circulate relevant Wirral Local Plan draft policies once drafted.**
- **ECH to continue to liaise with AB to send across the latest housing trajectory information available.**

DTCM71-Liverpool City Region Combined Authority Duty to Cooperate meeting notes

MS Teams, 25th September 2020

Attendance:

Wirral BC – Emma Hopkins, John Entwistle, Keith Keeley, Tim Parton (DAC Planning)
Liverpool City Region Combined Authority (LCRCA) – Mark Dickens, Jamie Longmire

Wirral Local Plan update

Local plan production

- JE provided an update on the production of the Wirral Local Plan.
- Review of Regulation 18 representations ongoing.
- Production of evidence base documents ongoing, including the IDP.
- Duty to cooperate meetings are taking place with Highways England and Cheshire West and Chester Council (CWAC).
- The Regulation 19 version of the Plan is currently being produced and is proposed to be presented to Members in February 2021. Submission is proposed in June 2021.
- Approach to Green Belt release, 5 year housing land supply, allocations and housing trajectory currently being determined.

Evidence base documents

- Liverpool University has been assisting the Council, including undertaking an examination of the Standard Method approach for the area.
- Alex Lord is leading on this work.

Duty to Cooperate

- Council is proposing a workshop approach, taking place around the end of October / start of November. Two workshops are proposed, one with Councils including the LCRCA, and the other with service providers and other organisations.
- The workshops will consider cross boundary issues, and the approach to producing Statements of Common Ground (SoCG).
- MD advised that the LCR would like to participate in the proposed workshop.
- MD recommended avoiding the Liverpool City Council examination hearings concluding around 26th October.
- MD advised that the lead in time for an agreement of a SoCG with the LCRCA is around 1.5 months. Mersey Travel would be included within the LCRCA SoCG. Send all correspondence to both MD and Steve Cook (Mersey Travel).
- Generally agreed that a review of the LCR SoCG would not be possible prior to the submission of the Wirral Local Plan.

LCR Spatial Development Strategy

- Considered implications of the White Paper. The SDS will be progressing as planned.
- Engagement proposed for 10th November. This will not present any spatial distribution options and will instead focus on vision and objectives. Key topics relate to climate change, placemaking, economy, health, and social values.
- The consultation document will present the direction of 14 policies, rather than presenting specific policy wording.

- Further engagement is proposed for around August 2021. Submission proposed early 2022.
- The SDS will be borderless, so will not include sections on specific areas.
- The LCR are using Common Place to support the consultation.

DTCM72-Highways England and Cheshire West and Chester Duty to Cooperate meeting notes

MS Teams, 1st October 2020

Attendance:

Wirral BC – Emma Hopkins, John Entwistle, Keith Keeley, Colin Irlam, Keith Keeley, Tim Parton (DAC Planning), Dan Blakey (Mott MacDonald (MM)), Natalie Boileau (MM), Duncan Crocket (MM), Tony Milward (MM), Caroline Sherratt (MM)

Highways England (HE) – Rob Heywood, Ben Laverick, Helen Cumiskey (WSP), James Howe (WSP)

Cheshire West and Chester (CWAC) – David Butler, Kristy Littler, David Saville, Sean Traynor

Wirral Local Plan update

Local plan production update

- EH provided an update on the production of the Wirral Local Plan.
- Review of Regulation 18 representations relating to transport has been undertaken by MM.
- Production of evidence base documents ongoing, including the IDP.
- The Regulation 19 version of the Plan is currently being produced and is proposed to be presented to Members in February 2021. Submission is proposed in June 2021.
- Approach to Green Belt release, 5 year housing land supply, allocations and housing trajectory currently being determined. Likely that the Council will be progressing with a spatial distribution of growth which does not require any GB release, however this approach is still being finalised.

Regulation 18 consultation responses

- MM have assisted WBC in reviewing transport related consultation responses.
- On behalf of HE, WSP have been reviewing ongoing transport modelling information being produced by MM.
- CS from MM presented a spreadsheet produced to assess the responses provided by HE and CWAC.



CWAC_HE Review

- Summary - Wirral Loc
- 8 relevant responses were identified from CWAC, and 27 from HE. A RAG rating is provided on each comment to identify where there are issues to be addressed. Green suggested no action is required, amber shows where further work is required, and red presents a significant issue. No reds were identified.

Assessment of CWAC Regulation 18 consultation responses

- CWAC colleagues have not yet looked at the responses spreadsheet in detail, and will therefore provide any additional comments in due course. They will need to consider further how concerns regarding the HE network, and safety and congestion at key junctions on the network, will be impacted by future allocations in Wirral.
- CS advised that junction assessments would be undertaken for allocated sites, however EH advised that the current spatial distribution for the draft Plan would result in no GB release, which could assist with this issue.

- DB (CWAC) noted that modelling near the border could be affected by signalling works taking place in the CWAC area, so it would be beneficial to consult with CWAC on any modelling near the border.
- It was noted that CWAC are looking to ensure cross border synergies and interchanges etc in order to reduce car trips. MM noted that there are some schemes coming out of assessment work which will support the walking and cycling network.

Assessment of Highways England Regulation 18 consultation responses

- MM have undertaken additional analysis work extracting information from the strategic model at the M53 junctions.
- RH (HE) confirmed that HE and WSP had not looked at the Regulation 18 responses spreadsheet in detail yet, however they will be more interested in the detailed junction modelling related to the M53.
- MM outlined that comments on the spreadsheet from HE and CWAC can be provided at a later date as necessary.
- CS advised that most amber comments in the spreadsheet related to additional modelling work.

M53 Junction Impact Review

- DS noted that there needs to be a validation process for any modelling undertaken, ensuring that key artillery routes are validated and that there is confidence in the model. There needs to be an understanding of the baseline data, with reassurance that the data has been peer reviewed.
- EH noted that MM are going through this process with WSP, and are making amendments as necessary.
- TM (MM) noted that if there are any areas where MM need to look closer at the model, that can be done. SRN will have been checked by WSP. Just need to keep in mind that some areas may be close to the boundary of the model. Information can be pulled out as necessary to test the model.
- EH noted that where the Council are likely to be progressing with Option 1a, this should not result in too much change in the distribution in traffic.
- DB (MM) took the group through the methodology of the junction analysis work undertaken. MM have extracted information from the strategic model at junctions 1-6 to get a more comprehensive picture. The analysis looks at 3 peaks, hourly flows, and junction capacities.
- DB provided a summary of the impacts. Overall summary of assessment: 2a and 2b had some impacts which would need further assessment work to be undertaken if they were to be taken forward as part of the council preferred option. The current preferred option 1a had less impact.
- The assessment presents averages of the impacts at each junction. A closer inspection can be undertaken to review the impacts at each arm of a junction.
- Model information has been sent to HE and WSP for review and comment. Based on the Council's emerging growth strategy, it was agreed that HE / WSP can focus predominantly on the impacts of option 1a.
- MM will be undertaking further assessment work as required following the finalisation of the Council's growth strategy for the Local Plan.

Next steps for modelling

- WBC will provide WSP with details on the next stage of modelling for the Local Plan spatial options.
- The Council are extending the Local Plan period to 2037. MM will therefore be asked to extend the model to align with this.
- WSP will advise EH when they will be able to provide a response in relation to the feedback on the Regulation 18 consultation responses.
- EH will seek to agree what projects should be included in relation to the Birkenhead regeneration scheme. WBC will be seeking agreement that the Councils approach to considering sustainable travel is appropriate.
- TM (MM) confirmed that the model will be based on a multi-modal study. It is acknowledged that this approach is accurate for rail and bus, but less accurate for walking and cycling.
- WSP and MM will collaborate off-line to finalise model details.
- Output reports from the modelling will be circulated to all parties as appropriate. Technical details can be address through online correspondence. Overarching issues will be addressed through workshop meetings.

Next steps for the production of Statements of Common Ground

- The timetable for the production of the SoCG will be connected to the modelling approach. Following the completion of the modelling work, the SoCG can then be agreed.
- The agreed approach is to produce a separate SoCG for HE and CWAC. However, the SoCG are likely to be similar. EH will produce a programme to outline how and when the SoCG will be produced.
- Next meeting proposed to take place in a few months, where the draft SoCG can be further discussed.

Post meeting update

- Subsequent to the meeting, HE through WSP have confirmed via email that there is a requirement to undertake detailed junction modelling for SRN junctions 1-6 for baseline and Option 1A and that this is irrespective of the percentage traffic increase from the baseline at junctions identified in the strategic model. WBC to work internally and with Mott MacDonald to scope the work required.
- A further meeting will be arranged for WSP and Mott MacDonald to agree the intended approach.

DTCM73-Historic England and Wirral Metropolitan Borough Council Duty to Cooperate meeting note

MS Teams, 5th November 2020

Attendance:

Wirral MBC (WBC) – John Entwistle (JE), Keith Keeley (KK), Eddie Fleming (EF), Rob Burns (RB), Tim Parton (TP, DAC Planning)

Historic England (HE) – James Langler (JL, York office)

Apologies:

Andrew Fraser (WBC)

Henry Cumbers (HE)

Contacts at Historic England

- Emily Hrycan was our previous contact. Emily is away until after Christmas.
- JL is helping out until then. He is based in the York office, and has a background as a planner.

Wirral Local Plan production update

- JE provided an update on Local Plan production.
- As JL is new to the Wirral area, JE provided further background information on the production of the Local Plan.
 - Core Strategy drafted in 2012. Regional strategies removed, which required further work on local housing needs.
 - Threat of Intervention on Local Plan production from Central Government resulted in a Regulation 18 consultation in early 2020. Council consulted on alternative growth options for delivering housing growth.
- There is a compressed timetable as a result of intervention risks. The Ministry of Housing, Communities and Local Government (MHCLG) requested a Regulation 19 version of the Plan to be ready for consultation by early 2021 to avoid conflict with the White Paper proposals etc.
- The Regulation 19 version of the Plan is proposed for consultation in February/March 2021, and submission around June 2021.
- Evidence base updates include the Green and Blue Infrastructure Study, Density Assessment, and Environmental Capacity Study. The Council has also done further work on the areas housing land supply situation. The Plan is likely to include no green belt release.
- Work associated with the Birkenhead Regeneration Framework is ongoing, which is an overarching strategy document for the Birkenhead area. In addition, the Plan will include a range of other Delivery Action Plans guiding proposed growth areas throughout the Borough.
- The Council is working with Homes England to consider how the strategic growth areas proposed for inclusion in the Plan can be delivered, including the potential for support to be provided to assist with infrastructure delivery to improve the financial viability of the schemes.

Councils approach to managing historic environment

- RB outlined the tasks he is undertaking as the Council's heritage consultant. This includes assessing the Birkenhead area
- In relation to assessing the Draft Local Plan site allocations, an initial sift has been undertaken by the Merseyside Environmental Advisory Service (MEAS). RB will be progressing this to ensure all heritage matters have been identified for each site.

- RB is producing a Heritage Impact Assessment, within which will be sufficient information to meet any requirements for a heritage topic paper.
- This work will include registered parks and gardens, local listings, landscapes, and will consider other items which should be considered.
- Conservation areas are already designated. RB will consolidate this list.
- RB is working with MEAS on archaeology.
- EF outlined how the historic environment has been considered through the production of the draft Plan to date. EF noted that the Council intends to go beyond minimum requirements for considering the historic environment within the Local Plan.
 - The Council has Included the historic environment as a key theme throughout the draft Local Plan, including the vision and policies.
 - WBC intend to carry forward existing policies for all conservation areas, and draft new policies for new conservation areas.
 - There is a section in the Plan which will cover place, and conservation policies will form a large part of that section.
 - Draft policies have been included which should address the national policy requirement.
 - The Council has been looking at other areas to see good practice examples for historic environment related policies.
- Prior to the meeting, the Council provided JL with copies of the draft Local Plan policies, and relevant sections of the Plan relating to the historic environment. **ACTION: JL will review the draft Local Plan sections provided, and will provide comments to the Council.**
- JL recommended that the Council include a locally specific historic environment policy at the strategic level, setting out local issues and priorities informed by the heritage evidence base, and then include development management policies as required.
- EF outlined how the Council has taken into account Emily Hrycan’s Regulation 18 consultation comments.

Issues raised within the Historic England Regulation 18 draft Local Plan consultation

The agenda identified the following issues included within the HE Regulation 18 draft Local Plan consultation representation. The following section summarises how the meeting discussed each of the following identified issues:

- a) Heritage topic paper
- b) Heritage assessment of sites proposed for allocation in the draft Local Plan
- c) Density assessment
- d) Draft Local Plan vision
- e) Draft Local Plan strategic objectives
- f) Heritage assessments informing the identification of strategic site allocations
- g) Heritage within the green infrastructure network
- h) How the draft Local Plan policies consider all aspects of the historic environment

a) Heritage topic paper

- The HE Regulation 18 consultation response noted that HE would welcome the production of a heritage topic paper to accompany the Plan.
- JL noted that a good example of this is York – particularly how this document shows what is important about the historic environment in the area.

- Salford has been used by the North West office in the recent past as a good local example of heritage assessments.
- The Calderdale Local Plan provides another good example of a heritage impact assessment.
 - This is also a good example of the use of a proportionate evidence base used to inform heritage issues.
- **ACTION: JL to provide a links to the Calderdale and York examples.**
- JL confirmed that Heritage Impact Assessments (HIAs) can be used as topic papers. The purpose of the topic paper approach is to give an overview of the historic environment of an area, highlight what is distinctive/important, where there are issues and what local priorities should be included in the Local Plan. This evidence will help the Council to demonstrate that the Local Plan sets out a positive strategy for the historic environment as required by NPPF paragraph 185.

b) Heritage assessment of sites proposed for allocation in the draft Local Plan

- The HE Regulation 18 consultation response noted that the Council should ensure that the historic environment is conserved, and enhanced where possible, within the allocation and delivery of strategic development areas.
- JL outlined that HE could provide assistance in providing a desk-based review of the possible heritage implications of proposed allocations in the emerging Local Plan, potentially providing a red, amber, green (RAG) rating assessment of proposed allocations to help inform the Council's assessment of sites.
- RB is currently undertaking this work, but would be happy to receive HE support as offered.
 - RB proposed completing an initial sift of the sites proposed for allocation in the Plan, and then passing this assessment to JL for review and comment. JL will then review this to ensure all appropriate sites have been fully assessed in relation to heritage impact.
- RB proposed providing JL with the MEAS assessment. **ACTION: RB to provide JL with information on the sites proposed for allocation in the draft Local Plan.**
- JL is in examination hearings for the next 3 weeks, and therefore has limited availability over the coming weeks. JL will review the information provided by RB, and will confirm timescales for reviewing the sites proposed for allocation in the draft Local Plan.
- RB acknowledged JL's limited availability, and therefore confirmed that he will continue to progress his work as planned, however the proposed support provided by HE will be appreciated.
- JE noted that the Council are producing an online map which has all statutory designations included. At this stage, this is a private version of the Local Plan Policies Map. JE proposed that a link to this map, when completed, could be helpful to HE. **ACTION: JE to provide JL with a link to the draft Policies Map.**
- JE confirmed that HE can use Shape files for web based GIS which has all the layers. **ACTION: JE to send JL relevant GIS Shape files.**
- JE / EF confirmed that, through the SA, WBC has considered alternative options for allocating sites. However, everything deliverable in the urban area is being allocated, so there are not any alternative sites available within the Councils preferred urban only approach. Any support provided by HE therefore only needs to consider the sites proposed for allocation in the draft Local Plan, and does not need to consider alternative sites at this time.
- It was noted that the HIA should also include employment sites and other land use allocations

c) Density assessment

- The HE Regulation 18 consultation response noted that HE disagrees with the analysis of the key messages from the evidence collected so far in relation to development densities. The plan

needs to ensure that there is a balanced approach to new housing density on sites as it appears that the approach is only about maximising development densities rather than ensuring that it is appropriate and enhances its context.

- EF outlined that the Density Study has been carried out in 4 stages since Regulation 18, assessing densities across the whole Borough to identify a range of zones, including town centre areas and the consideration of minimum densities. This work has informed the production of a draft density policy for the Local Plan. **ACTION: EF will provide the draft density policy to JL for review.**
- EF provided further information on the assessment of density throughout the Borough. A map was presented which identified density ranges in transit areas, the most accessible areas, suburban areas etc, to demonstrate that there will not be a 'blanket approach' taken to densities, and that a range of densities is being considered. The density policy does not include conservation areas, as these will be considered separately on their own merits. Policies within the Plan will list minimum densities for certain areas. A 'catch all' will be included within the policy to require the character of the area to be considered when determining appropriate densities. It is hoped that this approach will address any concerns HE had regarding the approach to density in the area.
- **Action: EF will circulate the density map presented at the meeting.**
- JL noted that he has comfort from the approach and suggested policy content. JL also acknowledged that heritage assets do not preclude high density, it depends on the character of the area.
- RB noted that density will form part of the HIA, so this will be considered for each site.

d) Draft Local Plan vision

- The HE Regulation 18 consultation response noted that the Local Plan vision lacks reference to the historic environment, which could put at risk the future of the Wirral's historic environment. HE therefore recommended that the Local Plan vision included the conservation and enhancement of the historic environment, as well as landscape and the natural environment.
- The Regulation 19 draft Local Plan vision was circulated prior to the meeting. TP identified where new sections of the vision have been included to appropriately reference the historic environment.
- JL confirmed that he will review the proposed additions to the draft Local Plan vision, and will provide comments to the Council accordingly. **ACTION: JL will review the draft Local Plan sections provided, and will provide comments to the Council.**

e) Draft Local Plan strategic objectives

- The HE Regulation 18 consultation response recommended that Strategic Objective 8 (bullet 1) should refer to the conservation and enhancement of the historic environment, including local character and distinctiveness.
- The Regulation 19 draft Local Plan strategic objectives were circulated prior to the meeting. TP identified where new sections have been included to appropriately reference the historic environment within the objectives as requested.
- JL confirmed that he will review the proposed additions to the draft Local Plan strategic objectives, and will provide comments to the Council accordingly. **ACTION: JL will review the draft Local Plan sections provided, and will provide comments to the Council.**

f) Heritage assessments informing the identification of strategic site allocations

- The HE Regulation 18 consultation response stated that HE are concerned about the extent of assessment of the historic environment which has informed the identification of development sites in order to determine whether they are suitable for development.
- This issue was addressed within section b) above.
- In addition, JL recommended referring to an advice note produced by HE which will be helpful. Also the Calderdale example referred to earlier will provide helpful examples in relation to the assessment of proposed strategic allocations.

g) Heritage within the green infrastructure network

- The HE Regulation 18 consultation response stated that the Plan would benefit from recognising that the green infrastructure network is also essential to the movement and migration of species and people around the Wirral. It is also important to recognise that the more historic an element of green infrastructure, the greater the value both culturally and ecologically it is likely to have.
- The Green and Blue Infrastructure Strategy has been produced to support the production of the Regulation 19 Local Plan. The Council will be consulting on this document before Christmas. The document is produced by LUC.
- The Council acknowledges that the consideration of green infrastructure was a gap in the evidence base for the Regulation 18 draft Local Plan. This gap should now be filled by the Green and Blue Infrastructure Strategy.
- LUC are also producing an Environmental Sensitivity Study to support the Regulation 19 Local Plan. This document may be of interest to HE, and will be published for consultation in the coming months.

h) How the draft Local Plan policies consider all aspects of the historic environment

- The HE Regulation 18 consultation response stated that the preferred approach outlined in the consultation does not meet the requirements in the NPPF, for example it only seeks policies that seek to [only] protect heritage assets and each designated conservation area. HE would expect the Plan to contain policies that in line with the NPPF cover all aspects of the historic environment.
- Heritage related draft Local Plan policies have been provided to HE for comment. **ACTION: JL will review the draft Local Plan sections provided, and will provide comments to the Council.**
- Heritage assets are considered with the highest importance within the draft Local Plan. The Council wants to ensure that the draft Local Plan policies appropriately address issues associated with the protection and enhancement of the historic environment. The Council would therefore welcome any comments from HE on the draft policies provided.
- JE outlined that the structure of the Plan includes a series of settlement area sections, and where necessary each of these sections will include heritage related policy requirements. Sitting below the area based sections will be the detailed development management policies. So the Plan provides a lot of scope for the inclusion of locally specific heritage related policy requirements.
- JL recommended structuring the HIA or heritage topic paper in a similar manner as the draft Local Plan, providing area-based sections which are consistent with the Plan would be helpful.

Production of a Statement of Common Ground

- HE will review and comment on the Regulation 19 version of the Plan in full, and will then be happy to consider the production of a Statement of Common Ground (SoCG) to support the examination of the Plan.

- HE would not want to produce a SoCG in advance of the publication of any proposed modifications to the Plan following the Regulation 19 consultation, as they would like to have the opportunity to consider any proposed changes to the Plan being proposed by the Council.
- Agreed that a structured approach, as undertaken in Calderdale, would be a sensible way to produce the SoCG.

Next steps

- JL outlined that he has limited availability over the next 2-3 weeks due to examination hearings.
- Agreed that JL will prioritise reviewing the sites proposed for allocation in the draft Local Plan in the first instance, as this will support work being produced by RB on the HIA.
- JL will provide an indication of the timeframes required to complete this task following the provision of GIS shape files and information on the location of the sites.

Summary of actions

- JL will review the draft Local Plan sections provided, and will provide comments to the Council.
- JL to provide a links to the Calderdale and York examples.
- RB to provide JL with information on the sites proposed for allocation in the draft Local Plan.
 - JL will prioritise reviewing the sites proposed for allocation in the draft Local Plan over other actions.
 - JL will provide an indication of the timeframes required to complete this task following the provision of information on the sites and GIS shape files.
- JE to provide JL with a link to the draft Policies Map.
- JE to send JL relevant GIS Shape files.
- EF will provide the draft density policy to JL for review.
- EF will circulate the density map presented at the meeting.

DTCM75-Homes England Local Plan Viability Meeting

Monday 30 November 2020, 13.30 – 15.30

VIA TEAMS

In attendance:

Wirral Council - Keith Keeley, John Entwistle, Sally Shah, Juliet Blackburn, Julie Deegan Wood (notes)

Consultants - Simon Layland, David Coleman, Tim Parton

Homes England - Catherine Holmes, Adele Lewis-Ward, Christine Hill, Mark Canning, David Snelson

	Agenda Item	Actions
5	Comments/Feedback on Testing Inputs	<p>Question: How do the waterfront densities compare with eg Wirral and Liverpool Waters? Densities are lower than those sites.</p> <p>Assumptions on costs work well with Homes England benchmarks. Developer profit – HE's is 18%, with £109 per sq ft average but £81 per sq ft in North West. Construction costs in North west are below BCIS benchmark.</p> <p>ACTION: Mark Canning to provide any relevant information on costings.</p> <p>Question: Inspectors have queried viability of large sites – is there sufficient understanding of infrastructure requirements that require external funding.</p> <p>Answer: When there is a gap we will have to identify where future funding may come from. Hind Street – developer submissions have been provided with greater detail. Council need to understand where the funding gaps are and how we can present the plan in the best way and different types of sites deliverable within year 0- 5 – no funding gaps. Longer term sites that require intervention and assistance to deliver – broad locations are 25% of the supply, will require external funding support. Housing Strategy and IDP being developed. ACTION: Further dialogue needed with Homes England closer to the examination.</p> <p>Affordable Housing - Section 106 sites will be based on rental income that are capitalised for 30 – 40 years. From old stock discount of 35-40% but can be from 20% - 45% May change due to shared ownership – MHCLG are leading on a consultation on affordable housing. Minimum expectation could reduce to 10%. Taurus have a mandate to go beyond. Alpha – specialist over 55's provider – moving more to new build, Magenta are stock transfer. More of an active RP market than a few years ago.</p>

		<p>ACTION: Christine Hill to provide specific examples of Affordable housing on brownfield sites for the examination. Buccleuch Street – is a good example from 2019.</p> <p>ACTION: Think about specialist accommodation in housing strategy – homeless, learning disabilities.</p> <p>ACTION: KK to ask Lisa Newman for Questionnaire sent to 30 RP's, 15 responded and slide pack produced on pipelines, costs and projected sales and changes in Government policies.</p>
7	Scope for Homes England Assistance	<p>Loan products for venture opportunities may be available in the future.</p> <p>Brownfield 2 guidance – search for sites that are ready in next 12 months. Homes England are not sure if funding will be through themselves.</p> <p>Decision on Hind Street not been reached yet.</p> <p>Statement on Intent of joint working will provide confidence for the inspectors.</p> <p>Homes England are resourcing expertise and working up 5 case studies based on treasury models and looking at gap analysis for infrastructure funding. Adele Lewis-Ward will remain the contact in the first instance.</p> <p>ACTION: KK to forward presentation to Homes England to feedback to Simon Layland.</p>

DTCM76-Wirral Council Local Plan Duty to Cooperate Workshop – Infrastructure Providers Session

10am, Thursday 10th December 2020, MS Teams meeting

Organisations in attendance:

Name	Organisation
Tim Parton	DAC Planning (Wirral Council)
Philip Halsey	Cadent Gas
Tim Bettany-Simmons	Canal River Trust
Jamie Matthews	Cheshire West and Chester Council Highways
Dewi Griffiths	DWR Cymru Welsh Water
Stephen Sayce	Environment Agency
Benjamin Laverick	Highways England
Andrew Dutton	Liverpool Airport
Jayne Black	Liverpool Council, Highways
Steve Cook	Mersey Travel
Alison Hughes	NHS
Darryl Johnson	Virgin Media
Clare Wynn	Openreach
Sophie Sudworth	Scottish Power Energy Networks (SPEN)
Ruth Wojtan	Transport for Wales
Adam Brennan	United Utilities
Tony Bennett	Wirral Community Health and Care NHS Foundation Trust
Emma Hopkins	Wirral Council (Forward Planning)
Rachel Bryan	Wirral Council (Forward Planning)
Peter Cushion	Wirral Council (Forward Planning)
Sally Gibbs	Wirral Council, Education Services
John Entwistle	Wirral Council (Forward Planning)
Andrew Fraser	Wirral Council (Forward Planning Manager)
Keith Keeley	Wirral Council (Local Plan Programme Manager)
Adam King	Wirral Council, Parks and Countryside Service
Rachel Mcnern	Wirral Council (Forward Planning)
Katie Miller Green	Wirral Council (Forward Planning)
Mwale Mutale	Wirral Council (Forward Planning)
Rob Oates	Wirral Council (Forward Planning)
Jeanette Royle	Wirral Council, Asset Management
Damian Walsh	Wirral Council (Leisure Services)
John Williams	Wirral Council, Fibre Infrastructure Programme

Invited organisations not in attendance:

Office of Rail Regulation, Network Rail, Liverpool City Region Combined Authority, Civil Aviation Authority, National Grid, Vodafone and O2 (Telefonica), Three, EE

Meeting agenda

1. Welcome and introductions
2. Presentation on the emerging draft Wirral Council Local Plan
3. Viability Assessment
4. Presentation on the production of the Infrastructure Delivery Plan

5. Proposed approach to producing statements of common ground to accompany the submission of the Local Plan
6. Questions and next steps

Comments / Questions

Stephen Sayce, Environment Agency

The Environment Agency have no specific concerns regarding green belt- will leave entirely to Local Authority.

The presentation on the Infrastructure Delivery Plan did not mention flood risk which should be a consideration working with the Lead Local Flood Authority (LLFA) and considering local coastal defences

EH – Wirral Council are developing policies to ensure flood risk is embedded in policies throughout the Local Plan and are engaging with the LLFA and United Utilities.

JE – Wirral Council’s consultants are currently updating the Strategic Flood Risk Assessment (SFRA) of the sites included within the preferred option.

Alison Hughes – Wirral Community Health and Care NHS Foundation Trust

Is consideration being given to increased expectation on health care services – conscious of primary care networks having increased demand through the Borough as a result of the Local Plan.

EH – Working with NHS strategic estates group and are aware that NHS planning utilises population numbers and the Local Plan is looking at dwellings. Although there is spare capacity across the Borough we are liaising with NHS partners regarding specific sites and areas, identifying if new services needed. The Council would like to ensure policy is in place in the Local Plan to provide a mechanism to request increase in capacity. We are aware of the digital take up due to Covid 19 which may impact demand for services.

Adam Brennan, United Utilities

United Utilities are obliged to react to proposed developments which have a right to connect to the network. It would be helpful to have certainty on the preferred strategy (particularly the Birkenhead area) and delivery timelines as soon as possible –is there any background information/evidence available?

KK – The Council is in detailed discussions regarding funding with key partners. The regeneration of Birkenhead and refocussing of population to Birkenhead is a key planning policy and at the heart of the local plan.

Sophie Sudworth- SPEN

Factoring in electric heating and vehicle charging requirements – SS is able to provide the standard space requirements by substation type so we know the council can discount this from the developable area. EH stated the Council would be grateful for this information which could be cross checked with assumptions used by viability consultants. EH to send over information provided to date by SPEN to SS.

Tim Parton – Questions to the workshop attendees

TP asked all attendees if there were any strategic cross boundary matters affecting the Borough which had not been identified within the presentation, and should be considered further in the production of the Local Plan. No further comments were raised by the attendees.

TP asked all attendees if any additional engagement with any organisations is required, beyond what is already taking place, to support the production of the Wirral Local Plan in relation to strategic cross boundary matters. No further comments were raised by the attendees.

Post meeting note: Ruth Wotjan – Transport for Wales

Request was made for further discussion regarding North Wales metro and plans for the borderlands line – EH responded to RW through email after the meeting as this question was missed from the chat function.

DTCM77-Wirral Council Local Plan Duty to Cooperate Workshop – Local Authorities Session

1.30pm, Monday 14th December 2020, MS Teams meeting

Organisations in attendance:

Name	Organisation
Tim Parton	DAC Planning (Wirral Council)
David Butler	CW&C Council
Gill Smith	CW&C Council
Alasdair Cross	Halton Council
Andrew Plant	Halton Council
Gerard Woods	Knowsley Council
Bryn Bowker	Liverpool City Region Combined Authority
Mark Dickens	Liverpool City Region Combined Authority
Jamie Longmire	Liverpool City Region Combined Authority
Andrea O'Connor	Sefton Council
Lyndsey Darwin	St Helen's Council
Stephen Benge	West Lancashire Council
Keith Keeley	Wirral Council
Andrew Fraser	Wirral Council
John Entwistle	Wirral Council
Emma Hopkins	Wirral Council
Eddie Fleming	Wirral Council

Invited authorities not in attendance:

Liverpool City Council and Flintshire Council

Meeting agenda

1. Welcome and introductions
2. The emerging draft Wirral Council Local Plan
3. Infrastructure planning and viability
4. Statements of Common Ground
5. Strategic cross boundary matters
6. Duty to Cooperate Proformas
7. Questions and next steps

Comments / Questions

Andrea O'Connor – Sefton Council

AO - Sefton would want to see that there are no cross river impacts on Sefton's communities (e.g. skyline/cityscape, shipping, employment and amenity /pollution etc,) so there may be SoCG issues for Sefton too as well as Liverpool in relation to strategic sites and landscape.

AO - In addition, some policies in the emerging Wirral Local Plan may be relevant to Sefton, and may therefore need some agreement between the authorities through a SoCG.

KK – design is important and like Liverpool we have commissioned a 3d model which will help us to assess design implications. There will be buildings of height at WW, Hind Street, Waterfront areas.

Tim Parton – Questions to the workshop attendees

TP asked all attendees if there were any strategic cross boundary matters affecting the Borough and neighbouring authorities which had not been identified within the presentation, and should be considered further in the production of the Local Plan. No further comments were raised by the attendees.

TP asked all attendees if any additional engagement is required, beyond what is already taking place, to support the production of the Wirral Local Plan in relation to strategic cross boundary matters. No further comments were raised by the attendees.

DTCM78-Wirral Council Local Plan Duty to Cooperate Workshop – Local Authorities Session

10.00pm, Friday 18th December 2020, MS Teams meeting

Organisations in attendance:

Name	Organisation
Tim Parton	DAC Planning (Wirral Council)
Henry Cumbers	Historic England
Angela Leigh	Natural England
Joe Whittick	Merseyside Environmental Advisory Service (MEAS)
Fiona Pudge	Sport England
John Entwistle	Wirral Council
Eddie Fleming	Wirral Council
Andrew Fraser	Wirral Council
Emma Hopkins	Wirral Council
Keith Keeley	Wirral Council
Muale Mutale	Wirral Council

Invited authorities not in attendance:

Marine Management Organisation, Cheshire Wildlife Trust, Nature Connected, Liverpool Enterprise Partnership, Mersey Forest, Wirral Wildlife, Canal and River Trust, Forestry Commission, Merseyside Police and Crime Commissioner, Merseyside Fire and Rescue

Meeting agenda

1. Welcome and introductions
2. The emerging draft Wirral Council Local Plan
3. Infrastructure planning
4. Statements of Common Ground
5. Strategic cross boundary matters
6. Questions and next steps

Comments / Questions

Henry Cumbers, Historic England

HC identified that the Historic England (HE) were not included in the proposed list of SoCG within the presentation. It is recommended that a SoCG is produced with HE to support the examination process.

TP noted the ongoing recent engagement which the Council has had with HE. It is agreed that it would be helpful to set this out within a SoCG to support the Plan. The Council will work with James Langer and Emily Hrycan over the coming months to coordinate this.

Fiona Pudge, Sport England

FP recommended the production of a SoCG with Sport England (SE) to support the examination of the Plan. SE will be working with the Council to develop an alternative approach to standards for outdoor sports. A SoCG was produced to support the Halton Local Plan, FP would recommend a similar approach.

TP acknowledged that it would be helpful to prepare a SoCG with SE, and we would look to progress this with them early in the new year. It is recommended that WBC takes a similar approach to the production of a SoCG with SE as Halton Council.

AF noted that the Council is seeking comments on standards for indoor facilities from SE. FP wants to be involved in developing standards for the area. **Action: AF to send FP standards paper for indoor sports (Post meeting note: provided by AF 18/12/2020).**

Engagement with Natural England

JE noted that the Council would like to engage with Natural England (NE) in the new year to progress a SoCG, taking a similar approach in relation to recreational disturbance to other authorities within the Liverpool City Region such as Halton Council and Liverpool City Council.

AL stated that Aurelie Bohan would want to attend such a meeting in relation to the recreational disturbance issues and I assist the Council in producing a SoCG.

DTM79-Wirral Council Local Plan Draft Port Policy Meeting with Peel Ports

Wednesday, 6th January 2021

Item	ACTION
<p>Attendees: <i>Peel Ports: Andy Martin (AM); Warren Marshall (WM); Wirral Council: Keith Keeley (KK); John Entwistle (JE); David Williams (DW)</i></p>	
<p>1 Background/context: The Council are looking to engage with key stakeholders on a more formal basis in the run-up to the publication of the local plan under Regulation 19, which may lead to the production of a Statement of Common Ground, to be signed by both sides. KK provided an update on the current progress on the Local Plan, the approach to regeneration and a brownfield first strategy. Wirral Waters is one of several regeneration areas, and the focus of the LP regeneration is very much on Birkenhead.</p>	
<p>2 The draft policies: WM provided feedback on the current draft ports policies which were recently submitted to Peel, along with plans for both Birkenhead and Eastham, showing indicated port policy boundary, strategic allocations and the proposed safeguarded area for the Bidston Graving dock. WEP2 sets out the criteria for port related development, while WEP3 relates to the safeguarding of port-related assets.</p> <p>Peel Ports support the regeneration and brownfield first approach and welcome the inclusion of a ports policy. WM highlighted the following issues:</p> <p>In relation to the plan for the Birkenhead Dock Estate, Peel Ports were concerned about the proposed allocation of land within West Float (MEA Park east) for “B1, B2, B8 employment land” given that it is required for the decant of existing port related uses from East Float. Port decant should not where possible be unduly fettered by additional policy restrictions in the local plan as the site is part of the port and benefits from existing port permitted development rights.</p> <p>Additionally, WM queried whether there is an element of double counting by including the decant site in the employment land supply figure. JE agreed to look at this again as part of the employment land review</p> <p><u>Comments on Policy WEP2 - Criteria for Port-Related Development</u></p> <p>Peel ports were generally positive about the proposed policy but were concerned about the reference in the draft policy requiring visually intrusive activities or those involving the handling and storage of wind-blown materials to be carried out in a building. A key issue is the environmental aspect of port related uses, such as dusty or noisy operations which normally operate without major restrictions within the confines of the port. For example, NW trading are an existing port use, having been there for over 30 years but if subjected to further planning and environmental restrictions would not be considered appropriate. Additionally, businesses such as Atlantic Steel are noisy 24-hour operations and would not sit well adjacent to residential uses.</p> <p>United Molasses (UM) have raised concerns with Peel Ports regarding their operation at Scotts Quay and the potential for issues if new residential development is encouraged adjacent to them.</p>	<p><i>JE to check</i></p>

	Item	ACTION
	<p>JE clarified that this was intended only to apply to port and marine-related proposals which required planning permission and does not impinge on the operations carried out under permitted development rights.</p> <p>In relation to QEII dock Eastham, Peel Ports confirmed intention to use the site immediately south of the dock for port-related activity. Aim was still to relocate the football club on site, but there was currently not a business case to support this.</p>	
4	<p>Euro Garages Application: the current planning application has now been with the Council for 10 months and there has been little or no contact by the council with the applicant. Letters of support from both Peel Land and Peel Ports have been submitted. WM indicated that a recent meeting with Alan Evans had confirmed that subject to additional screening the current application will be considered acceptable. KK outlined that the recent improvements to Tower Road (£3m) aim to civilise the street and reduce vehicle movements and provide the place making infrastructure for the new office developments, Maritime knowledge Hub, Egerton Village etc as part of the Four Bridges neighbourhood within Wirral Waters. The current proposal by EG would result in a significant number of HGV's using Tower Road from the RoRo ferry terminal, and a better location would be within the terminal site at the entrance of Tower Road. AM explained that the current long term lease with Stena does not allow for vehicle parking areas to be lost to create additional facilities. Stena want this facility and so does Peel Ports. WM stated that the next step would be to appeal against non-determination, and urged the Council to make a decision on the application but warned that ground for refusal based on HGV movements alone were weak at best.</p> <p>KK agreed to speak to Alan Evans and DM colleagues at the Council to decide on application shortly.</p>	<p><i>KK to follow up</i></p>
5	<p>Northside - There was some discussion about the potential of the area between west float and Dock Road, which is a mix of Peel Ports and private ownership. The Ports policy boundary (which includes the whole area between Dock Rd and West Float) within the Ports boundary was drawn up as a starting point but the Council were keen to understand the extent of Peel Ports ownership in this area. The wharfage was generally in good condition.</p>	
6	<p>Lock Gates – WM had provided some information in response to a request from the Environment Agency for clarification on the role of the dock gates in relation to flood risk (as part of the Strategic Flood Risk Assessment). He was concerned that there is no misunderstanding over the status of the lock gates. JE indicated that the information had been forwarded to the Environment Agency for their consideration.</p>	
	<p>Issued to: Council: KK/JE/DW + AE/SS/KL Peel Ports: AM/WM</p>	

DTCM81-Wirral Council Local Plan Duty to Cooperate Meeting with the Marine Management Organisation

11am, Monday 25th January 2021, MS Teams meeting

Attendance

Name	Organisation
Tim Parton	DAC Planning (Wirral Council)
Charlie Gill	Marine Management Organisation (MMO)
John Entwistle	Wirral Council

Meeting agenda

1. Welcome and introductions
2. NW Marine Plan update
3. Wirral Local Plan update
4. Consideration of strategic cross boundary issues
5. Production of a Statement of Common Ground to support the Wirral Local Plan
6. Next steps and any other business

Meeting discussions

Wirral Local Plan

- JE provided an update on the progression of the Wirral Local Plan
- Regulation 19 Local Plan consultation likely to take place early summer 2021 following elections in May.
- The growth strategy in the Plan focuses on regeneration and does not include any Green Belt release.
- CG recommended we consider including a Coastal Change Management Area within the Plan, this needs to be more than just signposting.
- The MMO would like the Local Plan to include references to the overlap between the Marine and terrestrial planning regimes, the NW Marine Plan itself and the role of the MMO.
- **Policies within the draft Regulation 19 Local Plan are largely drafted. TP to provide CG with relevant sections of the Plan to review and provide some initial feedback.**

North West Marine Plan

- The final version will be published soon. The Council is recommended to take into account changes to the final version by reviewing the statement of modifications which will be published alongside the Plan, although there are not significant changes from the consultation draft Marine Plan.
- A refresh of the Shoreline Management Plan is underway. A task group (of which CG is part) is looking at the interface with planning and regeneration which could link up with the growth strategy within the Wirral Local Plan.

Climate change and renewables

- A Climate Change and Renewables Study produced by Arup forms part of the Local Plan evidence base. The Study looks at the potential for renewable technologies. It is acknowledged that it is hard to go beyond building regulation standards in areas where there are viability constraints.
- The MMO have set up an offshore renewables department.
- Mersey Tidal is in the early stages and has a long timeline, MMO have participated in workshops.

Production of a Statement of Common Ground (SoCG)

- The MMO are not a signatory to the Liverpool City Region (LCR) SoCG. The LCR SoCG cannot therefore be relied upon to address matters associated with the MMO. A separate SoCG will therefore be required between Wirral Council and the MMO.
- The MMO have experience in producing and agreeing SoCG with local authorities to support local plan production.
- **To support the production of a SoCG, CG to send:**
 - **A list of matters the MMO consider to be cross boundary strategic matters which could be addressed within a SoCG.**
 - **Examples of signed SoCG from other local authority areas**
- Wirral Council will be producing SoCG with all LCR local authorities where necessary, plus Cheshire West and Chester Council, Natural England, Highways England, Historic England, and utilities providers where necessary.
- The SoCG will need to be signed by the MMO Head of Marine Planning, the Council will need to allow extra time for this in the SoCG production process.

Actions

- To support the production of a SoCG, CG to send:
 - A list of matters the MMO consider to be cross boundary strategic matters which could be addressed within a SoCG. *(post meeting update: provided by CG on 26/01/21)*
 - Examples of signed SoCG from other local authority areas *(post meeting update: Castle Point BC and Folkstone and Hythe DC SoCG provided by CG on 26/01/21)*
- Policies within the draft Regulation 19 Local Plan are largely drafted. TP to provide CG with relevant sections of the Plan to review and provide some initial feedback.

DTCM83-Wirral Council Local Plan Duty to Cooperate Meeting with Natural England

11am, Wednesday 3rd February 2021, MS Teams meeting

Attendance

Name	Organisation
Tim Parton	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Angela Leigh	Natural England
Aurelie Bohan	Natural England

Meeting agenda

1. Welcome and introductions
2. Wirral Local Plan update
3. Content of a Statement of Common Ground (SoCG) to support the Local Plan
4. Approach to producing the SoCG – examples from other areas
5. Next steps and any other business

Meeting discussions

Wirral Local Plan

- JE provided an update on the progression of the Wirral Local Plan
- Regulation 18 consultation undertaken last year, currently drafting the Regulation 19 version of the Plan.
- Relevant evidence base updates include the Green Infrastructure Strategy and Environmental Capacity Study which will be published for consultation this Friday (5th February) for 6 weeks.
- Other evidence base documents include the Employment Land Study and the Density Study which will be published for consultation shortly
- The Birkenhead Regeneration Framework is currently being produced. Under the Framework will be a series of Delivery Action Plans which are currently being developed.
- The growth strategy in the Plan focuses on regeneration and does not include any Green Belt release – this was the preferred options approach set out within the Issues and Options consultation.
- JE outlined where the proposed strategic growth areas in the emerging Plan will be located, including Wirral Growth Company areas, the Birkenhead Regeneration Framework Boundary, Hamilton Park potential area of change, Wirral Waters, New Brighton, West Kirby, New Ferry Masterplan area, and Bromborough.
- Development site proformas are currently being produced.
- The Plan will include broad locations for growth, where predominantly housing will be delivered in the later years of the Plan period.
- The Regulation 19 Local Plan consultation is likely to take place in summer 2021 following elections in May.
- The Council are currently reviewing draft Local Plan policies with colleagues in Development Management. When this process is complete (estimated to be around the end of February), it would be helpful for Natural England to review an early draft of the policies to provide initial comments.
- **TP to provide draft Local Plan policies to NE for initial review at the end of February.**

Recreational Mitigation Strategy (RMS)

- Given the Local Plan timescales, it is agreed that an Interim RMS should be produced to support the Plan prior to the completion and adoption of the Liverpool City Region (LCR) RMS.
- The Council has been reviewing the work undertaken to support local plan examinations at Liverpool and Halton.
- It is recommended that the Council start work on an Interim RMS as soon as possible. Preferably produced alongside the SoCG to give NE the assurance that it will be in place. It is recommended that the Council can draw other examples in the area.
- Need to ensure within the Plan there is a mechanism to allow the LCR RMS to come in at a later date.
- The RMS should only apply to development sites proposed for allocation for 10 or more dwellings – this approach has been tested in other areas. Can include a weighted tariff. Wirral will need to consider the balance between sites above and below 10 dwellings to ensure that impacts are adequately covered if this threshold is adopted.
- There are differences in the approaches taken by Halton and Liverpool. Halton have gone for an ‘all qualifying development’ strategic approach. Liverpool’s approach is more complex, relating to site specific features.
- It is likely that the Halton approach will bring forward more funding, will be quicker and easier to administer, and will provide developers with clarity on what will be required. For these reasons, the Halton approach is preferred by Natural England and JE indicated that Wirral were likely to favour this approach.
- Recommend that we discuss this approach when engaging with developers, and it should be considered as part of the Local Plan Viability Assessment.
- Caution is recommended in setting timeframes for the production of the interim RMS.

Functionally linked habitats

- JE noted that the Environmental sensitivity study identifies a gap in understanding on the location of functionally linked land/habitat on Wirral.
- JE has been liaising with Katie at NE about a their functionally linked land mapping project which is due to complete at the end of March with the report available April/May. .
- This is a higher level piece of work, so the Council may need to undertake some additional Wirral-specific work. However, it is agreed the Council should wait and see what comes out of the NE work before commissioning additional studies.
- Although JE noted that this may be less of an issue now that Green Belt release is not being proposed, it was recognised that large sites in the urban area could have a functional link with the Mersey Estuary in particular.
- **AL will liaise with Katie regarding the potential implications of the location of proposed growth in the emerging draft Local Plan.**
- **JE will provide AL with maps of the growth areas proposed for allocation in the Plan. These will be provided as GIS Shapefiles.**

Next steps and actions

- Agreed that the next steps in joint working over the coming months will inform the content of the SoCG, particularly in relation to reviewing the proposed growth areas and draft policies, and the progression of the Interim RMS. The following next steps and actions will guide joint working over the coming months:
 1. JE to provide maps of the growth allocations within the draft Local Plan to AL.
 2. TP to provide draft Regulation 19 Local Plan policies to NE at the end of February for an initial review.
 3. The Council will progress the production of an Interim RMS in consultation with NE.
 4. NE to review the emerging evidence base documents and the Habitat Regulations Assessment supporting the Local Plan as required.

5. The Council will draft a SoCG in consultation with NE based on the joint working tasks outlined above.

DTCM84-Wirral Council Local Plan Duty to Cooperate Meeting with Sport England

11am, Thursday 11th February 2021, MS Teams meeting

Attendance

Name	Organisation
Tim Parton	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Andrew Fraser	Wirral Council
Eddie Fleming	Wirral Council
Fiona Pudge	Sport England

Meeting agenda

1. Welcome and introductions
2. Wirral Local Plan update
3. Applications in Birkenhead Town Centre
4. Ongoing pre-apps
5. Evidence base updates (Built Facilities Strategy, Playing Pitch Strategy, Football Facilities Plan)
6. Standards for indoor and outdoor sports provision in the area
7. Production of a Statement of Common Ground to support the Wirral Local Plan
8. Next steps and any other business

Meeting discussions

Local Plan update

- Drafting Reg 19, expected to be published July 2021
- Playing Pitch Strategy – expected to be finished in April 2021
- Football Foundation Strategy – guide additional football pitches
- Open space assessment – FP commented on this in the standards paper
 - Testing the document in relation to viability issues and space standard issues in regeneration areas
- Council is taking forward a growth strategy which does not include development on Green Belt land.
- Birkenhead Regeneration Framework – significant level of growth is proposed in this area.
- FP has been looking at the Built Facilities Strategy. FP has made comments
- Clare has been producing a Leisure Strategy – FP should be involved in this

Town centre application

- Issue – sports calculator has been used, how has this fitted in with the Built Facilities Strategy
- FP – The Built Facilities Strategy does use the sports facilities calculator – it is indicative, doubt whether there would need to be new provision, but could be an opportunity to get something,
 - Appreciate that this is difficult to assess during a pandemic.
 - Recommend that the Local Plan states that new housing will generate new demands for sport facilities.
- EF – If this the approach for large scale planning apps, what is the knock on approach. Do we have to take this approach across the board?
 - Do we need to set out these requirements within policy in the new Local Plan?
 - How applicable is the Sport England Calculator in the new Local Plan and the area?

- FP – They want to generate this debate. Happy to discuss what is feasible. Not going to get these type of contributions consistently across the area.
 - Are there schemes coming forward that will create additional demand, and how could this be addressed within policy.
 - Need to identify what specific requirements there may be in the area.
 - Salford is a good example of what SE have been doing on Local Plans
 - Salford have set up a price per dwelling across the area.
- Experience of how new facilities have been provided?
 - FP – Fitness suites in urban environments – higher demand
 - Sport halls demand is smaller, depends what sports people play.
 - Playing Pitch Strategy, see if facilities need to go on site or not. The Built Facilities Strategy has not gone that far yet. Considering this through the working groups. Doing this with the NW authorities, and this will be a recommendation on the strategies.

Use of standards

- Just for outdoor sports facilities. No problem with other open space – 1,000 people per hectare is fine
- For sports the specific requirements are so different between sports and demand. So often end up with single pitch provision which does not meet demand.
 - Need to know where growth will be, then provide recommendations on how to meet additional demand. This will be considered through the strategy.
 - This is where the Playing Pitch Strategy come in – info gets generated into pitches but may not result in new provision. Identify what level of requirement is required for each area.
 - Trafford and Salford are good examples of this.
 - Does not relate to open space as well.

Per dwellings charge

- Came from Playing Pitch Strategy – there is a modelling tool, and this provides outputs on sports demand
 - Then look at the increase in population over the plan period
 - This goes into the calculator – then it tells you what can be done, with an output related to demand, facilities costs are then used to assess delivery and maintenance.
 - In the Salford example, they then worked out the cost per dwelling.
- The information will come from teams data in the report
 - Information will be available by the 18th March
 - Can go back to the Viability consultants later to see how that could fit in to their assessment.
 - The information should be accessible to the viability consultant earlier than March. It gets signed off in March.

Pre apps

- Octel Sports Club – private sports grounds closed by developers
 - Octel have been looking for site to relocate pitches, and have approached the Council regarding a number of sites.
 - The Sport Needs Assessment is now with FP. A standing objection was submitted awaiting the submission of the report. The final view will therefore depend on the content of the assessment.
 - Other facilities on the site include bowling green, tennis courts, changing facilities, car park. FP has picked up on these other sports facilities, and has made comments on the whole of the site. Community groups want to keep the site, likely to be presented in consultation responses.
 - SE would prefer the facilities to be brought back into use.

- Toram road playing field relates to another live pre app
 - Birkenhead school – put forward qualitative improvements rather than replacement. Not acceptable. Current playing field has deficiencies. No capacity for other teams, so need new pitches to meet the need.
 - Applicants are seeing if they are able to obtain additional land. SE would accept a minor loss if there were qualitative improvements provided. Awaiting a report, expected that they may only be able to provide 0.4ha of new playing fields.
 - No community response. No evidence that the facility is being used, and no interest from marketing of the site. Appears to only be the school to use it, however it is a good quality site.
 - SE are not considering enabling development on this site.
- New Brighton rugby club – club has been looking to move for some time
- 3 further ongoing pre-apps
- FP – 2 artificial pitch apps for Anselmians RUFC in Birkenhead, this is linked to Octel funding
 - Already planning permission for enabling development to pay for improvements to the ground.
 - SE have already said that there is a need for mitigation as they are trying to protect natural turf pitch. SE therefore have concerns regarding the provision of artificial pitches. However the benefits of the proposal may outweigh any loss in some regards.

Local Plan evidence base

- Only waiting on the Open Space Report, which has not yet been received back.
- FP was happy with it as it directs the reader to the Playing Pitch Strategy for further details.
- Other evidence base documents soon to be published include the Environmental Capacity Study, Density Study, and the Green and Blue infrastructure study.
- The Council will soon consult on Birkenhead Regeneration Framework, setting out a strategy for the future development of the area.

Standards

- Council struggling with the practical issues of delivering required standards. The Policy currently only applies to family dwellings.
- The Council also struggles to manage and maintain all open space areas.
- Want to seek open space contributions from all dwellings (including flats) to support maintenance of open space. However the Council is having difficulty in determining an appropriate and fair cost.
- SE have produced a new strategy on active environments, providing guidance on retrofitting and including active open space areas in existing and new developments.
 - This will include considering the inclusion of active recreation within the design of external spaces, e.g. cycle routes and landscaping could be provided through S106 contributions.
- There are no national open space standards. Fields in Trust have been lobbying for this.

Statement of Common Ground to support the Local Plan

- The next step in advance of the production of a SoCG is for SE to review relevant draft new Local Plan policies.
- FP is happy to review draft policies when they are available. This is expected to be around the end of February / start of March.

Next steps

- TP will send relevant draft new Local Plan policies to FP for review.
- Agreed that it would be helpful to have another catch up meeting as required to support the production and progression of the Local Plan and associated documents.

DTCM85-Wirral Council Local Plan Duty to Cooperate Meeting with Historic England

1.15pm, Thursday 11th February 2021, MS Teams meeting

Attendance

Name	Organisation
Tim Parton	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Rob Burns	Wirral Council
Emily Hrycan	Historic England (HE)

Meeting agenda

1. Welcome and introductions
2. Outcomes of the November Duty to Cooperate meeting (see attached meeting notes)
3. Wirral Local Plan update
4. Production of a Statement of Common Ground to support the Wirral Local Plan
5. Next steps and any other business

Actions from previous meeting

1. JL (James Langler) will review the draft Local Plan sections provided, and will provide comments to the Council.
2. JL to provide a links to the Calderdale and York examples.
3. RB to provide JL with information on the sites proposed for allocation in the draft Local Plan.
 - JL will prioritise reviewing the sites proposed for allocation in the draft Local Plan over other actions.
 - JL will provide an indication of the timeframes required to complete this task following the provision of information on the sites and GIS shape files.
4. JE to provide JL with a link to the draft Policies Map.
5. JE to send JL relevant GIS Shape files.
6. EF will provide the draft density policy to JL for review.
7. EF will circulate the density map presented at the meeting.

Meeting discussions

Local Plan update

- JE provided an update on the Local Plan production
- Regulation 18 representation have informed the production of the Plan.
- Council undertaking a range of evidence base updates.
- Update provided on the Birkenhead Regeneration Framework.
- The Council is currently drafting the Regulation 19 version of the new Local Plan. This is expected to be finalised in July 2021.
- The Plan will include large regeneration related allocations, including Hind Street, Wirral Waters, Hamilton Park etc.
- The Plan is not proposed to include any Green Belt release.

- The Plan will not include the Battle of Brunanburh site. Recommended that the Council contact Andrew Davis who may be able to assist in including some informal advice.
 - There needs to be an application for designation. Until then, it is just a local heritage issue.
 - RB raised concerns regarding the process. The Council would like to discuss the process with HE, to ensure the correct process is being taken to decide if Battlefield status is appropriate for the area.
 - Need to understand what the best process is for the Council. Jamie Barns could provide some support. **EH will seek assistance from colleagues.**

Review of notes from previous meeting

- JL raised no issues from his assessment of sites proposed for allocation in the Plan.

Next stage of support from HE

- EH should review the regeneration policies which James Langer did not previously see. This is new content which was not previously drafted.
- Site Proformas for sites outside of regeneration and non-masterplan areas will be available within the Plan appendix.
- The Council will provide EH with the additional policies around the start of March.

Statement of Common Ground

- HE will not agree a formal SoCG before Regulation 19 publication. They would be more comfortable in waiting to view the Regulation 19 publication version of the Plan.
- HE are happy to jointly produce a table or other similar document to support the future preparation of a SoCG.

AOB

- Conservation area appraisals for conservation areas in the Plan:
 - Conservation areas remain in the Plan – policies have been updated as much as possible.
 - EH has recommended updating the area appraisals which the Plan would hang policies on, conservation areas potentially under most pressure from development proposals.
 - RB is happy to assist with this work where required. **JE will discuss this with the Council team.**
 - JE noted that the Birkenhead Regeneration Framework is looking at some of these heritage issues, which could potentially be addressed through the regeneration area policies.
 - RB is looking at Hamilton Park and Birkenhead Park to consider the impacts of proposals on the adjacent areas.

DTCM90-Wirral Council Local Plan Duty to Cooperate Meeting with Sport England

2pm, Wednesday 28th April 2021, MS Teams meeting

Attendance

Name	Organisation
Tim Parton	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Andrew Fraser	Wirral Council
Emma Hopkins	Wirral Council
Keith Keeley	Wirral Council
Fiona Pudge	Sport England

Meeting agenda

- 1) Local Plan growth and regeneration strategy update
- 2) Use of the outcomes of the Playing Pitch Strategy and Sport England Calculator
- 3) Built Facilities Study
- 4) Monitoring
- 5) Our approach to considering national policy on active design

Meeting discussions

Local Plan update

- KK provided an update on the Local Plan (LP). Publication proposed for September 2021.
- The LP will include a regeneration policy, presenting types of uses, and recommendations for the amount of facilities in the area such as open space and sports pitches.
- Regeneration areas may not be able to provide sport pitches, and these may need to be provided in other areas.
- FP – Sport England (SE) would assess the demand arising from the sites based on the SE Calculator using data within the Playing Pitch Strategy (PPS). Through this process SE can undertake a full assessment of the demand arising from the sites.
- TP noted that the Council will be circulating a draft version of the Plan for comment in May 2021. FP noted that SE would be pleased to review and comment on the draft Plan.

SE Calculator and the approach to assessing needs associated with growth

- It is a complicated process to undertake the SE calculator assessment.
- Using the PPS SE would consider existing facilities in the catchment of the area, and determine if additional capacity or new provision is required.
- The PPS has identified heavy deficiencies across the board in the area.
- SE are going to recommend a task and finish group to seek to address the deficiencies in the PPS.
- It is unclear at this stage exactly what can be done to increase capacity at existing facilities.
- The SE calculator assessment should be undertaken for all sites proposed for allocation in the Plan.
- The Plan needs to consider how to address existing deficiencies, and the impacts from housing growth.
 - SE can support modelling work to consider how needs could be provided. This would outline if existing facilities could be improved or increased, or if new facilities would be required.

- KKP have information on the sites, so they could undertake further work to assess the impacts of the sites. FP will support KKP in undertaking this work, with support from AF.
- The Council needs to review catchment areas in the area, based on drive time and walking time, taking into account barriers etc. SE recommend using the Catchment Profile Tool on Active Places to review catchment areas.
- The need to assess the impacts of growth and identifying solutions goes beyond the current KKP commission. So there needs to be an extra piece of work to consider the needs from growth.
- FP noted that with support from SE, and a planner in their team, KKP would be capable of undertaking the additional work required.
- **ACTION: AF will request KKP to undertake further work to assess the requirements of growth allocations in the new draft Local Plan and consider how they could be delivered.**
- **ACTION: FP to put forward an outline proposal for the brief based on similar work undertaken elsewhere, for the additional work to assess the requirements of growth allocations in the new draft Local Plan and consider how they could be delivered.**
- FP noted that the Rossendale Local Plan appear to be about to include a cost per house S106 requirement for sports facilities.
 - Also being charged in Salford.
 - Warrington are just starting to do this as well, by neighbourhood area. Prices per dwelling on sites of more than 10.
 - Levy for capital cost and maintenance cost.
- Leeds have compulsorily purchased land for sports facilities in 2008/9. That is the only experience of the compulsory purchase of land for sports facilities which FP has experienced.

Monitoring

- Monitoring the strategies and plans - FP can provide examples of how best to undertake this.
- Another Steering Group meeting is proposed where monitoring can be discussed.
- Council may ask KKP to undertake monitoring – FP can provide advice on monitoring approaches.
- FP recommends putting data on Teams, and doing a short annual monitoring report.

National policy on active design

- FP discussed this recently with Liverpool City Region
- Active environments – within this active design, travel etc.
- SE is currently drafting an example policy for active design / lifestyles, which could be considered for the Wirral Plan
- **ACTION: FP to send the draft example policy**

DTCM96-Liverpool City Region Combined Authority Duty to Cooperate meeting notes

MS Teams, 16th June 2021

Attendance:

Wirral BC – John Entwistle, Andrew Fraser, Tim Parton (DAC Planning)

Liverpool City Region Combined Authority (LCRCA) – Bryn Bowker, Mark Dickens, Jamie Longmire

Wirral Local Plan update

Local plan production

- Sept / Oct publication consultation Reg 19.
- No Green Belt release, regeneration focused, focus on Birkenhead and Bromborough
- Dwelling mix issues, some studies being undertaken on family housing
- Viability ongoing
- 8 masterplan areas. Town centre application approved subject to S106
- Regeneration area in New Ferry. Homes England funding provided to support this.
- Masterplan areas are being progressed through frameworks. These are preferably being undertaken in advance of the progression of the Plan, however this information has not yet been published. Council has identified allocations through this initial work. West Kirby just been commissioned, while others are near completion.
- LCR recommended the Council speak to Mike Eccles at Liverpool Council (and Jane Heywood), as they had difficulties regarding housing mix at their EiP. Barton Wilmore (for developers) stated that this could be addressed in the SDS, which the LCR provided comments on.
- Wirral Council are still under active intervention from MHCLG.
- Council confirmed proposed next steps to engage with others on the Plan. **LCR would like to see the draft Plan in July, and would like to meet in August to discuss the draft Plan.**
- Council confirmed that LCR will send out letters confirming these details. **LCR confirmed that they are happy for this letter to be sent directly to the Mayor.**
- Council confirmed approach to net zero carbon approach, reaching net zero as soon as possible before 2040. This should generally accord with the emerging proposals in the SDS, which is around 2040.
 - Arup have undertaken some work to review the Councils approach to climate change. JE will share this work with the LCR.
 - Reading Local Plan have a low threshold for passivhaus developments, could be helpful to the Council.

LCR Spatial Development Strategy update

- 3rd non statutory engagement (preferred options) published November 2021 for 13 weeks.
- It is a tight deadline for them, but this is required to account for purdah in some areas.
- The SDS needs to include housing numbers and employment land. The Plan will need to have alternative options.
- Proposing to have a housing and employment steering group, which includes representatives from each LCR Council.
- Housing mix will be considered, in order to help LAs at a strategic level. Also consider specialist housing needs and affordable housing provision throughout the area.

- Undertaking a Strategic Infrastructure Plan (commissioned Arup). Will want one of the Wirral team to be on a working group to assist with this. Emma will be the contact for this.
 - LCR are aware that they do not want to impact upon work which has been undertaken in support of the Local Plan.
 - Will be considering freeport at Wirral Waters, improvements on motorway junctions, digital spine works, national cycling and walking networks etc.
- **LCR would like to agree with the Council which developments in the emerging Plan would be considered strategic developments.**
 - **Council to provide GIS information on housing sites over 100 dwellings, large strategic sites, and large scale employment proposals.**
- **LCR to share a confidential scope of the SDS for the Councils information.**
- SDS plan period 15 years, to be reviewed every 4 years based on the mayoral cycle.

AOB

- LCR may be obtaining some urban designers, which could be shared with authorities within the City Region. This could be available to the Council in the future.
- Paul Mulligan could provide design related assistance in masterplanning work being undertaken by the Council.
- Planning Bill expected Autumn 2021.

DTCM98-Environment Agency Duty to Cooperate meeting notes

MS Teams, 21st June 2021

Attendance:

Wirral BC – John Entwistle, Andrew Fraser, Rachel Bryan, Tim Parton (DAC Planning)

Environment Agency (EA) – Stephen Sayce, Jeni Templeman

Preparation notes:

1. Previous DtC engagement:

- Attended 10th December DtC workshop where we provided an update on the progression of the LP.
 - At the meeting SS confirmed that the EA have no specific concerns regarding GB development.
 - Noted that the Council have included LP policies which embed flood risk management throughout the Plan.
 - SSFRA has been updated to support the production of the Plan.

2. Next steps for DtC engagement:

- Draft Plan to be circulated mid-July, with a draft SoCG layout to guide further discussions.
- Propose to meet again in early August to discuss draft Plan and draft SoCG.

3. What topics / issues should be included within a draft SoCG.

- Approach to coastal change management and flood risk.
- Production of SFRA, and ensure the Assessment meets the requirements of the EA.
- Green and blue infrastructure – protection of strategic natural assets.

Meeting notes

Introductions

- SS is now more strategic – though still helping out on the SFRA to support the completion of this work.
- JT now provides LP support, and will be the key EA contact for the Council

Local plan production

- JE provided a presentation update on the Plan
- Sept / Oct publication consultation Reg 19.
- No Green Belt release, regeneration focused, focus on Birkenhead and Bromborough

Duty to Cooperate next steps

- EA would like to see the draft emerging Plan prior to Reg 19 publication.
- TP set out proposed timescales,
- Timescales fine – deal primarily with JT
- JBA doing the Level 1 SFRA – SS has seen this – final version has been provided.
- Rachel is working on this. Next step is the level 2 work. This will be commissioned asap. SS has support the preparation of this work. Done a filtering exercise based on the recommendations, to determine which sites need a level 2 assessment.
 - Will include a large number of the LP allocations, so the Council see this work as critical to the progression of the Plan.
 - Discussions have taken place with LLFA, who would like the level 2 work undertaken even where planning app work has been progressed on sites – as a safety net.

- SS – Liverpool Waters FRA likely to be old. Others may need updating.
 - Considering time constraints, Council may consider a streamlined approach to the level 2 assessment, which PBA can provide.
- SS – Doing CC assessments in relation to tidal stuff. Preparing work, which may need to be considered in the level 2 works. This was set out in the EA response.
- Some sites in the flood zone, so would require exceptions test.
- SS – Sefton had a similar approach to us. EA needs to charge for advice. Recommends that we need to get moving quickly on level 2 work, just in case we need any further modelling. Need to agree the charges in advance. Depends on the scope of the work, but there is likely to be some modelling to support this work.
 - EA – Needs clarity on timescales for the Level 2 work to provide as much notice as possible to review modelling works.
- JE presented the draft allocations on a map to update JT on the sites
- JE will prepare money for EA advice, so this can move forward to support the level 2 works
 - Rough estimate of EA costs can be provided once the draft document has been received. They can set up an agreement with an agreed amount of hours, then the EA will only charge for what they use.
 - JE will progress a purchase order on that basis.
 - **JT will provide a fee estimate on this.**
- Level 2 modelling – EA can assist with some screening to outline the need for modelling

DTCM100-Wirral Council Local Plan Duty to Cooperate Meeting with Sefton Council

13.30, Tuesday 14th September 2021, MS Teams meeting

Attendance

Name	Organisation
Tim Parton	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Andrew Fraser	Wirral Council
David Robinson	Sefton Council
Alan Young	Sefton Council

Meeting discussions

Approach to providing comments on the draft Plan

- Cabinet member meeting next week – so just inform comments at this time subject to Member consideration.
- Deadline for comments is next week, but happy to extend the deadline for comments back from Sefton Council.
- Sefton officers doubt there will be any significant concerns raised by Members on the draft Plan.

Cross boundary issues

- Housing and employment matters – Council has clearly assessed needs. Seems to be robust assessment.
- Meeting needs is Wirral Councils concern. The Plan is clearly trying to meet housing and employment needs. Should be no cross boundary issues as Wirral are seeking to meet housing and employment needs. No unmet needs to be concerned about.

Housing delivery

- Wirral faces a major challenge through large scale of growth. Meeting needs through urban intensification will be challenging particularly in relation to demonstrating deliverability and viability of sites.
- Demonstrating delivery of the strategic sites in urban areas will be a challenge for the Council.

Employment sites

- Draft Plan is meeting employment needs.
- Large scale logistics. In Sefton, large scale logistics sites proposed on GB site, this is a challenge for the area.
- No issue with Wirrals approach, concern more widely on logistics at strategic level. This is seen as a sub-regional issue which cannot be addressed appropriately in local plans.

Retail

- Support the approach in the Plan. Content that there are no major allocations. No cross boundary issues identified.

- Acknowledged that Birkenhead Town Centre has its challenges – support the approach of the Council within the draft Local Plan.

Environmental implications

- Still in discussions with colleagues on environment matters.
- Recreational pressure on coast – unlikely to be an issue raised by the Council.

Approach to progressing the Wirral Local Plan

- Examination expected 2022
- Production of LP is well supported by the Council
- Regeneration approach is well supported by the Council
 - o Associated studies can demonstrate delivery of regeneration programme
- Threat of intervention has helped the Council to progress
- Evidence base production has been supported by the commitment of the Council and Government to support the production and progression of the Plan
- Council has changed viability consultants

Level of challenge to the Plan

- Some developers have GB sites – and have concerns about the strategy
- No significant applications are coming forward on GB sites, and currently the Council is winning appeals on GB sites.
- There are some consortiums and volume builders present in the area

Draft Statement of Common Ground

- AY is content with the approach generally.
- DR will look in more detail and will provide comments if required.

Sefton Local Plan review:

- Council will roll forward Plan – need for additional land for new development.
- Concern about need for GB release. Will be a challenge to meet future local housing and employment needs.

DTCM101-Wirral Council Local Plan Duty to Cooperate Meeting with West Lancashire Council

3pm, Monday 20th September 2021, MS Teams meeting

Attendance

Name	Organisation
Tim Parton	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Stephen Bengel	West Lancashire Council

Meeting discussions

General updates from Wirral Council:

- Viability assessment update – new consultants, changed to Aspinall Verdi, currently finalising procurement.
- This change may delay the progression of the Plan.
- Regulation 19 publication proposed for December / January.

General updates from West Lancashire:

- Team size has reduced recently with departure of manager.
- Have an interim head of service in place.

Comments on the draft Local Plan:

- Housing and meeting the area's housing needs – support for paragraph 2.24
- Support for the general approach of the Plan set out in paragraph 2.17.
- Support approach in protecting GB areas
- Paragraph 3.82 regarding large scale B8 uses – noted. This type of development is also not currently supported within West Lancs.
- Paragraph 3.164 regarding zero carbon and climate change are noted and supported.
- There are no comments provided by the Council which would require changes to be made to the draft Local Plan.

Draft Statement of Common Ground (SoCG):

- West Lancs have some minor amendments, which will be provided as track changes.
- Table on p5 / 6 – slight amendments to wording.
- No additional cross boundary issues.
- Health is fine, but they may be under a different group.
- Who signs the SoCG? – Up to each authority. Could be Chief Officer, or cabinet member. West Lancs likely to get a Member to sign the SoCG.
- Need completed SoCG by end of October – SB happy that can be achieved.

Duty to Cooperate Reg 18 letter from West Lancashire Council

- The Council can use the information within the Wirral Duty to Cooperate Proforma and the draft SoCG to inform their work.
- JE will arrange a formal response to the letter.

Potential cross boundary matters to be addressed in the future

- LCR Recreational Mitigation Strategy
 - o RMS working group meetings ongoing
 - o The RMS research work is progressing. This will form part of the cross boundary evidence base.
- New housing study for the LCR SDS.
 - o Likely all LCR authorities will be involved.
 - o West Lancs are close to completing similar work, and therefore may not be involved.

Next steps:

- SB to send comments on the draft SoCG to TP.
- JE to provide a formal response to the West Lancs Reg 18 Duty to Cooperate letter.

DTCM102-Wirral Council Local Plan Duty to Cooperate Meeting with Cheshire West and Chester Council

3pm, Wednesday 29th September 2021, MS Teams meeting

Attendance

Name	Organisation
Tim Parton	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Andrew Fraser	Wirral Council
Emma Hopkins	Wirral Council
David Butler	Cheshire West and Chester Council (CWaC)
Gill Smith	Cheshire West and Chester Council (CWaC)

Meeting discussions

Comments on draft Wirral Local Plan from CWaC Council:

- CWaC officers are continuing to review the Plan.
- At this stage there are no major issues which have been identified.
- CWaC officers support the strategy within the Plan.
- The layout of the Plan is good.

Review of the draft Statement of Common Ground (SoCG):

- The Council will not be identifying as many issues at this stage in comparison to the CWaC Council Reg 18 representation, given the current strategy and proposals within the draft Plan.
- CWaC officers recommend including a conclusion within the SoCG, summarising the current position. This is supported by Wirral officers.
- CWaC officers recommend further information on shared issues.
- Housing market area – DB will provide some further comments on that section.
- Employment section – It would be helpful to set out what the strategy is now for the Hooton Park area.
- Transport – Recommend outlining how issues have been addressed in relation to the proposed strategy. Additional modelling has been undertaken and shared. The current growth strategy has alleviated the transport related concerns CWaC has previously raised.
- Recommend highlighting within the SoCG that the position of CWaC being presented within the SoCG would change if alterations were made to the growth strategy in the Plan.

Transport:

- Based on the current strategy, there are no transport related issues to raise.
- Consideration of alternative sites could alter this position. Recommend that this should be referenced within the SoCG.
 - o EH confirmed that some alternative sites have been modelled, but further modelling would be required if alternative sites were to be considered.
 - o No issues with Junction 6 being raised through the modelling.
- EH agreed to share the outputs report of the modelling undertaken at request of HE from November 2020

- EH proposed arranging a meeting to review the completion of the highways modelling with relevant officers from CWaC Council and National Highways.

European sites / HRA:

- CWaC Council may provide further comments on this issue, subject to further review of the Plan.

Minerals:

- Further information was outlined to CWaC officers on how minerals is addressed in the Plan.
- AF noted that previous minerals related comments provided by CWaC have been addressed within the draft Plan and support evidence base documents.
- CWaC Council will review the minerals section of the draft Plan in more detail and provide any comments where necessary.

Landscape:

- Joint work has been undertaken on this. No DtC issues going forward.

Water supply:

- There are concerns about supply in the area, particular where there may be an issue within the network requiring alternative sources. UU are considering options for increasing the supply and options from alternative sources.
- Wirral officers are comfortable about how this is presented within the draft Plan.

Recreational Mitigation and Avoidance Strategy:

- Additional survey work is being undertaken to inform the strategy.
- JE noted that Parkgate would be included as one of the sites.

Air quality:

- Wirral Council are producing an addendum to the air quality evidence base. No known issues currently in the area, however it is assumed there could be the potential for issues around motorway tunnels. There are no Air Quality Management Areas (AQMA) associated with the motorway.
- DB is not aware of any issues regarding air quality. It is noted that the Covid 19 pandemic has improved the situation by reducing car travel.
- DB will consider air quality further with colleagues at CWaC Council.
- Liverpool Clean Air Plan – noted that it will be interesting to see what that Plan will look like when published next year. It could change how / where people travel, and could therefore have an impact on surrounding areas.
- World Health Organisation (WHO) air quality guidelines have recently changed, thresholds for concern are now much lower.

Next steps:

- CWaC officers to provide comments on the draft Plan and SoCG next week (w/c 04/10/21). Ensure TP is copied in to emails as JE will be on leave.
- Wirral Council will amend the draft SoCG based on the comments provided, with the aim of agreeing a SoCG prior to Reg 19 publication in Jan 22.

DTCM103-Wirral Council Local Plan Duty to Cooperate Meeting with Liverpool Council

2:30pm, Thursday 14th October 2021, MS Teams meeting

Attendance

Name	Organisation
Nicki Faulkner	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Andrew Fraser	Wirral Council
Emma Hopkins	Wirral Council
Jane Hayward	Liverpool Council
Samantha Campbell	Liverpool Council
John Riley	Liverpool Council

Meeting discussions

The meeting started with introductions and was followed by comments on draft Wirral Local Plan from Liverpool Council:

- JH explained that due to work commitments, she had only looked at the plan briefly before the meeting; but she noted that nothing in the draft plan stood out as a concern.
- In terms of housing numbers, JH wanted to confirm that any unmet need couldn't be met in Liverpool. This was agreed and understood, and AF confirmed that there was no expectation on Liverpool to take any of Wirral's housing numbers.
- JH went through the key policy areas that had previously been raised:
 - o Where does the SuperPort fit in with Wirral in terms of B8 provision? This is a policy area that had been picked up by the Inspector at Liverpool's Local Plan Examination. JH advised that it would be worth reviewing the emerging plan in terms of terminology regarding the Superport. JE to review terminology and JH to provide feedback in writing.
 - o Liverpool is the regional city centre – good to see this is mentioned in para 3.214. JH identified that Wirral Waters is proposing a significant amount of commercial development, therefore the full application would need to undertake impact assessment. AF explained that Wirral waters is becoming more of a residential rather than commercial development. JH to provide more detailed feedback
 - o Bidston Dock also needs to be reviewed in terms of impact on Liverpool. The site was discussed in terms of potential uses (commercial? Leisure?). A caveat in the policy, referring to impacts on Liverpool City Centre, may be a solution to this. This is nothing new – concerns that have been raised in the past - JH to comment on this point.
 - o Transport and Infrastructure: Any changes to the tunnel impacts both Liverpool and Wirral. EH explained that August last year she met with Mike Eccles and Jane Black to discuss transport modelling and the impacts from junctions and changes to flyovers. EH followed up the meeting by sending ME and JB modelling data, but has had no response from them. A formal response, stating that there are no issues arising from proposed Wirral Local Plan growth, shown by the modelling data, was requested. AF also requested that an overarching statement to say that Liverpool has the capacity for movements into the city, based on the Local Plan data. Furthermore, that Central Station can accommodate any increase, as based on the emerging plan. JH agreed that she could put this in writing and emphasised the

importance of Central Station, and how the council is preparing a City Centre Public Realm Strategy, to better understand how people travel around the city – identifying opportunities to create more space for people.

- Further discussions took place regarding transport and infrastructure:
 - o The aspiration to create a Clean Air Zone in Liverpool was discussed, but at present, there is not enough information available for Wirral to take account of the policy. AF explained that potential impacts could be tolls at the tunnel, and impacts on public transport provision. JH can provide a contact for the Clean Air Zone work, but agreed that there is not sufficient information at this stage to cause a concern regarding the emerging Local Plan.
 - o AF explained that the air quality in Wirral is within the limits, the council is currently preparing an addendum to the emerging Plan based on WHO limits, and closer monitoring is taking place at Wallasey ports.
- JH explained that at the Local Plan Examination the Inspector focused on housing and employment. There was agreement that there are no residual needs that would impact Wirral. The Inspector's report will be on the website in the next month.
- AF explained that in terms of the emerging Wirral Local Plan, nothing will be published in relation to Publication until January 2022.
- Evidence base was discussed:
 - o Viability – Keppie Massey represented Liverpool council at Examination and said that viability is an issue but development is happening on the ground. Developers often raise viability as an issue for brownfield, but the city was zoned according to viability areas and this evidence was used at Examination. Key for LCC is employment sites. Assessment shows that employment land is coming through for development.
- LCC has 20% affordable housing requirement in the LP and included the national space standards and accessibility standards. There is a lot of information on the website which may be helpful in terms of policy approach and the Examination, but JH can send any copies of documents that may be useful.
- JH explained that the LCR SoCG was useful in terms of:
 - o Habitats and Liverpool airport – other than statutory obligations. The council submitted an extensive DtC submission with LCR SOCG.
- JH agreed that she could provide full and formal comments on the draft Reg. 19 Local Plan by the end of October

Review of the draft Statement of Common Ground (SoCG):

- It was agreed that any key points would be added to the SoCG template once the notes from the meeting had been agreed, and once JH had sent Liverpool's response to Wirral's Draft Reg. 19 Local Plan by the end of the month.
- There were no concerns raised or comments provided regarding the template SoCG sent to JH prior to the meeting.

Next steps:

- officers to provide comments on the draft Plan by end of October 2021.
- NF to send draft notes of this meeting and finalise notes.
- Upon receipt of Draft Reg. 19 LP comments and final notes of the meeting, the draft SoCG with Liverpool will be circulated for comment in early November for feedback.

DTCM104-Wirral Council Local Plan Duty to Cooperate Meeting with United Utilities

15.00, Tuesday 9th November 2021, MS Teams meeting

Attendance

Name	Organisation
Adam Brennan	United Utilities
Bernadette Quinlan	United Utilities
John Entwistle	Wirral Council
Emma Hopkins	Wirral Council

Meeting discussion

Wirral Local Plan update

- Publication is expected around March 2022 or later depending on the decision-making process. Wirral Council are aiming for a complete draft Reg 19 Local Plan by the end of November. A first full draft was circulated to stakeholders for feedback. UU feedback from Reg 18 incorporated. AB to review and provide comments (Comments provided 24/11/21).
- EH sent latest GIS layers including dummy sites within the broad areas for growth. UU worked with other local authorities who have utilised a similar approach. UU will not provide feedback on the allocations and broad areas for growth. Map layers will be used internally for future planning.

Wirral Evidence base update

- JE extracted the relevant section from the draft Habitats Regulations Assessment of the Reg 19 Local Plan which mentions WwTW in relation to coastal European sites. JE provided HRA consultant contact for AB to liaise with.
- Previous discussions have confirmed there is no issue with WwTW consents and capacities.

Fresh Water Study

- Fresh Water Study lead is Andy Bent. Wirral Council looking to include high water efficiency standard for new build in Local Plan because of the water supply coming from the south. AB stated it was unlikely that there would be a future tunnel link.
- Previous discussions have confirmed that future development will be accommodated. Any improvements would need to be appropriately timed to meet development phasing.

Infrastructure Delivery Plan

- EH is drafting Infrastructure Delivery Plan and will send draft chapters to AB for comments.
- No schemes will be included in the Infrastructure Delivery Schedule

Any other business

- A Birkenhead Design Guide is being developed which will be shared with UU.

DTCM105-Wirral Council Local Plan Duty to Cooperate Meeting with LCR CA

14.00, Wednesday 17th November 2021, MS Teams meeting

Attendance

Name	Organisation
Charlotte Steele	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Andrew Fraser	Wirral Council
Emma Hopkins	Wirral Council
Steve Cook	Liverpool City Region Combined Authority
Huw Jenkins	Liverpool City Region Combined Authority

Meeting discussion

Wirral Local Plan update

- Publication is expected around March 2022 or later depending on the decision-making process. Wirral Council are aiming for a complete draft Reg 19 Local Plan by the end of November.

Wirral Evidence base update

- The viability study is ongoing and the MEAS is being produced.
- Evidence base studies to be published at Reg 19 include Employment Land studies, Air Quality, Green and Blue Infrastructure and Landscape studies.
- WC are working with Mott MacDonald for transport modelling and are preparing a draft SoCG with Highways England. Transport mitigation measures have been proposed by Mott MacDonald.

Employment forecasts

- LCR CA is leading economic forecasts (five scenarios to be examined: baseline, OBR consistent, transformational growth, pessimistic and policy). Baseline forecasts were produced. Growth forecasts indicate moderate growth. HJ to request colleagues to send baseline forecast to WC officers. Forecasts have previously been shared to transport and regen WC officers
- WC raised interest in the timings of the forecasts.

Comments on draft Local Plan

- LCR CA to comment on draft LP (sent to MD from Rob Oates). SC and HJ to provide comments as soon as possible.
- EH to signpost developer contributions.
- It is understood that the LCR CA is limited in the comments it can provide ahead of the SDS.

Draft SoCG

- The first draft SoCG has been produced. WC seeking agreement with Districts and LCR CA.
- LCR CA to provide comments on draft SoCG in next 2/3 weeks. SC raised the incorporation of collaborative work on Birkenhead and the Bus Rapid Transit scheme.

Regeneration update

- LCR CA have been working collaboratively with WC on regeneration projects.
- Hamilton Park is entering the next phase.
- The awarding of Levelling Up funding was noted.
- HJ provided links to transport strategies: [Liverpool City Region Sustainable Transport Settlement](#), [Liverpool City Region Bus Service Improvement Plan](#), [Liverpool City Region: Levelling up for Recovery](#) and the [LCR CA Local Cycling and Walking Infrastructure Plan](#).

Infrastructure – rail proposals

- Rail: there are currently three rail stations on the Policies Map. The LCR CA rail team will confirm the final location for Woodchurch Station.
- WC will need to monitor the proposed Clean Air Zone in Liverpool and the impact on transport modelling. HJ to follow up with EH.
- LCWIP and Wirral Mass Transit system are not included in the Policies Map.
- SC recommended including the planned improvement to Woodside on the Policies Map. EH to discuss this with SC.

SDS update

- The Transport Strategy is being produced.
- Public consultation on the preferred strategy is planned for summer 2022.
- HJ to follow up with MD on the Infrastructure Strategy and the inclusion of parking policies.
- Joint SPDs: HJ to check with MD on the production of SPDs.
 - o Parking standards are set out in the Appendices of the draft Wirral Local Plan. EH welcomes comments from the LCR CA on parking standards. EH to discuss parking standards with MD.

LCR evidence base

- HEDNA: an update was provided on 16th November at the Planning Policy Managers meeting.

Any other business

- EH is drafting IDP chapters and requested latest trend data on rail usage. HJ to look over draft IDP chapters. EH to send data request to HJ. To counteract the impact of COVID on trend data, the LCR CA are looking at scenarios.

DTCM106-Wirral Council Local Plan Duty to Cooperate Meeting with SP Energy Networks

2-3pm, Thursday 18th November 2021, MS Teams meeting

Attendance

Name	Organisation
Charlotte Steele	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Andrew Fraser	Wirral Council
Emma Hopkins	Wirral Council
Rachel Shorney	SP Energy Networks

Meeting discussion

SP Energy Networks update

- RS is still working on power requirements for the Homes England bid. RS to send this to EH for feedback.
- SPEN is bidding for funding from Ofgem for 2023-2028. RS to send EH draft bid documents.
- RS noted collaboration will be beneficial for both parties.
- RS directed EH to the [Heat and Buildings Strategy](#) and [Net Zero Buildings Strategy](#) (October 2021) publications which include reference to heat pump funding.
- SPEN is in the process of developing online tools. At present, the [ConnectMore](#) interactive map and the [ADMD Calculator](#) are available on the SPEN website. SPEN are producing a new iteration of the ConnectMore map in a few weeks for the High Voltage Network. SPEN are aiming to produce a combined mapping and cost estimate tool providing estimates for EV charging and heat pumps.
- A Strategic Optimiser Role/engineer role is proposed in the ED2 Business Plan. This role will support with design and avoid piecemeal development.
- The ED2 Business Plan is to be submitted in December 2021 and a funding decision is expected in Autumn 2022. A general indication of the final funding decision is expected in Spring 2022.

Wirral Local Plan update

- EH raised Passivhaus, EV charging and heat network policies in the Local Plan.
- A planning application submitted for a GridServe EV charging site in Bromborough was discussed. RS recommended Wirral Council provide as much notice to SPEN as possible if planning is approved.

Wirral Evidence base update

- Infrastructure Delivery Plan: EH to share relevant IDP section with RS for feedback.
- EH expressed concern over conclusions in the Electricity Analysis report (2021). The study is based on worst case scenario figures. RS confirmed SPEN is not using conclusions from this report. A separate Cadent Gas/SPEN study, not yet approved, presents different findings.
- Cadent Gas have put in a proposal for a hydrogen village (this is a five year project, phase 2 is expected around 2026/27). SPEN are working with Cadent Gas to accommodate heat pumps in areas with planned gas network conversions to hydrogen.

- EH to discuss the Tidal Power Project with Martin Land.

Statement of Common Ground

- It was agreed to produce a SoCG.
- SPEN have a MOU with the LCR CA (2015). RS to share MOU examples/template with EH.

DTCM107-Wirral Council Local Plan Duty to Cooperate Meeting with Vodafone

10-10.40am, Friday 19th November 2021, MS Teams meeting

Attendance

Name	Organisation
Charlotte Steele	DAC Planning (Wirral Council)
Emma Hopkins	Wirral Council
John Williams	Wirral Council
John Entwistle	Wirral Council
John Irwin	Vodafone

Meeting discussion

Wirral Local Plan update

- Wirral Council have an out-of-date Unitary Development Plan and are working under a tight timetable to produce a Local Plan. The emerging LP is putting forward a preferred approach for urban intensification. The Issues and Options [Local Plan consultation](#) proposed three spatial options: urban intensification, dispersed Green Belt release and single urban extension (Green Belt release). The LP is planning for around 13,000 dwellings, with the buffer, the total supply equates to 16,000 dwellings. The LP will potentially have a stepped trajectory.
- LP Timetable: The LP will go to Members for approval in the New Year, followed by six weeks consultation, then Submission in late Spring and Examination early 2022.

Regeneration update

- The [Birkenhead 2040 Framework](#) identifies the Regeneration Areas. JE recommended JI look at this document. The development will be high density, which will require innovative design approaches.
- The LP also aims to introduce high environmental performance in new development. JE raised Hamilton Park and the transformation it will undergo from industrial/commercial to residential. This will require decanting.
- JE covered the vision/plan for the following Regeneration Areas/Settlement Areas: Birkenhead Town Centre, Hind Street, Wirral Waters, Bebington, Bromborough & Eastham, Leasowe, Moreton, Upton, Greasby & Woodchurch. EH shared maps of these areas.

Vodafone

- Vodafone is focused on the provision of 5G over the next ten years. JI predicts 5G will overtake fixed line connectivity. 5G rollout is informed by footfall trends. [JI to send details of footfall analysis and current infrastructure coverage.](#)
- JI expressed interest in working with WC for the provision of 5G and will feed back the LP spatial strategy to inform 5G rollout. JI noted 5G will have limited impact on consumers. JI discussed the benefits of 5G in terms of speed/reach/latency.
- JW queried Vodafone's approach for the physical infrastructure required to deliver 5G. JW noted 5G requires an infrastructure network near development. JW queried whether Mobile Network Operators work together/share networks for 5G. JI noted this is occurring at football stadiums. JE enquired as to further details on the nature/number of 5G infrastructure and how this would interact with tall, high density development.

Any other business

- EH to send across relevant draft policy, relevant draft IDP section and site information on allocations.

DTCM108-Wirral Council Local Plan Duty to Cooperate Meeting with Transport for Wales

1-2pm, 23 November 2021, MS Teams meeting

Attendance

Name	Organisation
Charlotte Steele	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Andrew Fraser (apologies)	Wirral Council
Emma Hopkins	Wirral Council
Victor Turner (apologies)	Transport for Wales
Alex Fortune	Transport for Wales

Meeting discussion

Wirral Local Plan update

- EH to send draft Local Plan if not previously sent, relevant sections of the draft IDP, and maps of latest allocations and broad locations to AF in preferred file format.
- The first draft of the Local Plan was circulated to stakeholders and is being updated based on the feedback received. WC is aiming for approval from members in the Spring for Regulation 19 consultation, followed by Submission and Examination.

Wirral Local Plan spatial strategy

- The emerging Local Plan is taking an urban intensification approach. The LP is planning for around 13,000 dwellings, with the buffer, the total supply equates to 16,000 dwellings. The LP will potentially have a stepped trajectory. The LP is allocating Regeneration Areas.

Wirral Local Plan strategy-transport

- WC are working with Highways England towards a SoCG.
- The approach is to offer sustainable transport options instead of increasing vehicle usage.
- Mass transit is proposed for Birkenhead. This could take different forms: light rail, bus or bus rapid transit.
- The Draft Policies Map currently includes Woodchurch Station.

Infrastructure – Rail

- AF provided an infrastructure update:
 - o Aspiration for 4 trains to run on the Borderlands Line from Wrexham to Liverpool in one hour. It is anticipated one skip stop train will be brought forward in May. TFW is currently arranging the timetables. AF shared initial skip stop stations, which may change: Wrexham Central, Wrexham General, Gwersyllt, Buckley, Shotton, Neston, Heswall, Upton and Bidston. TFW is preparing a business case and is aiming for Union Connectivity funding. The next step in the project would be a train into Birkenhead north, requiring a crossover reinstatement. Alternative options were James Street or Bidston Station. AF to share relevant documents of project. EH to mention the project in the IDP.
 - o Proposed Deeside Parkway Station and Park and Ride. Completion aimed for 2024/25.

- Station improvement underway on all Borderland Line stations managed by TFW.
- Accessibility improvements to Shotton have been pushed back and will likely be carried out in the next Control Period (2024-2029). Signage improvements will happen in the short term.
- TFW hope to transition to battery trains in the future.

DTCM109-Wirral Council Local Plan Duty to Cooperate Meeting with LCRCA

2-3pm, 24th November 2021, MS Teams meeting

Attendance

Name	Organisation
Charlotte Steele	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Andrew Fraser	Wirral Council
Kathleen Lawless	Wirral Council
Jamie Longmire	Liverpool City Region Combined Authority
Mark Dickens	Liverpool City Region Combined Authority

Meeting discussion

Wirral Local Plan update

- The timescales for the Wirral Local Plan were discussed: Regulation 19 Publication is aimed for March 2022.
- There have been two virtual PINS visits.

SDS update

- The next public engagement (non-statutory) is scheduled for June 2022. The Submission version of the SDS will be ready in Spring 2023 (official timescale).
- MD ran through the draft structure of the SDS: 5 strategic objectives, approx. 11 development principles, key diagram & spatial priorities, approx. 10 focused policies (including apprenticeships, digital connectivity, health and wellbeing). In mid January at the earliest, the SDS policies will be shared with chief planners and local authorities.

SDS Key Strategic Policy Areas and Evidence

- Arup has been appointed to the Strategic Infrastructure Plan.
- In terms of city region-wide SPDs, the LCRCA will support local authorities with their production where needed.
- JL specified that SPGs supplement SDS policy, while SPDs are produced at the local level.
- Economic forecasts were discussed. The LCRCA can provide a letter explaining the baseline figures. MD to enquire when the economic scenarios will be finalised.
- Other evidence base studies were discussed and no issues were raised.
- MD offered further discussions with Wirral officers when needed.
- The LCRCA is limited in its ability to comment on the Wirral LP ahead of the SDS.
- The HEDNA and SHELS studies were discussed.
- Outputs from the HEDNA will inform policy options and the spatial development strategy.
- A consultant will be appointed soon for the SHELS.
- The LCRCA will convene a Steering Group of each LPA before the end of December.
- The Local Nature Recovery Strategy will be produced by the LCRCA.

Draft Statement of Common Ground

- The review and sign-off of the SoCG was discussed.
- Officers agreed to include an Appendix in the SoCG of funding schemes the LCRCA has supported in the Wirral. WC to contact LCRCA when this is needed.

Any other business

- LCRCAs to arrange policy discussion meetings for January.
- MD to provide feedback on the draft SoCG.

DTCM110-Wirral Council Local Plan Duty to Cooperate Meeting with Openreach

2-2.40pm, Tuesday 30th November 2021, MS Teams meeting

Attendance

Name	Organisation
Charlotte Steele	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Andrew Fraser	Wirral Council
Emma Hopkins	Wirral Council
Karl Thompson	Openreach
Andrew Gill	Openreach

Meeting discussion

Wirral Local Plan update

- Wirral Council is producing a new Local Plan and is updating evidence base documents. Regulation 18 consultation was held in Spring 2020 and proposed three spatial strategy options: urban intensification, dispersed Green Belt release and Green Belt urban extension. Urban intensification is the preferred strategy.
- WC is aiming for approval from Members in Spring 2022, followed by Regulation 19 publication.

Wirral Local Plan strategy

- WC is working with partners to advance the regeneration of Birkenhead and have received grant funding which addresses viability issues.

Wirral Evidence base update

- The Viability Assessment is ongoing.

Coverage

- Copper is put in for less than 20 plots, otherwise fibre is installed. Openreach need 6 months notice prior to occupation for installation.
- The Fibre Cities programme is replacing copper with fibre in locations across the country, including the Wirral so there is an existing fibre network.
- EH shared Policy WS 10.2 Broadband connection. KT provided the following comments on the policy:
 - o Refer to open access network instead of open source. Openreach is the only provider which offers open access.
 - o Refer to 1 gigabit service and ultrafast network. Providers currently offer 1 gigabit service, although fibre can work up to 10 gigabit.
- KT noted there will be a change in Part R of the Building Regulations regarding full fibre provision in 2022.
- KT discussed PIA (Passive Infrastructure Access). Openreach opened access to its duct and pole infrastructure for other service providers to use for a rental charge.
 - o KT discussed the example of Barratt Homes where PIA is used. New Barratt development will have Virgin, Openreach and Hyperoptic.

- Commercial development is usually fitted with Ethernet, which is expensive but secure. Fibre is also secure.
- EH discussed [LCR Connect](#) which aims to deliver full fibre across Merseyside.
- Openreach is working with developers on how best to wire houses internally to support homeworking.

Actions

- EH to send draft IDP chapter, PDF of housing and employment allocations and draft Local Plan to KT.
- KT to provide feedback on the draft IDP chapter and draft Local Plan policy WS 10.2 Broadband Connection.
- KT to send DCMS documentation on changes to Part 6 of the Building Regulations.
- KT to send best practice examples of broadband policy to EH.

DTCM111-Wirral Council Local Plan Duty to Cooperate Meeting with ITS Technology Group

2-3pm, Wednesday 1st December 2021, MS Teams meeting

Attendance

Name	Organisation
Charlotte Steele	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Emma Hopkins	Wirral Council
John Williams	Wirral Council
Claire Delahunty (apologies)	ITS Technology Group
Dave Hudson	ITS Technology Group

Meeting discussion

Wirral Local Plan update

- The adopted Local Plan is the UDP.
- There have been several consultation periods, the latest was in 2020 which presented three spatial strategy options: urban intensification, dispersed Green Belt release, single urban extension.
- A Draft Local Plan has been produced and is taking forward urban intensification. Wirral Council is currently engaging with statutory bodies and neighbouring authorities to meet the Duty to Cooperate.
- EH shared PowerPoint slides on the Local Plan spatial strategy.
- Wirral Council is aiming for approval from Members in Spring 2022, followed by Regulation 19 consultation.

Wirral Evidence base update

- The Viability Study is being completed, along with other evidence base studies.

Coverage

- EH noted the LP will deliver more than just housing.
- DH shared a map of LCR Connect and explained there are concurrent fibre installation projects across the LCR. LCR Connect uses existing infrastructure at certain locations (BT Openreach) and is installing ducts in other locations.
- Fibre will be going through Central Birkenhead and along Wirral Waters.
- LCR Connect will be open access and could possibly be used for 5G in the future.
- Where possible, ITS Technology Group will utilise the Openreach network before fibre to the home.
- DH recommended using *open access* instead of open source in policy wording.
- The residential scheme at Arrowe Brook Industrial Park was discussed as a site near LCR Connect.
- EH noted that there is the opportunity to safeguard non-highway land/data centres.
- There is difficulty connecting fibre from Wirral Waters to Wallasey. The swing bridge across Birkenhead will be replaced with a fixed bridge. JW noted Tom Hennessey from the LCR can provide timescales on the project.

- The LP is proposing innovative design, including public realm works which should be carefully coordinated with infrastructure delivery. For the housing trajectory, JE noted sites in years 1-5 have more certainty than in later years of the LP period.

Actions

- EH to send Local Plan Employment and Housing Trajectory.
- EH to send PowerPoint on the Wirral Local Plan to DH.
- DH to send jpg of LCR Connect in the Wirral.
- EH to include plan of LCR Connect in the IDP.

DTCM112-Wirral Council Local Plan Duty to Cooperate Meeting with Cadent Gas

1-2pm, Thursday 2nd December 2021, MS Teams meeting

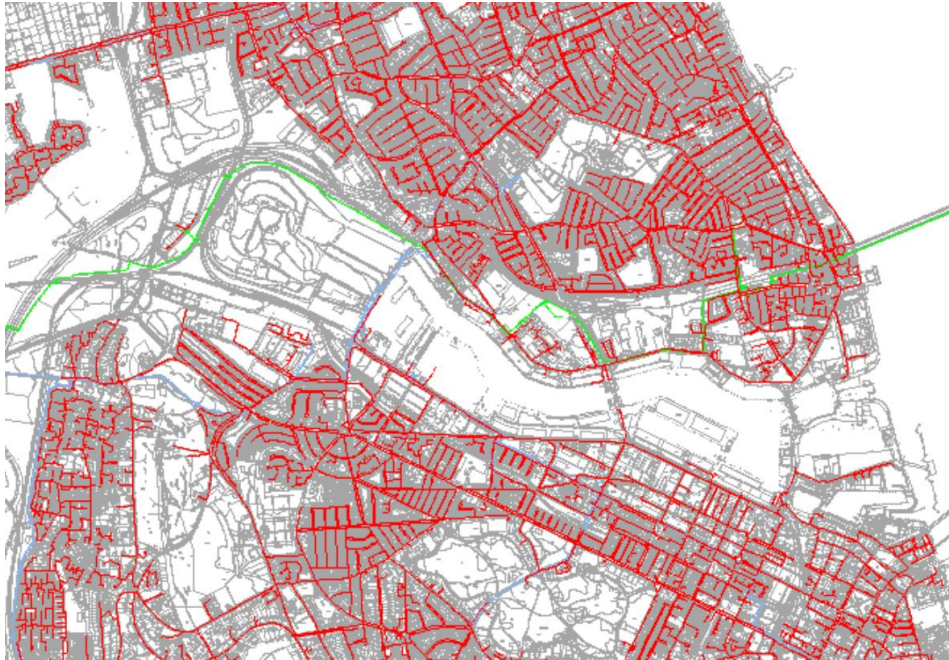
Attendance

Name	Organisation
Charlotte Steele	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Andrew Fraser (apologies)	Wirral Council
Emma Hopkins (apologies)	Wirral Council
Philip Halsey	Cadent Gas

Meeting discussion

Wirral Local Plan update

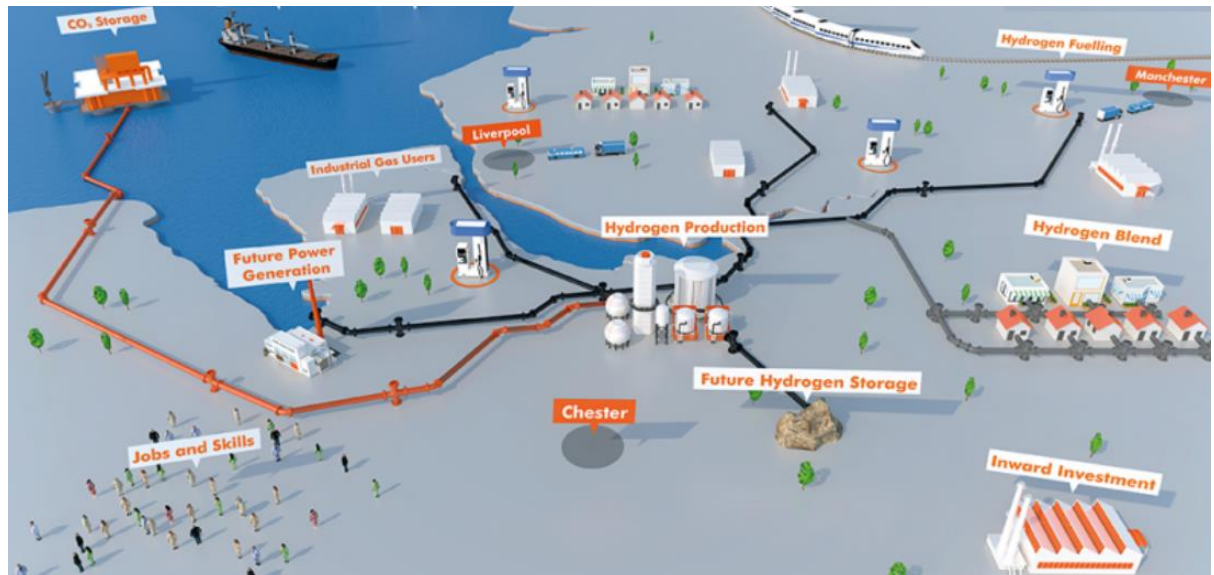
- WC is producing the Regulation 19 Local Plan and is aiming to go for approval from Members in Spring 2022.
- Regulation 18 Consultation was held in February 2020 and presented 3 spatial options: urban intensification, dispersed Green Belt release and single urban extension. The Regulation 19 Local Plan is taking forward urban intensification.
- JE shared PowerPoint slides on the Local Plan and ran through the spatial strategy.
- JE discussed the Local Plan policy approach. PH mentioned an example of a local authority which makes provision for hydrogen boilers in the future rather than a ban on all boilers for new homes.



- PH shared the above map of the Cadent Gas network in the Wirral. Green lines indicate an intermediate pressure pipe (3500mb-7000mb). PH highlighted that the new developments will not be able to be built close to the intermediate pipe (there will be easements in place) if the sites are over the pipe a diversion will be required at a cost. Blue lines represent a medium pressure pipe (350-2000mb) and red lines are low-pressure pipes (21-50mb).

Hydrogen

- The HyNet North West project has received funding as a track 1 cluster project supported by the Government which will bring hydrogen to industrial customers and could also include a village trial if Cadent are successful in their submission. This could be done by 2025. If the trial is accepted, homes in the village will be fitted with hydrogen ready appliances. Wirral with its proximity to Hynet could be considered for hydrogen conversion once production gets to scale in the 2030's.



- Map of HyNet project is shown above.
Internet link gives all the details about the project. <https://hynet.co.uk/>

Link shows track 1 status for HyNet. <https://hynet.co.uk/hynet-selected-by-government-as-track-1-industry-cluster/>

- Cadent Gas is engaging with the housebuilding industry over hydrogen. The installation of heat pumps may not be a one size fits all solution for new homes.
- Navigant have produced pathway reports for some local authorities. Manchester and Cumbria.
- PH noted Cadent could meet the North West's Net Zero dates of 2038 for Manchester and 2040 for Liverpool if funding is secured to build the necessary infrastructure in the next regulator pricing period.

Actions

- PH to send map on EPC stats on Wirral homes. ACTIONED
- PH to send link to LCR Pathways Report.

DTCM114-Wirral Council Local Plan Duty to Cooperate Meeting with Merseyside WDA

2.30-3.30pm, Friday 3rd December 2021, MS Teams meeting

Attendance

Name	Organisation
Charlotte Steele	DAC Planning (Wirral Council)
Tim Parton (apologies)	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Andrew Fraser (apologies)	Wirral Council
Emma Hopkins	Wirral Council
Tony Byers	Merseyside WDA
Graeme Bell	Merseyside WDA
Peter Williams	Merseyside WDA

Meeting discussion

Wirral Local Plan update-timetable and strategy

- In Spring 2020, Wirral Council held a Regulation 18 consultation which presented three spatial options: urban intensification, dispersed Green Belt release and single urban extension. WC is going forward with urban intensification.
- Officers are working on the Birkenhead Regeneration Framework 2040. Funding has been received to bridge viability gaps.
- EH presented a PowerPoint on the spatial strategy/Wirral Local Plan. EH ran through the regeneration of Birkenhead, Regeneration Area approach, broad locations, Masterplan approach, growth distribution and densification.
- WC is aiming to go for approval from Members for the Local Plan in Spring 2022, followed by Regulation 19 Publication.
- EH explained there would be a population redistribution with the spatial strategy.

Design

- Mid-rise developments are expected.
- WC will need to consider design strategies which facilitate bringing waste to storage and waste collection.

Waste arising trends

- Tonnage is increasing and is not expected to drop. During the last year, 70,000 tonnes of extra waste has been generated from homeworking and online shopping.
- An average of 1.1 tonnes of recyclables and waste is generated per household per year. More figures on waste composition will emerge in the coming months.
- Merseyside WDA are looking at future infrastructure needs. The urban intensification strategy will influence where sites will be required.

Infrastructure update

- PW discussed changes to the waste hierarchy:
 - o Merseyside WDA are looking to work with the LCR on re-use over the next 5 – 10 years and waste reduction.

- The National Waste Strategy is requiring consistent collections, with two recycling bins (card/paper and glass/plastic) being a potential outcome, and the implementation of mandatory food waste collections from 2024.
- Space will be needed to store material from the deposit return scheme.
- TB discussed an example in Germany where bottles are left in a specific public location for other people to return at a bottle deposit.
- Regarding trade waste sites, the Merseyside WDA have changed the vehicle permit scheme to an online booking system. This has led to a reduction in commercial waste.
- There is a reduced amount of illegal waste.
- The Merseyside WDA Waste Strategy is aiming to respond to the Environment Act and zero carbon.

Infrastructure Delivery Plan

- MEAS have run assessments on some of the site allocations and broad locations and have flagged up some active uses, including an active waste site in Bromborough. The IDP addresses the need for an alternative site to be found.
- MWDA are not yet in a position to recommend land safeguarding and will know better once updated Waste Regulations emerge.
- TB provided recommendations for the IDP:
 - **6.6.1 Current Provision:** Waste tonnage figures are no longer dropping and no change is expected.
 - Include the Rail Transfer Loading Station located as a supplement to the emergency waste transfer stations
 - Travel journeys to recycling centres produce high emissions. The IDP should reference alternate strategies, such as small scale and local centres that can be walked to. TB recommended referencing combined journeys (visiting the HWRC enroute to say the local DIY store) instead of dedicated HWRC journeys.
 - **6.6.2 Meeting Needs Arising from Growth:** Disagree with statement on existing capacity in first paragraph.
- TB noted W2 Bidston is a waste facility.

SoCG

- A Statement of Common Ground was discussed and it was agreed WC officers will produce a draft for consideration from the MWDA team.
 - *MRWA will consider the SoCG but gave no firm commitment either way over signing up to it until it has been discussed internally.

Actions

- EH to have IDP costs recalculated using recent waste figures.
- EH to send census mapping information to TB.
- EH to send shapefiles of development allocations to GB.
- GB to draft bullet points on legislation changes, shift in tonnage patterns and new waste strategy, and send this to EH before Christmas.
- EH to send a draft SoCG to the Merseyside WDA team.
- CS to circulate meeting note.

DTCM115-Wirral Council Local Plan Duty to Cooperate Meeting with Merseyside Police

4-5pm, Friday 3rd December 2021, MS Teams meeting

Attendance

Name	Organisation
Charlotte Steele	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Andrew Fraser (apologies)	Wirral Council
Emma Hopkins	Wirral Council
Superintendent Martin Earl	Merseyside Police

Meeting discussion

Wirral Local Plan update

- The current adopted Local Plan is the Unitary Development Plan.
- In Spring 2020, Wirral Council held a Regulation 18 consultation which presented three spatial options: urban intensification, dispersed Green Belt release and single urban extension. WC is going forward with urban intensification which focuses on the regeneration of Birkenhead. Funding has been received to deliver this strategy.
- There is a requirement to deliver 13,000 dwellings.
- WC is aiming to go for approval from Members for the Local Plan in Spring 2022, followed by Regulation 19 Publication.

Infrastructure update

- EH discussed highways infrastructure schemes:
 - o Funding is in place for the flyover removal (2022-2023) and for changes to the highways network at St Werburgh's Gyratory and A41 Tunnel Road North of Rock Retail Park, as well as the removal of the Woodside Gyratory.
 - o Conway Street and Argyle Street will become signalised, and the tunnel approach rationalised.
- Density and population was discussed. The population will not increase, but will be displaced from elsewhere in the Wirral.
- EH discussed service redistribution. Two new schools are planned in Birkenhead.

Estate update

- ME provided an update on the Merseyside Police Estate:
 - o No change at Wallasey (response police).
 - o CID is based in Birkenhead, and Local Policing in Wallasey and Bebington.
 - o Resources will be transferred to Upton station in mid 2022 with the sale of Bromborough police station. Part of the Bromborough building will likely be listed. Some response police may move to Upton from Wallasey to reduce response times to Bromborough. Staff to leave Bromborough by early Spring 2022.
 - o Community police stations: no significant change.
 - o The Conway building community police station will be replaced with one opposite the Hive in the Lauries.
 - o Heswall has been closed for a long period of time and is likely still on the market.

- Part of the Birkenhead Police Station is disused.
- ME recommended working with Architectural Liaison Officers to assist on designing out crime when schemes are received for sites. JE mentioned the Birkenhead Design Guide and recently submitted schemes.
- EM provided contact details of Architectural Liaison Officer Frank Stott francis.stott@merseyside.police.uk.

Actions

- ME provided contact details of Assets Manager to discuss Estates strategy: Paul Wheelan: 01517774153 paul.wheelan@merseyside.police.uk. ME to contact PW.
- ME to enquire with Andy Ryan, Detective Chief Superintendent, Head of Preventative Policing.
- ME to consider point of contact to discuss any concerns with highways network from the flyover removal.

DTCM118-Wirral Council Local Plan Duty to Cooperate Meeting with Mersey Dee Alliance

11-11.30am, 14th December 2021, MS Teams meeting

Attendance

Name	Organisation
Charlotte Steele	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Andrew Fraser (apologies)	Wirral Council
Emma Hopkins	Wirral Council
Julie E. Barnes	Wirral Council
Sally Shah/Colin Irlam (apologies)	Wirral Council
Emma Wynne	Mersey Dee Alliance

Meeting discussion

Wirral Local Plan update

- JE shared a PowerPoint on the Wirral Local Plan 2021-2037 and covered the Local Plan timetable, key themes and spatial strategy (Settlement Areas, Regeneration Areas, Masterplan approach).
- In Spring 2020, Wirral Council held a Regulation 18 consultation which presented three spatial options: urban intensification, dispersed Green Belt release and single urban extension. WC is going forward with urban intensification.

Duty to Cooperate

- Meeting the Duty to Cooperate and devolution were discussed.
- The benefits of cross-border links and informal discussions between WC, Flintshire and Wrexham were discussed.
- WC are currently producing a SoCG with Cheshire West and Cheshire Council.

Wirral Evidence base update - MDA Fiscal Package Proposals

- WC are producing an Infrastructure Delivery Plan. This covers infrastructure provision, including digital infrastructure, and some cross-boundary infrastructure.
- EW noted that Local Authority Plans should help to avoid cross boundary infrastructure provision gaps .
- EW highlighted two priorities in the MDA Fiscal Stimulus Package that are relevant to this discussion: digital infrastructure and strategic transport connectivity.
- The Cross Border Recovery Deal, Phase 1 of the Fiscal Stimulus Package, includes a cross border active travel network and integrated ticketing projects. The partnership Growth Track 360 works in parallel with the MDA on multi modal transport connectivity.
- The importance of cross border work was discussed and it was recommended this should be reflected in the Wirral LP.

Actions

- EH to check that cross-boundary issues in the LP policies, supporting text and the IDP are adequately addressed. EH to send draft text on the WC/Flintshire relationship to EW for feedback. *EW on leave from 17th December 2021 until 11th January.

DTCM119-Wirral Council Local Plan Duty to Cooperate Meeting with Network Rail

12-1pm, 15th December 2021, MS Teams meeting

Attendance

Name	Organisation
Charlotte Steele	DAC Planning (Wirral Council)
John Entwistle	Wirral Council
Andrew Fraser	Wirral Council
Emma Hopkins	Wirral Council
Philippa Britton	Network Rail

Meeting discussion

Wirral Local Plan update

- WC is holding infrastructure provider meetings.
- EH shared PowerPoint on the Wirral Local Plan and covered the key themes and spatial strategy (Regeneration Areas, Settlement Areas and Masterplan Areas). The new LP will replace the Unitary Development Plan.
- The Regulation 18 Consultation presented three spatial options: urban intensification, dispersed Green Belt release and single urban extension. The Local Plan is taking forward urban intensification.
- Wirral Council is aiming to take the LP to Members for approval in March 2022.

Wirral Local Plan Policy-rail

- PB discussed the close working relationship between Network Rail and the LCRCA.
- EH noted WC are working closely with the LCRCA regarding rail and have met with Transport for Wales.
- PB confirmed new rail stations are being funded by the LCRCA.
- JE and EH discussed transportation projects in the Wirral:
 - o Mass Transit System;
 - o New southern entrance to Birkenhead Central Station;
 - o Cycle lane along Europa Boulevard;
 - o Additional pedestrian access to Hamilton Square station (no funding confirmed);
 - o Reconfiguration of Woodside Gyratory; and
 - o Relocation of bus interchange.
- There is a strong focus on active travel and public transport usage with urban intensification.
- EH shared the strategic policy WS 9 Strategy for Transport and discussed accessibility.
 - o EH highlighted Paragraph H.
- The [Wirral Housing Density Study 2021](#) will guide high residential density across the Borough to maximise brownfield land.

Birkenhead Docks

- PB shared a map of Network Rail land around Birkenhead Docks.
- EH shared images of the Dock Branch Park project on the disused Dock Branch Railway.
- The disused freight rail along Birkenhead Docks might be repurposed for mass transit.

Actions

- PB to query colleagues about sharing layer of Network Rail land along Birkenhead Docks.
- EH to email Huw Jenkins regarding this meeting and check WC projects align with project pipeline developed by Paul Buntin.

DTCM120-Wirral Council Local Plan Duty to Cooperate Meeting with Merseyside Fire & Rescue Services

10-11am, 17th December 2021, MS Teams meeting

Attendance

Name	Organisation
Charlotte Steele	DAC Planning (Wirral Council)
John Entwistle	Forward Planning-Wirral Council
Andrew Fraser (apologies)	Forward Planning-Wirral Council
Emma Hopkins	Forward Planning-Wirral Council
Paul Marley	Emergency Risk Response-Wirral Council
Neil Thomas	Senior Flood & Coastal Risk Manager-Wirral Council
Debbie Appleton	Merseyside Fire & Rescue Services

Meeting discussion

Wirral Local Plan update

- JE ran through a PowerPoint on the Wirral Local Plan 2021-2037 and covered the background to the emerging Local Plan, key themes and the spatial strategy (Regeneration Areas, Settlement Areas and Masterplan approach).
- WC is aiming to take the LP to Members for approval for Regulation 19 Publication in March 2022.

Wirral Local Plan spatial strategy

- Building height in Regeneration Areas was discussed. Development will be medium rise/high density in Central Birkenhead.
- The Merseyside Fire & Rescue Services produce an Integrated Risk Management Plan for three year periods. The current Plan goes to 2024. The next Plan will need to take into consideration high density new development which may increase demand on Fire & Rescue Services.
- JH discussed land identified for decanting around Birkenhead Docks.
- The LCR Freeport will include a site in the Wirral in the Northside area and MEA Park.
- The [Wirral Housing Density Study 2021](#) will guide high residential density across the Borough.
- COMAH designated sites were discussed. There are several in Bromborough.
- JH discussed industrial sites which will be converted for residential development in Bromborough.
- DA expressed support for the health and zero carbon key themes in the Local Plan. Diesel vehicles were discussed in relation to achieving zero carbon.
- The LCRCA Clean Air Zone declaration and its possible displacement effects on the Wirral was discussed.
- NT discussed the role of Local Plans in reducing/mitigating flood risk.

Findings of Strategic Flood Risk Assessment-Access and egress in flood risk areas

- A Level 2 stage SFRA is being produced.

- The Level 1 SFRA findings were discussed: in Bromborough and Hind Street there is the risk of surface water flooding, at Birkenhead Docks there are flood risks and sites in Moreton are at risk of tidal flooding if coastal flood defences are breached.
- SFRA modelling has demonstrated that the impact of climate change poses a major implication for flood risk. Flood risk at Birkenhead Docks is mitigated by a water management system. The Environment Agency has recommended WC consider access and egress for Birkenhead Docks and consult with relevant bodies regarding flood risk.
- PM explained the Community and Risk Assessment conducted for Merseyside and the humanitarian response WC would play in the case of an emergency.

Actions

- DA to find a contact in the Merseyside Fire & Rescue Service to review SFRA findings regarding flood risk at Birkenhead Docks and to discuss this with Integrated Risk Management Plan (IRMP) colleagues. DA to share contact with CS. CS to arrange a meeting between WC and Fire & Rescue Services contact, after the Christmas holidays.

Appendix 4: Regulation 18 Local Plan
consultation representations from
surrounding local authorities and
prescribed Duty to Cooperate bodies



Marine Management Organisation

Marine Planning
MMO Preston
Lutra House, Dodd
Way, Bamber Bridge,
PR5 8BX

T +44 0370 850 6506
www.gov.uk/mmo

Wirral Council
Town Hall
Brighton Street
Wallasey
CH27 9FQ

13th February 2020

Dear Wirral planning policy team,

MMO Marine Planning response to consultation on Wirral Local Plan 2020 to 2035: Issues and Options Consultation Document.

Thank you for giving us the opportunity to comment on the submission of the **Wirral Local Plan 2020 to 2035 Issues and Options Consultation**. The comments provided within this letter refer to the document entitled **Wirral Local Plan 2020 to 2035: Issues and Options**.

Please ensure this response is read in its entirety as specific comments relating to your consultation can be found in the second section of this document.

Part one – Overview of marine planning and Marine Management Organisation functions

As the marine planning authority for England, the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent the Marine Plan boundaries extend from the mean high water spring tides mark (which includes the tidal extent of any rivers and estuary) to the inshore (up to 12nm) and offshore (12 to 200nm or the Exclusive Economic Zone) waters; there is an overlap with terrestrial plans which generally extend from the mean low water springs mark.

Marine plans inform and guide decision makers on development in marine and coastal areas. Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure the necessary considerations are included. In the case of the document stated above, the [Draft North West Inshore and North West Offshore Marine Plan](#) is of relevance. The North West Marine Plans cover the area from the Solway Firth border with Scotland to the River Dee border with Wales, including the tidal extent of any rivers within this area.

All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the Marine and Coastal Access Act 2009 and any relevant adopted Marine Plan, in this case the [UK Marine Policy Statement](#) (MPS), unless relevant considerations indicate otherwise. The [Draft North West](#)



INVESTORS
IN PEOPLE

Bronze



[Inshore and North West Offshore Marine Plan](#) is now a material consideration. As with terrestrial local plans, weighting of draft marine plan policies is covered by paragraph 48 of the National Planning Policy Framework 2019 (NPPF).

Part 2 - Specific comments relating to your consultation

Within the document out for consultation **Wirral Local Plan 2020 to 2035: Issues and Options**, we recommend reference to **the legal duty to co-operate with the Marine Management Organisation**, as well as reference to **Marine Planning**, the **Marine Policy Statement**, and the [Draft North West Marine Plan](#) which is currently out to public consultation and therefore a material consideration.

The following policy topics within the Draft North West Marine Plan have been identified after reading the Wirral Local Plan document. They are provided only as a recommendation and we suggest your own interpretation of the [Draft North West Marine Plan](#) is completed.

- Access
- Tourism and recreation
- Climate change
- Seascape and Landscape
- Biodiversity
- Heritage assets
- Aggregates
- Marine protected areas
- Marine litter
- Employment
- Ports, harbours and shipping

The marine planning remit is directly for coastal and marine waters up to the mean high water spring mark where Wirral borough council extends to the mean low water spring mark (we can supply a GIS layer of the spatial extent for any policy maps if you wish). The area covered by the Wirral Local Plan lies within the North West Marine Plan Area, therefore, it is recommended to ensure your plan is 'sound' that it includes a reference to the [Draft North West Marine Plan](#).

You may find our [online guidance](#), our [online Explore Marine Plans System](#) and the [Planning Advisory Service soundness self-assessment checklist](#) helpful in completing your interpretation.

Once again, thank you for providing the opportunity to comment.

Yours sincerely,

Charlie Gill
Marine Planner (North West)

Telephone: 0208 720 3624

Mobile: 07557 549079

E-mail: Charlie.Gill@marinemanagement.org.uk

Mr Andrew Fraser,
Forward Planning Team,
PO Box 290,
Brighton Street,
Wallasey,
CH27 9FQ

our reference

your reference:

please ask for:

date:

DTC/Wirral

David Butler

19 March 2020

Wirral Local Plan 2020 – 2035 Issues and Options Consultation

Thank you for your recent consultation on the above, received on 7 February 2020.

Cheshire West and Chester has previously responded to Wirral on 18 October 2018 in response to the 'Wirral Local Plan – Development Options Review' consultation highlighting concerns about the potential impact Green Belt release might have for the purposes of the Green Belt in preventing neighbouring towns in Wirral and Cheshire West and Chester from merging into one another, as well as the wider purposes of checking the unrestricted sprawl of large built-up areas and supporting regeneration across the sub-region.

A further response was made on 9 July 2019 in response to the 'Wirral Borough Council – Green Belt Review – Draft Method Report' consultation, concerning the importance of maintaining a strategic gap between settlements in Wirral and Ellesmere Port and Neston, as well as the wider purpose of supporting regeneration across the sub-region.

We are pleased that many of the Council's previous concerns appear to have been addressed in the current Issues and Options Consultation, and in the supporting evidence base work.

Spatial Strategy

Broadly, Cheshire West supports Wirral's preferred strategy, Option 1A of urban intensification, with the aim of meeting all development requirements within the urban area and increasing densities across all existing settlements, as it would support the purposes of Green Belt set out in the NPPF, and in particular assist in urban regeneration, by encouraging the recycling of derelict and other urban land. This would appear to be the most appropriate strategy for Wirral to pursue and remove the need for any Green Belt release set out under Options 2A and 2B.



Cheshire West & Chester Council

Housing

Cheshire West and Chester agrees with the premise that Wirral is a self-contained housing market area, which sits within the Central Liverpool City Region Housing Market Area. The Council also supports the use of the standard method for the calculation of Wirral's housing need.

Employment

Cheshire West and Chester agrees with the premise, that Wirral is located within a single, coterminous, Functional Economic Market Area (FEMA), which covers the boroughs of Halton, Knowsley, Liverpool, Sefton, St Helens, West Lancashire, and Wirral. In principle, the Council also supports the use of historic take-up as an appropriate method for the calculation of Wirral's employment land need, but suggests that it may be helpful to clarify some of the assumptions and the way it is set out, for example:

- How the take-up calculation considers B8 (the exclusion of strategic B8 sites from the calculation may not give a full picture if take-up at the local level)
- Consistency in the use of net and gross figures, for example the comparison of the net SHELMA (e.g. Table 2.4) forecasts and then the calculation of historic take-up as gross (e.g. paragraph 2.41)
- Whether the employment requirement of 80ha over the plan period is gross or net (e.g. paragraph 2.48)
- Where the historic take-up approach considers corresponding jobs growth, or how this links to the housing change

The Council also notes and supports the proposed identification of the Primarily Industrial Area at Eastham and the allocation of the QE2 Dock site and the North Road site for employment uses. Allocation of the North Road site should also take into account, and address, the restrictions and constraints on the use of the site from neighbouring hazardous installations, biodiversity issues that may require mitigation, and the need to prevent sterilisation of the freight rail line, which runs along the southern boundary of the site. However, it is noted that the intention is to allocate the site for B1 and B2 uses and the Council would suggest that B2 or B8 uses may be more appropriate in this location, and correspond with Cheshire West and Chester's Local Plan policy, for the development of Hooton Park as a key employment location.

The introduction of other non-employment type uses on these sites or within the Primarily Industrial Area would not be appropriate at this location, and could restrict Cheshire West and Chester's own policy aspirations to support Hooton Park, as an important sub-regional employment location and to safeguard it for continued office, industrial and warehousing uses, as identified in the Cheshire West and Chester Local Plan (Part One) policy STRAT 4 and Local Plan (Part Two) policy EP 4.

Cheshire West & Chester Council

In addition there is a Local Development Order (LDO) covering part of the wider Hooton Park site, made under section 61A (2) of the Town and Country Planning Act 1990 (as amended). The LDO grants planning permission, subject to compliance with specific criteria, for new developments, extensions and alterations to existing buildings in the North Road Industrial Area (see here: <http://consult.cheshirewestandchester.gov.uk/file/4898509>)

Green Belt

Generally, Cheshire West and Chester Council supports the conclusions of the Wirral Green Belt Review (2019), and recognises the amendments made to the methodology in response to the Council's comments made on 9 July 2019.

The Council supports Wirral's approach, as set out in paragraph 6.61 of the Issues and Options Consultation, that holiday accommodation including touring and camping sites; motorhome stopovers; camping pods and glamping may be significantly limited by Green Belt policy. This is similar to the approach taken in the Cheshire West and Chester Local Plan (Part One) policy ECON 3 paragraph 6.28 and Local Plan (Part Two) policy DM 10 paragraph 11.31.

Transport

Cheshire West and Chester Council notes that the Issues and Options Consultation refers to various supporting documents that have been used to provide evidence to inform the development of the plan. This includes a number of transport and feasibility studies noted in the evidence base. It is somewhat surprising that Cheshire West has not been engaged or involved in any of this work, to date, as there is, and will continue to be, a significant level of cross boundary travel between the Wirral and Cheshire West and Chester.

Page 43 sets out various road based challenges relating to capacity constraints on the road network, however there does not seem to be equivalent commentary relating to the potential impact of the planned growth on the local rail network, which may be helpful to include.

The Council supports Strategic Objective 3 transport strategy (page 46) however, it is noted that whilst there is less reliance on the private car in Wirral, than in this authority, this objective will be very challenging to deliver, based on the level of growth and new housing proposed. The ability to meet this objective will be influenced by the final decisions relating to the location of the planned housing growth. The obvious location which will best meet the transport objective, (and will have the least impact in cross-boundary travel) will be the proposals for Option 1A: Urban Intensification with its focus on development in and around the Birkenhead Docks. Option 2A: Dispersed Green Belt Release sites will perhaps be more challenging to achieve if relying on a planned shift to sustainable travel.

Cheshire West & Chester Council

Figure 4.5 shows planned employment land allocations in the south of Borough. This may have additional impact on the A41 corridor, and it is questioned how sustainable the access to these sites will be, without increasing capacity issues on the A41 corridor, M53 and the Wirral Line. Proposed sites south of Bromborough (depending on use) may also influence cross boundary trips and is likely to increase capacity problems on the A41 and the M53 junction at Hooton.

Furthermore, the Council notes that evidence base document T1 – Wirral Transport Background Paper 2020, has used the evidence from the various traffic modelling reports and seems to indicate increased capacity issues particularly along the A41 Corridor and M53 (and its junctions) arising from these proposals (Figures 12 and 13) and this situation worsens by the 2035 time horizon (Figures 14 and 15).

Cheshire West and Chester notes that evidence base document T3 – Baseline Wirral Local Plan Modelling Report 2019, indicates that there is likely to be exacerbated congestion along the A41 south, at junction 5 of the M53, existing congestion hotspots on key routes to the M53 and stretches of the A540 south of Heswall. The Council notes that a further A41 south study is planned, to identify transport improvements schemes to support sustainable development, and this is something that Cheshire West would be happy to engage in further with Wirral Council.

Generally, the impact is likely to be more on Highways England's network (M53/A41/A550), however, the Council has some concerns about the potential for impact at the junctions along the A540 down to the Hinderton Arms junctions. Particularly the crossroads with Raby Park Road/Upper Raby Road where there are long standing safety issues/concerns, and the operation of the Hinderton Arms junction itself, as that does have long queues in the peaks.

While Cheshire West and Chester supports Wirral's preferred strategy of Option 1A, should Green Belt site SP071 'Land at Chester Road, Gayton' under Option 2A come forward or be considered, this has the potential to have a direct impact on Cheshire West's network. Having reviewed the information in evidence base document T9 – Transport & Accessibility Review for Sites for Further Investigation 2020, it is considered that the indicative junctions would have enough separation from the Boathouse lane junction, where the road becomes Cheshire West's network. The Council would expect to see the operation of the Boathouse Lane junction to be included in any assessments/TAs etc. including some sensitivity testing that looks at more local, actual trip rates, based on existing housing adjacent to the sites, and a consideration of whether any mitigation was required.

Overall, the Council supports preferred Option 1A: Urban Intensification and the concentration of development in and around the docks, along with the identification of improvements to Bidston to Wrexham line, cycling and walking investment and electric vehicle charging infrastructure as priorities for the Wirral Local Plan.

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However, irrespective of the transport objectives, Cheshire West and Chester would anticipate that traffic growth will continue and this will have a serious impact along the A41 corridor and on the Merseyrail Electric network. Therefore the opportunity to discuss these proposals at future meeting with transport colleagues from Wirral would be welcomed.

Gypsies and Travellers

With regards to Q5.6 (Meeting needs of Gypsies and Travellers), it is noted that evidence base document H4 – Wirral Gypsy and Traveller Accommodation Assessment 2019, (GTAA) identifies a need for 10 pitches for those who meet the definition and 3 pitches for those who do not. Although the approach in the Issues and Options Consultation is to rely on a criteria based policy and/or meet the need through general housing policies, this would not necessarily meet the needs identified in the evidence base. The GTAA states the need arises from an extended family group, but also the reason for not making provision is that there are no public or private sites in Wirral. The Local Plan (especially if the option of releasing strategic Green Belt is pursued) provides the opportunity to positively plan for this need, in line with the national Planning Policy for Traveller Sites and the NPPF.

Environment

Cheshire West and Chester notes that the objectives, (pages 46-49) relating to realising the potential of the waterside and improving accessibility and connectivity, may result in issues in terms of recreational disturbance and the Habitats Regulations Assessment. Potential conflicts, between plan objectives and Sustainability Appraisal (SA) objectives, would usually be highlighted in the SA, however an assessment of the compatibility of Local Plan objectives and SA framework does not seem to be included in the Interim SA report.

Strategic Objective 5 refers to 'protect and improve the quality and accessibility of green space, green infrastructure and nature...'. The objective heading suggests improving accessibility is a priority, whilst the first bullet point below concentrates on managing development pressures and opportunities for access and enjoyment. Cheshire West would suggest that there may be a conflict between improving accessibility which may in turn, reduce quality and biodiversity.

The Council supports the preferred approach to manage access to the coast, to avoid harm to European sites and their supporting habitat, and only to improve public access to the coast and countryside, subject to the protection of European Sites and their supporting habitat.

It is noted that the preferred approach is likely to require new residential development within 5km of the coast, to provide mitigation for recreational disturbance, and that work with LCR Combined Authority is ongoing to address this issue on a City Region wide basis. It is further noted that a Visitor Management Strategy is currently being prepared

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(paragraph 8.27) to ensure LCR authorities meet their legal requirements, to protect internationally important wildlife sites from the implications of growth, through a comprehensive mitigation strategy, funded through developer contributions.

Landscape

The Council notes the intention to carry out a review of the existing Areas of Special Landscape Value (ASLV) within Wirral, and would support the continued designation of the Dee Coast ASLV, corresponding with the Dee Coastal Area of Special County Value, (ASCV) designated in the Cheshire West and Chester Local Plan, (Part Two) policy GBC 2 and identified in the supporting evidence base document 'Local Landscape Designations - Areas of Special County Value' (2017) available from:

<http://consult.cheshirewestandchester.gov.uk/file/4583252>

Renewable Energy

Cheshire West and Chester notes Wirral's intention to commission a Renewable Energy Study early in 2020. Our respective authorities have both declared 'Climate Emergencies' and it may be helpful to share information on the development of this piece of work and other initiatives, as both authorities develop a policy response to the climate emergency.

Minerals

The Council notes that page 155 states that there are no workable resources for land-won crushed rock, sand and gravel or industrial minerals in Wirral. However, there is the potential for marine aggregates and this should be highlighted. It may also be necessary to reconsider what mineral resources are 'workable' / viable as there is a lack of sand and gravel within the Greater Manchester, Merseyside and Warrington area, as identified in the Local Aggregate Assessment, and it is not clear at this stage how this issue will be dealt with. The Issues and Options Consultation report identifies landings at Bromborough, but states that the facility is closed, according to the NWRWP AMR.

However, evidence base document EE4 – Wirral Minerals Report 2020, states that Eastham Docks marine sand and gravel import facility has now closed and the Council understands that there are also port facilities at Birkenhead. The potential for marine aggregates and associated landings at port facilities on the Wirral, (both now and in the future), needs to be fully assessed, in order to identify whether all three of these facilities should be safeguarded as minerals infrastructure. This is particularly important as marine aggregates may become more significant in the future, due to the lack of sand and gravel within the Greater Manchester, Merseyside and Warrington area.

The Issues and Options Consultation report does not mention Petroleum Exploration and Development Licence (PEDL) areas. However, evidence base document EE4 – Wirral

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Minerals Report 2020 states that there is one PEDL licence in Wirral – this would need to be shown on the policies map.

Paragraph 8.125 states that the Merseyside Mineral Resources Study (2008), (MMRS), recommended that only the Carr Lane Brickworks at Moreton should be safeguarded for future mineral extraction. However, the MMRS refers to the site at Carr Lane being allocated in the UDP and there being an existing permission and potential extension and potential safeguarding area. It would be helpful to clarify if the existing site, or the potential extension, will be allocated in the Local Plan.

As the Merseyside area does not have the required landbank for sand and gravel, there needs to be consideration given to how this will be dealt with. It may also be necessary to review the findings of the 2008 MMRS in light of the sand and gravel deficit, as additional sites may now be viable.

Whilst it is recognised that the Issues and Options report, and evidence base document EE4 – Wirral Minerals Report 2020, are partly based on the Local Aggregate Assessment 2019, it should be noted that, as identified on page 2 of the LAA, a number of issues regarding weak and absent data were identified by the Aggregates Working Party. Both Lancashire County Council and Cheshire West and Chester Council raised concerns about the assumptions made within the LAA and the lack of detail on the scale of aggregates required to be imported from Mineral Planning Authorities outside the sub-region.

The LAA identifies that the next version of the LAA will attempt to more accurately quantify, both marine dredged and imported aggregates, and prepare a true estimate of demand. It also states that more meaningful conversations can then be held, under the Duty to Co-Operate, with those authorities who import aggregates into the sub-region. This work on the next version of the LAA is key and must be taken into account in the Local Plan.

Other specific comments in relation to evidence base document EE4 – Wirral Minerals Report 2020 are:

- The Wirral Minerals Report should be updated to take account of the updated version of the Local Aggregate Assessment (LAA) 2019. This is particularly important, as the LAA identifies that the 7 year sand and gravel landbank requirement set out in the NPPF, is not being met for Greater Manchester, Merseyside and Warrington. The LAA highlights the importance of marine aggregates and recycled aggregates, but also identifies that there is a lack of detailed local information regarding recycled aggregate levels.
- In terms of marine won aggregates and wharves, the Wirral Minerals Report provides information for the sub-region, but lacks detailed information for the Wirral area. Given the lack of an adequate sand and gravel supply in the sub-region, additional detail should be provided regarding the opportunities for use of marine

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won aggregates and the safeguarding of port facilities. The Greater Manchester, Merseyside and Warrington Local Aggregate Assessment (LAA) 2017, identifies that Wirral has aggregate wharves and identifies the need to safeguard wharves and associated transport infrastructure and processing facilities

- Policy CS38 refers to safeguarding the minerals reserve for clay extraction. It would be helpful to clarify if the Carr Lane site is likely to be extended, and if so, the potential extension could be allocated as a specific site or preferred area.
- Policy CS38 identifies that existing facilities for landing marine-won sand and gravel will be safeguarded, but does not identify what these are.
- Policy 1 – criterion b states “If the development involves extraction the extraction is necessary: and no other viable source is available”. How would it be assessed whether extraction is “necessary”? Does the reference to other viable sources just relate to Wirral? If not, it is unlikely that the source in Wirral is the only viable source, as there are likely to be other viable sources elsewhere in the country, but these will be under alternative ownership.
- Policy 2 – this wording is very general and more specific requirements should be added, once the LAA is updated. Additional information should also be added regarding the potential contribution from marine aggregates.
- Policy 3 – does the safeguarded area for clay extraction include a buffer? The reasons for including, or not including, a buffer around the safeguarded area should be explained. Additional information should be provided regarding the port facilities at Birkenhead, Eastham and the purpose-built facility on the Bromborough coast. Is there any other minerals infrastructure, for example rail heads, which should also be safeguarded, or any asphalt plants, concrete batching plants or substitute, recycled and secondary aggregate operators?

Waste

Cheshire West and Chester Council notes that preferred approach to deliver policy objectives for Wirral is through the Joint Waste Local Plan for Merseyside and Halton. It is further noted that the Joint Waste Local Plan expires in 2027, and that a high-level, 5-year review, will be undertaken, following completion of the 5th AMR 2018/19. It would be helpful to clarify how/ when a full review would be undertaken, if the high-level review identifies areas that are ineffective or out of date, To be able to take the Local Plan forward, it will be important to be able to demonstrate that there is sufficient waste management provision within the area. Therefore, it may also be helpful to include information such as, whether the Joint Waste Local Plan provides sufficient capacity to meet the current waste needs assessment, or when the most recent waste needs assessment was prepared.

Interim Sustainability Appraisal

Whilst it is recognised that this is an interim Sustainability Appraisal (SA), it should include a non-technical summary and should also assess the compatibility of SA objectives and

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plan objectives, and highlight any potential conflicts. The SA does not appear to assess likely secondary, cumulative and synergistic effects or inter-relationships between effects, and more information could be provided on ways to mitigate predicted significant adverse effects. The use of more tables would help to make the SA more user-friendly and concise.

Interim Habitats Regulations Assessment

Cheshire West and Chester Council notes that paragraph 150 of the Issues and Options Consultation states that an updated Habitats Regulations Assessment (HRA) is currently being undertaken. It would be helpful to clarify if this is the Interim HRA that has been published, as part of the consultation, or if there is another version. The paragraph also refers to the Recreation Mitigation Strategy (RMS), whereas the Interim HRA refers to the Recreation Mitigation and Avoidance Strategy (RMAS) – it would be helpful to clarify if these are the same thing.

With reference to the RMAS that is jointly being developed by Merseyside authorities, it would be helpful to receive an update on progress. Cheshire West and Chester is an associate member of this group, but we have not had an update for several months and we understood that there were issues previously, with evidence and charging levels.

Other specific comments in relation to the Interim HRA are:

- Paragraph 5.60 – could this include research undertaken as part of the work towards the RMAS?
- Paragraph 5.69 – may need more information on the process for agreeing the RMAS by the relevant authorities, and whether the identified measures will be sufficient
- Paragraph 6.2 – is the Mersey Estuary SPA and Ramsar accessible at Eastham County Park and/or Port Sunlight River Park?
- Paragraph 6.4 – could include evidence that the Strategic Access Management and Monitoring measures are sufficient, and consider development levels and possible alternative scenarios
- Page 121 – if the approach is to provide accessible public open space (for 8.2 Green and Blue Infrastructure) could this increase recreational disturbance?

Duty to Cooperate

It is noted that a Statement of Common Ground (SoCG) between Wirral Council and Cheshire West and Chester Council is to be agreed (paragraph 1.38). It is further noted that, the Issues and Options Consultation document states that previous consultation under the Duty to Cooperate, has identified that neighbouring authorities are not able to accommodate any of Wirral's needs (paragraph 2.122).

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The accompanying Duty to Cooperate Summary identifies that, an initial list of potential strategic planning matters to be scoped in, or out, of a SoCG, has been identified, but that the SoCG will need to address whether Cheshire West can accommodate any of Wirral's housing needs. The Council agrees with the statement on page 4 which says: "Initial indications are that CwaC would not be able to accommodate any of Wirral's housing needs as this would itself require the release of Green Belt within Cheshire West and Chester."

I trust that you will find these comments helpful and we would welcome the opportunity, going forward, to cooperate further with you in the preparation of a Statement of Common Ground (as required by the revised framework) and Wirral's Local Plan.

Yours sincerely



Fiona Hore
Head of Planning
Places Strategy
Cheshire West and Chester Council

Wirral Metropolitan Borough Council
Regeneration and Place
Wirral Council
Town Hall
Brighton Street
Wallasey
CH44 8ED

Our ref: SO/2006/000255/CS-
03/IS1-L01
Your ref:
Date: 02 April 2020

Dear Sir/Madam

Wirral Local Plan Issues and Options

Thank you for notifying us of the Regulation 18 consultation for the Wirral Local Plan Issues and Options report.

We note the Council's ambition for '*A cleaner, greener Borough which celebrates, protects and improves our environment and urgently tackles the environmental emergency*' (Paragraph, 1.7, page 1). It is not clear what the specific environmental emergency is, we assume this refers to the declared climate emergency.

We agree with Paragraph 1.13, page. 4, which states, '*It is essential that our proposals are based upon evidence about what the economic, social and environmental needs of the Borough...*' and note the List of Evidence Studies as set out in Appendix 1.1. In addition to this list we would draw your attention to work being undertaken by Nature Connected through the Liverpool City Region Natural Capital Group to identify the Natural Capital assets of the City Region. While the work is ongoing it has thus far identified and delivered detailed baseline maps and ecosystem service maps. Given the level of detail we would strongly suggest it is utilised in support of the Wirral Local Plan. We attach the Natural Capital Baseline Report for your information.

The Water Framework Directive, through the North West River Basin Management Plan, should be considered a source of evidence because it provides a detailed level of information as to the state of controlled waters including many of those located within Wirral.

In Appendix 1.1 the '*Liverpool City Region Ecological Network 2015*' is listed under the 'Economy and Employment' rather than 'Environment and Climate Change'.

We make the following comments in answer to the specific questions asked;

Question 2.1

Environment Agency
Richard Fairclough House Knutsford Road, Warrington, WA4 1HT.
Customer services line: 03708 506 506
www.gov.uk/environment-agency

Cont/d..

Do you agree with the Council's calculations using the standard method set out in national Guidance? If not please explain why?

No comments.

Question 2.2

Do you think there are exceptional local circumstances to deviate from the standard method for calculating local housing need? If you believe there are exceptional local circumstances, please let us know what they are.

No comments.

Question 2.3

Can you suggest an alternative approach that would also comply with national policy?

No comments.

Question 2.4

Do you agree with the proposed settlement hierarchy set out in Table 2.2 and an approach based towards focusing investment and regeneration toward the Urban Conurbation to the east of the M53 Motorway? If not, what alternative approach would you consider and why?

No comments.

Question 2.5

Do you agree with the settlement definitions and groupings, and if not, what changes would you wish to see and why?

No comments.

Question 2.6

Do you agree that the Council should calculate the need for employment land based on the Past Completions approach? If not please provide your reasons.

No comments.

Question 2.7

If the Council were to calculate the need for employment land based on the lower Baseline or Growth scenarios, do you believe that potentially surplus employment land should be re-designated for alternative uses, including, where suitable, new housing development?

No comments.

Question 2.8

Do you agree that densities should be increased whilst maintaining good design to ensure the maximum use of suitable urban land? Are there any particular sites or areas where you believe that this would be most or least appropriate? Please give your reasons.

We suggest higher density development is completely avoided where environmental constraints or sensitivities exist (e.g. flood risk, bathing waters, sensitive habitats,

protected sites, poor infrastructure capacity etc.) If this is not possible suitable high quality mitigation must be provided where necessary.

It is important to consider all constraints and sensitivities when deciding upon development densities for urban land because to achieve a truly sustainable development designs will need to consider drainage solutions, buffer strips along watercourses, flood risk mitigation and protection and/or establishment of ecological enhancement, all which may take up a significant area of an allocated plot. We do note this is mentioned in other areas of the Issues and Options report.

Question 2.9

Are there any particular sites or areas where you believe that this would be most or least appropriate? Please give your reasons.

See answer to Question 2.8.

Questions 2.8 and 2.9 (page 28) contains the same question '*Are there any particular sites or areas where you believe that this would be most or least appropriate? Please give your reasons*'.

Question 2.10

Do you agree with the findings of the Economic Viability Baseline Update 2018? If not, please give your reasons.

No comments.

Question 2.11

Are you aware of any other ways that potential gaps in viability could be addressed in the Local Plan, to bring more urban brownfield sites forward for development?

We have no specific suggestions of filling viability gaps as this is outside our field of expertise. But should a site prove, for whatever reason, to not be viable for built development then the proposed end use could be reconsidered to other types of use, such as open greenspaces providing multiple benefits including but not restricted to environmental and biodiversity net gain. We would cite the Bromborough Landfill site as an example of how a site with previous contaminated uses was transformed into Sunlight River Park providing a multitude of benefits.

Paragraph 2.98 (page 33) explains the purpose of the ongoing Birkenhead Regeneration Framework and Delivery Action Plan Study, including one of the key outputs to be '*...infrastructure requirements*'. Given the declaration of a 'Climate Emergency' by the Liverpool City Region it is our belief the Study should consider green and blue infrastructure. Green and blue infrastructure incorporated into regeneration not only provides wide environmental net gain but also social and economic benefits all of which contributes to making investment more attractive.

Question 2.12

Do you agree with our proposed approach to enable the positive regeneration and development of Birkenhead to maximise its potential to accommodate a significant proportion of the borough's development needs?

No comments.

Question 2.13

Cont/d..

Do you agree with the preferred approach for delivering the strategic sites/ development areas through the Local Plan as set out in?

No comments.

Question 2.14

Do you support the establishment of a dedicated delivery model for the Regeneration of Birkenhead?

No comments.

Question 2.15

Do you have any alternative ideas for the regeneration of Birkenhead?

We would reiterate those comments made previously regarding green (and blue) infrastructure being an important infrastructure requirement. Green and blue infrastructure incorporated into regeneration not only provides wide environmental net gain but also social and economic benefits all of which contributes to making investment more attractive.

Question 2.16

Do you agree with the classification of sites set out within the 2019 Green Belt Review? If not, please state your reasons

No comments.

Question 2.17

Do you agree with our analysis of the key messages from the evidence we have collected so far? If not, please state what you disagree with and why.

We have no specific view but do emphasise again the importance of ensuring sound infrastructure, (including blue and green infrastructure), is sufficiently in place to accommodate any type and quantum of development planned.

Question 3.1

Do you agree with our proposed Vision?

As some may expect the Spatial Vision is very much economically and socially focused. Considering the significant natural assets located within the Wirral we believe the vision should be expanded with a statement promoting environmental protection and enhancement. This would not only provide a bolder more balanced vision but also provide a clearer link to the plans Strategic Objectives.

Paragraph 3.6 (page 44) explains '*The Local Plan will seek to address these challenges and to build upon the opportunities, by addressing the issues related to housing and economic growth; working to alleviate social, economic and environmental disparities; ensuring the protection of environmental assets; and securing urban regeneration as part of the wider vision for Wirral and the Liverpool City Region. Underlining all this is our commitment to create a more sustainable and resilient future for local communities, in response to the Climate Emergency*'. Many of these objectives are to be welcomed however we would strongly suggest the protection of environmental assets is expanded to include the '*protection and enhancement of environmental assets*'.

Question 3.2

Cont/d..

Do you agree with our proposed objectives?

We welcome and support many of the Strategic Objectives as they reflect many of our goals and those within the Governments 25 year Environmental Plan.

Question 3.3

Are there any additional objectives you would want to include?

We have no additional objectives recommended for inclusion at this time because the Strategic Objectives appear to reflect matters we would expect to see within any Local Plan.

Question 4.1

Is there anything else that you think the Council could do to ensure that a sufficient urban land supply capable of meeting the Borough's development needs is identified?

No comments.

Question 4.2

Do you have any comments on the proposed urban housing allocations set out in Appendix 4.1? Are they deliverable or developable?

In terms of being deliverable or developable we would point out any site location should be subject to the flood risk Sequential Test, and where applicable the flood risk Exception Test prior to any allocation. Any proposed allocation failing either of the tests should not be allocated. This is for the Local Planning Authority to undertake by using their Strategic Flood Risk Assessment as evidence.

Question 4.3

Do you have any comments on the potential additional urban housing allocations set out in Appendix 4.2? Will they also be deliverable or developable?

In terms of being deliverable or developable we would point out any site location should be subject to the flood risk Sequential Test, and where applicable the flood risk Exception Test prior to any allocation. Any proposed allocation failing either of the tests should not be allocated. This is for the Local Planning Authority to undertake by using their Strategic Flood Risk Assessment as evidence.

Question 4.4

Do you have any comments on the other suitable but currently uncertain sites set out in Appendix 4.3? Are they also deliverable or developable within the Plan period?

In terms of being deliverable or developable we would point out any site location should be subject to the flood risk Sequential Test, and where applicable the flood risk Exception Test prior to any allocation. Any proposed allocation failing either of the tests should not be allocated. This is for the Local Planning Authority to undertake by using their Strategic Flood Risk Assessment as evidence.

Question 4.5

Do you agree with the Preferred Approach to identify Broad Locations for growth based on regeneration opportunities and priorities in the Local Plan?

In terms of being deliverable or developable we would point out any site location should be subject to the flood risk Sequential Test, and where applicable the flood risk

Exception Test prior to any allocation. Any proposed allocation failing either of the tests should not be allocated. This is for the Local Planning Authority to undertake by using their Strategic Flood Risk Assessment as evidence.

Question 4.6

Are there any other areas which should be identified as Broad Locations for Growth?

No comments.

Question 4.7

Are there any other sites within the urban area that you think should be considered for future housing development? Please identify each site and say why you think they would be suitable.

No comments.

Question 4.8

Do you have any comments on proposed urban employment allocations set out in Appendix 4.6? Are they deliverable and developable?

In terms of being deliverable or developable we would point out any site location should be subject to the flood risk Sequential Test, and where applicable the flood risk Exception Test prior to any allocation. Any proposed allocation failing either of the tests should not be allocated. This is for the Local Planning Authority to undertake by using their Strategic Flood Risk Assessment as evidence.

Question 4.10

Do you agree with our assessment of the advantages and disadvantages of the Urban Intensification Option? Are there any other advantages or disadvantages that you believe we should take into account?

No comments.

Question 4.11

Do you believe that a 'stepped approach' would be appropriate to apply, to reflect the complicated nature of many of the proposed sites for development and their longer lead in times, provided that this is made up in the later years of the plan period to take account of the need to bring forward brownfield sites?

No comments.

Question 4.12

Do you have any views on the sites that have been currently identified under the Dispersed Green Belt Release option, shown in Table 4.5 and on Figure 4.6?

Any sites released from Green Belt to accommodate future development needs will need to consider the natural environment. Any future scheme should actively improve such features perhaps improving their physical benefits, such as mitigating/reducing flood risk, habitat creation. Below shows some of the environmental constraints that should be considered for each Green Belt parcel;

Green Belt Parcel of Land	Net Developable Area	Estimated capacity	Constraints
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SP049, South of Mill Park, Eastham	20.45	368	Source protection Zone 3 (outer zone)
SP0005 East of Garden Hey Road, Saughall Massie	1.74	47	No constraints
SP013, North of Saughall Massie Conservation Area	8.56	193	Flood Zone 2 & 3 Arrowse Brook (Main River)
SP013 West of Column Road, West Kirby	17.38	261	Source protection Zone 3 (outer zone)
SP071 Land at Chester Road, Heswall	18.71	337	No constraints
SP061 North of Gill's Lane, Pensby	18.09	326	Source protection zone 3 (outer zone)
SP065 West of Lower Thingwall Lane, Thingwall	6.9	155	Source protection zone 3 (outer zone)
SP009 West of Sandy Lane, Irby	4.09	92	Greasby Brook (Main River) Source protection zone 3 (outer zone)
SP059C, 59 Thurstaston Road, Irby	0.58	16	Greasby Brook (Main River)
SP059B, 41 Thurstaston Road, Irby	0.67	18	Greasby Brook (Main River)
SP059D, 61 Thurstaston Road, Irby	0.51	14	Greasby Brook (Main River)
SP060, South of Thingwall Road, Irby	56.42	1,106	Arrowse Brook (Main River) Flood Zone 2 & 3 Source Protection Zone 3 (outer zone)

Question 4.13

Do you think that any of the other weakly performing land identified in the Green Belt Review should be considered for release to meet any residual housing or employment requirements?

No comments.

Question 4.14

Do you agree with our assessment of the advantages and disadvantages of a dispersed approach to releasing sites from the Green Belt under Option 2A? Are there any other advantages or disadvantages that you believe we should take into account?

Cont/d..

No comments.

Question 4.15

Do you have any views on the areas that have been currently identified for the single large scale urban extension, shown in Table 4.7 and on Figure 4.7?

Any sites released from Green Belt to accommodate development will need to consider the natural environment including all Green and Blue infrastructure. Furthermore a requirement for development to actively improve such features (such as mitigating/reducing flood risk, habitat creation etc.) should be firmly established for any allocation.

Question 4.16

Are there any other areas that you think should be considered for a single large scale urban extension to meet any residual housing or employment requirements?

No comments.

Question 4.17

Do you agree with our assessment of the advantages and disadvantages of a more concentrated approach to releasing a single urban extension from the Green Belt under Option 2B? Are there any other advantages or disadvantages that you believe we should take into account?

No comments.

Question 4.18

Do you agree with our preferred approach to meeting demands in Wirral through Urban Intensification?

No comments.

Question 4.19

If it was necessary to supplement urban intensification by releasing land from the Green Belt, would you prefer to see a dispersed release of land, a single larger urban extension, or a hybrid of the two options, and why?

No comment.

Question 4.20

Do you have an alternative option you would like to propose that would also meet the housing and employment land requirements for Wirral over the Plan period?

No comment.

Question 5.1

Do you agree with our preferred approach to seeking to ensure an appropriate mix of dwelling type and size by requiring developers to take account of the proportions set out, while taking account of any site-specific opportunities or constraints, which could also include the need for a higher density of development on appropriate sites? If not, what alternative approach would you suggest and why?

We generally agree with this as far as it relates to the natural environment and biodiversity even though it does not state this in the text (it says 'based on the location and site characteristics').

Question 5.2

Do you agree with our preferred approach of seeking to achieve up to 30% affordable housing from all new developments of 10 dwellings or over, subject to viability, based on the mix of size and tenure recommended in the Draft SHMA 2020? If not, what alternative approach would you suggest and why?

No comments.

Question 5.3

Do you agree with our approach to the provision of specialist housing for older people and for ensuring that a proportion of all new homes meet optional accessibility standards? If not, what alternative approach would you suggest could be adopted?

No comments.

Question 5.4

Do you have any views on our preferred approach for promoting the re-use of empty homes and buildings to provide for additional housing within the Plan period?

Not specifically although we would point out empty houses are often of an older stock and therefore less environmentally efficient while some could be located in areas at risk of flooding. All of this should be addressed prior to occupancy to improve the sustainability of that housing asset.

Question 5.5

Do you think there is anything else that the Council could do to promote the reuse of empty homes within the Local Plan?

No comment.

Question 5.6

Do you agree with our preferred approach to meeting any future housing needs for Gypsies and Travellers, if they arise during the Plan period? If not, what alternative approach do you think we should follow?

No comments.

Question 5.7

Do you agree with the boundaries to the Primarily Residential Areas that the Council proposes to include on the new Local Plan Policy Map? If not, please say where they should be revised and why?

No comments.

Question 5.8

Do you agree with the Draft Policy for Houses in Multiple Occupation, which the Council proposes to use in the determination of planning applications as set out in Appendix 5.1? If not, please say how it should be revised and why?

No comments.

Question 6.1

Do you agree with our preferred or the alternative approach to meet current and future employment demands in Wirral for everyone in our community?

No comments.

Question 6.2

Do you agree with the proposed release of some employment land in Bromborough for housing (as set out in paragraphs 6.21 to 6.24)?

No comments.

Question 6.3

Do you agree that strategic employment land at Wirral Waters should be made available for general employment use?

No comments.

Question 6.4

Do you agree with the boundaries to the Primarily Industrial Areas that the Council proposes to include on the new Local Plan Policy Map? If not, please say where they should be revised and why?

No comments.

Question 6.5

What is your view of providing for a wider range of uses within these areas and which uses do you think should be included?

No comments.

Question 6.6

Do you agree with the Council's preferred approach to protect all sites currently in use, or allocated, for employment and resist development change of use to ensure continuation of employment uses for those sites? Or Do you think that the alternative approach whereby the Council will not take forward a policy to protect existing employment land and will let the market determine future use, taking account of tests for sustainable development should be adopted?

No comments.

Question 6.7

Do you agree with our Preferred Approach to meet retail demands in Wirral for everyone in our community? Would you suggest an alternative approach?

No comments.

Question 6.8

Do you agree with our preferred approach to seek to maximise the potential of town centres' vitality and viability including residential development? Would you suggest an alternative approach?

No comments.

Question 6.9

Do you agree with our preferred approach to defining a locally set threshold for retail impact assessments? Would you suggest an alternative approach?

No comments.

Question 6.10

Do you agree with the boundaries to the town centres shown on the Council's website? If not, please say how they should be amended and why.

No comments.

Question 6.11

Do you agree with our preferred approach for planning for tourism within Wirral?

We welcome the Local Plan sets out there will be a requirement to protect European sites and supporting habitats from the objectives for tourism and visitor economy. It is important access to such areas is balanced with sensitive area protection and enhancement.

Question 7.1

Do you agree with our preferred approach for planning for infrastructure within Wirral? Do you have a suggested alternative approach?

We consider blue and green infrastructure to be key infrastructure and note it is being considered in more detail separately within the Local Plan.

Question 7.2

Do you agree with our approach to prioritise public and active transport improvements and electric vehicle charging infrastructure provision in new development, and to support the construction of major new roads only where they are related to achieving sustainable development, environmental enhancement, public transport or road safety benefits?

We agree sustainable development and environmental enhancement are key benefits that should be considered.

Question 7.3

Do you agree with our approach to consider the cumulative impact of development on the utilities networks to ensure resilience, where possible reduce reliance on fossil fuels, improve water efficiency and sustainable drainage and to monitor and respond to future technological advances?

We welcome consideration of cumulative impact(s) of development on the utilities networks, including improvements to water efficiency and sustainable drainage. Again we point to the contribution green and blue infrastructure can have.

Question 7.4

Do you agree with our approach to support a choice of digital infrastructure providers for new developments and to support the expansion of electronic communications networks?

No comments.

Question 7.5

Do you agree with our approach to work with our partners to undertake capacity assessments of existing social infrastructure, identify needs arising from growth and the opportunity for potential expansion or new provision as appropriate?

No comments.

Question 8.1

Do you have any views on our preferred approach to plan for Climate Change in Wirral?

We welcome the Local Plan will consider climate change in both plan making and decision taking. In order to achieve sustainable growth new development will need to consider the impacts of climate change including increased flooding in both severity and frequency, impacts to biodiversity and habitats and the wider water environment.

The preferred approach seems to focus almost entirely on energy yet the text appears to touch upon wider aspect of climate change, including the working draft 'Cool 2' which has two goals and eleven objectives. The preferred approach should, in our opinion, reflect wider climate change considerations and not just focus on energy.

Question 8.2

Would you support including additional measures within the Local Plan to plan for Climate Change, including allocating sites for renewable energy or including additional requirements on housing, employment, retail, leisure and tourism developments to meet higher standards of energy efficiency?

No comments.

Question 8.3

Do you think there is anything else that the Council could do to address or plan for Climate Change within the Local Plan?

Protecting, improving and then utilising our natural environment assets can provide a multitude of benefits including climate change mitigation / adaptation and we believe this is something your council should pursue. We would refer you to the Natural Capital Work being undertaken by the Natural Capital Working Group.

Question 8.4

Do you have any views on our preferred approach for planning for Green and Blue Infrastructure within Wirral?

We welcome the Plan appears to recognise the importance Green and Blue Infrastructure will have to achieving sustainable growth within the Borough. We also welcome the identification of existing work already undertaken as well as the proposal to undertake new work such as;

- Defining City Region Core biodiversity assets;
- Identifying Nature Improvement Areas
- Updated Phase 1 Habitat Survey
- Produce a comprehensive Green and Blue Infrastructure Strategy.

Key to achieving good quality interconnected green and blue infrastructure will be taking advantage of the Natural Capital Assessment work undertaken by the LCR Natural Capital Group.

We welcome ‘...implications for local areas will be determined by the Green and Blue Infrastructure Strategy and included in policies for land allocations and development management’. While this statement makes it clear this will be an absolute requirement the ‘Preferred Approach’ weakens this requirement by stating ‘*Where appropriate, new development will be required to contribute towards the provision, protection and enhancement of green and blue infrastructure, whether on site or through developer contributions*’. Some context in to what would be considered ‘appropriate’ would perhaps clarify this statement for the future avoidance of doubt

While preservation of local wildlife and ecology is referenced, development proposals are only assessed against their contribution to “internationally important wildlife” (pp. 131), and stronger language to ensure protections for all designated species would be encouraged.

The Preferred Approach should also be assessed with/against the LCR Natural Capital work undertaken.

Question 8.5

Do you have any views as to how the Local Plan should promote tree planting?

The generally support tree planting and the preservation of ancient woodlands for both biodiversity and recreational reasons as well as the wider environmental benefits they bring. However it is important the selection of tree species should be based on native local providence to ensure appropriateness for the location and to preserve local natural character.

Tree planting should be encouraged with a view to the multitude of benefits it provides if done correctly and not seen as a simple planning requirement as is often the case.

Question 8.6

Do you have any ideas as to where the Council should promote new tree planting as part of its Tree Planting strategy?

No comments.

Question 8.7

Do you have any views on the Council’s proposed approach to the provision of open space and sport and recreation facilities?

No comments.

Question 8.8

Do you agree with the list of open spaces identified for protection from development set out in Appendix 8.1 and the boundaries shown on the Council’s website? If not, please state how they should be revised and why.

No comments.

Question 8.9

Do you support the designation of 'the glebe land' at West Kirby as a Local Green Space?

No comments.

Question 8.10

Are there any other sites which you think should be considered for designation as a Local Green Space?

No comments.

Question 8.11

Do you have any views on our preferred approach for protecting and conserving landscapes within Wirral through the Local Plan?

The EA is supportive of the preservation of natural landscapes, and for enhancing value of these locations for biodiversity and geological diversity, both on their own merit and as habitats for the local ecology. While the Local Plan acknowledges the variety of landscapes within the Wirral, the Preferred Approach seems to focus heavily on hedgerows. We would encourage inclusion and specific reference to other such landscapes, like coastal or riparian habitats, and include stronger language surrounding protection of a diverse landscape for encouraging biodiversity.

As part of the evidence for protecting and conserving landscapes we refer you to the North West River Basin Management Plan and the LCR Natural Capital baseline which can inform this policy providing a value on the existing landscapes and potential improvement opportunities.

Question 8.12

What are your views on the Council using a sequential risk-based approach to direct development to areas at lowest risk of flooding?

Applying the Sequential Test to direct development to areas at the lowest risk of flooding is a requirement of the National Planning Policy Framework, so we therefore fully support this approach.

Question 8.13

Do you think there is anything else that the Council could do to address or plan for flood risk and coastal change within the Local Plan?

We have left a legacy of heavily modified watercourses that often no longer provide effective transportation and/or storage of water which can lead to flooding. Structures such as redundant weirs, hard banks and/or culverts often increase flood risk and should be considered for removal.

It is worth noting UKCP18 figures for the level of allowance to be applied to tidal flooding over the lifetime of the development have been updated and the Wirral Level 1 Strategic Flood Risk Assessment (SFRA) does not consider this update. Given the SFRA has only recently been adopted and considering the tight timeframes for the Local Plan, it may be considered unreasonable to ask this be undertaken now and for the SFRA be updated at such short notice. If this is indeed the conclusion, and we would not object to this at this stage (although if timeframes for the Local Plan adoption start to slip we may recommend this work be undertaken), we would suggest for the avoidance of doubt the requirement for planning applications to consider climate change

for all forms of flooding using most up to date allowance figures be made completely clear in the Local Plan. The Council should seek to update the SFRA post adoption of the Local Plan to ensure it remains a live document with the most up to date information on flood risk.

We encourage the use of sustainable alternatives to hard defences where appropriate. Further detail on the selection of measures to use, and ways in which the effects of flood defences on the natural environment can be minimised or mitigated, would be beneficial in demonstrating the protections and net gains for the aquatic environment and ecology.

Question 8.14

Do you have any views on the Council's approach to ensuring biodiversity is properly addressed within the Local Plan and that important species and habitats are protected?

The EA encourages the enhancement of the natural environment, particularly for designated biodiversity locations, however it would be beneficial to see an expanded section here, with stronger language surrounding biodiversity net gain. At present there is no mention of restoration and development of new habitats, a key part of both EA policy and the Government's 25 Year Environment Plan, and having this present in the Local Plan will help ensure future developments result in a positive gain for the environment and ecology.

Question 8.15

Do you have any views on the Council's approach to ensuring that new development will take account of health and wellbeing through the Local Plan?

No comments.

Question 8.16

Do you think there is anything else that the Council could do to address health and wellbeing within the Local Plan?

Only that recognition of the physical and mental health & wellbeing benefits provided by green and blue infrastructure and the wider natural environment be increased.

Question 8.17

Do you agree with the Council's approach to how Heritage is dealt with in the Local Plan?

No comments.

Question 8.18

Do you agree with the Council's approach to ensuring heritage assets are preserved or enhanced?

No comments.

Question 8.19

Do you have any views on our preferred approach for planning for minerals within Wirral?

No comments.

Question 8.20

Do you have any views on our preferred approach for planning for waste within Wirral as part of a wider City Region partnership?

No comments.

Question 9.1

Do you have any comments on any of the detailed Policy subjects set out in Appendix 9.1?

While further detail will be needed to comment fully on the proposed development management policies, it would appear matters within our remit are broadly listed in the appendices document. We do note no specific policy relating to climate change which is slightly surprising. We assume this will be because climate change will be considered central to the entire plan and be included within policies where relevant.

Policy LP34C suggests Natural Flood Management can also be used to reduce surface water flooding, however please be aware Natural Flood Management can also be used to reduce/manage other forms of flood risk also.

We note and acknowledge detailed planning policies will be included in the final draft Local Plan and that representations will be made at the regulation 19 stage (paragraph 1.20, page 5), but would advise of the benefits of discussing any detailed policies with us well in advance of submission to reduce the risk of delays should we have any concerns.

Question 9.2

Are there any additional detailed development management policies you suggest are included?

Biosecurity is not discussed in the document even though it is considered an important feature within the 25 Year Environment Plan. We would recommend a biosecurity strategy is included within the Local Plan to help ensure robust implementation of biosecurity protocols for any development, and help preserve the local native environment.

See Question 9.1 relating to climate change

Question 9.3

Are there any of the detailed development management Local Plan policies you do not think are needed in the Wirral Local Plan?

No comments.

Should you wish to discuss any of the attached please do not hesitate to contact me.

Yours faithfully

Mr Stephen Sayce
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10 March 2019

Dear Sir / Madam,

Wirral Local Plan 2020-2035 : Issues and Options Consultation

Thank you for consulting Highways England in relation to the proposed Wirral Local Plan. Highways England have undertaken a review of the documentation presented by Wirral Metropolitan Borough Council (WMBC) to identify any of the proposals and aspirations outlined in the documents that may impact on the capacity, operation and safety of the Strategic Road Network (SRN). For the Wirral Metropolitan Borough this incorporates the full length of the M53 motorway between J1 and J6.

Highways England's approach to engaging with the planning system is governed by the advice and guidance set out in, 'The Strategic Road Network: Planning for the Future - A guide to working with Highways England on planning matters (2015)'. The document is written in the context of statutory responsibilities as set out in Highways England's Licence, and in the light of Government policy and regulation, including the:

- National Planning Policy Framework (NPPF);
- Town and Country Planning Development Management (Procedure) Order (England) 2015 (DMPO); and
- DfT Circular 02/2013 The Strategic Road Network and the delivery of sustainable development ('the Circular').

As a statutory consultee in the planning system, Highways England has a regulatory duty to co-operate. Consequently, Highways England are obliged to give consideration to all proposals received and to provide appropriate, timely and substantive responses. Highways England's desire to be a proactive planning partner goes beyond this statutory role, but follows the spirit of the Licence which stipulates that Highways England should "*Support local and national economic growth and regeneration*"

Highways England is keen to engage fully and positively in the plan-making process, with a view to helping deliver sustainable growth and minimising the potential for development to have an adverse impact on the SRN and its operation.

In terms of Local Plans setting out the location of development through site allocations, Highways England's policy guidance states:

“Development should be promoted at locations that are or can be made sustainable, that facilitate the uptake of sustainable transport modes, and support wider social and health objectives, and which support existing business sectors as well as enabling new growth.

- When a local plan document proposes site specific allocations we will want to ensure that all relevant transport impacts and requirements are taken into account. To this end we will work with LPAs to:
- Identify the impact that the proposed allocations are likely to have on the SRN on an individual and, insofar as is necessary, a cumulative basis, factoring in the demands arising from development planned in adjacent authorities where appropriate;
- Assess the impact of the SRN on the development potential of sites that are proposed to be allocated;
- Consider travel plan, travel demand and off-network improvements; and,
- As necessary, identify the infrastructure requirements of the proposed allocations, or specific parts (phases) of proposed allocations.

Whilst we may comment upon proposals where they impact the SRN, allocating land for particular uses is a matter for local authorities and others providing services or facilities to meet this need.”

Highways England acknowledge that the Local Plan must meet the challenges for WMBC of delivering enough homes to meet the nationally prescribed target of 12,000 new dwellings (over the 15 year plan period); and to provide for 80 hectares of new employment land. The Local Plan Issues and Options (2020-2035) Consultation documentation focuses on these potential strategic spatial options; as well as detailing potential allocations at this early stage. We recognise that the preferred option for WMBC is to deliver development based on an Urban Intensification approach, with the associated Birkenhead Regeneration Framework Study providing supportive evidence for this.

Highways England are aware that alternative options such as the release of Green Belt may also be required should Urban Intensification alone not be able to meet these requirements and it is noted that these potential allocations are included within the consultation document.

Within the Borough of Wirral, the current Development Plan comprises the “saved” policies in the Unitary Development Plan for Wirral (UDP) (2000) and the Joint Waste Local Plans for Merseyside and Halton (2013) together with Neighbourhood Development Plans for Devonshire Park and Hoylake. WMBC originally proposed a two stage process of Local Plan development, to include a Core Strategy Local Plan followed by a site specific Land Allocations and a Heritage Local Plan. WMBC consulted on a Proposed

Submission Draft Core Strategy Local Plan in December 2012. Highways England understand that the Council now intends to produce a single Wirral Local Plan to replace the UDP in its entirety.

Highways England's review has assessed the full Issues and Options Consultation document (2020-2035) and its Appendices. In addition, the supplementary transport documents which are pertinent to Highways England and have also been published as part of the consultation process have been reviewed. We note that modelling of the Spatial Options was also undertaken in 2019, with recent summary reports prepared which supersede some of the previous evidence base undertaken in the development of the Wirral Traffic Model in 2015.

The following supporting transport evidence base has therefore also been reviewed by Highways England:

- Transport Background Paper 2020;
- Wirral Local Plan Baseline Modelling Report;
- Wirral Local Plans Spatial Options Modelling Report 2019;
- East Wirral Transport Scoping Report 2017;
- Draft Wirral Strategic Transport Framework Action Plan 2018;
- Draft A41 Corridor Study 2018;
- Draft Wirral Waters and Supporting Road Infrastructure Feasibility Study 2018;
- Transport and Accessibility Review for Sites for Further Investigation 2020;
- Transport and Accessibility Review Option 2B Single Urban Extension; and
- Infrastructure Delivery Plan Draft Stage 1: Evidence and Capacity Study 2020.

Review of the main Issues and Options Document and the Strategic Spatial Options

Section 2 of the Issues and Options document reviews the work undertaken to date in formulating the evidence base for the Wirral Local Plan, under the following key headings, which have been briefly reviewed in order.

- Housing Need
- Settlement Hierarchy
- Economic Need
- Retail and Leisure needs
- Increasing Residential Development Density
- Development Viability
- Delivering Growth Through Regeneration
- Green Belt Assessment
- Evidence Base Conclusions

Highways England notes that in transport terms, this includes the requirement for good accessibility by all modes of travel, including active travel and public transport, linking

back to the need to reduce travel by road and the role of Highways England in reducing congestion on the SRN.

Housing Need and Settlement Hierarchy

Housing need has been assessed via the recommended formula based approach methodology set out in the National Planning Policy Framework. This establishes the need for 12,000 net new dwellings over the plan period of 15 years.

Highways England recognise the intention of WMBC to focus development within the existing urban areas, with two key locations of opportunity identified as Birkenhead and Wirral Waters. Both of these areas are intended to be the prime focus for the majority of the new development and public investment and *'lie at the heart of the top tier of the Borough's settlement hierarchy, the Urban Conurbation'*.

Birkenhead lies approximately 4km to the east of the M53, with strong local network links via the A552 from Junction 3 of the M53. Wirral Waters is a large scale £4.5bn development to transform the Left Bank of the River Mersey with mixed use regeneration focused development and can be accessed via Junctions 1-3 primarily.

The proposed approach fundamentally splits the potential allocation of sites for development to the east and west of the M53. The Council suggest that this reflects the existing role and function of each of the Borough's main settlement areas, by identifying the major urban area to the east of the M53 Motorway and by taking account of the difference between this area and the more commuter-based urban settlements to the west of the M53.

Whilst Highways England recognises the reasoning behind this approach, as it is applied in more detail into the Wirral Local Plan, full consideration needs to be given to both existing baseline traffic and transport conditions and to the further impact that development may have on the links to and from the SRN.

The key concerns for Highways England in terms of the Urban Intensification approach is that it will put pressures on the SRN in terms of congestion or potential safety concerns in encouraging a significant number of additional traffic movements upon the M53 particularly around Junctions 1-3 to access Wirral Waters and Birkenhead. The baseline and options modelling demonstrates that elements of the M53 and interfacing local roads are projected to be operating near to or above capacity in the future year assessment of 2035. These future highway conditions may be further exacerbated by the consolidation of development adjacent or in proximity to the SRN in the Borough.

Highways England would highlight that any mitigation measures considered should be done in a holistic manner to the accessibility of developments by all modes is therefore crucial and should be a key priority for moving forward with site allocations and for the development planning process of review of future submissions.

Economic Need

It is recognised from the evidence within the Strategic Housing and Employment Land Market Assessment (SHELMA) for the wider City Region (2017) and from the Wirral Employment Land and Premises Study (WELPS) (2017) that it is important to accommodate demand in a way that provides a flexible choice of appropriate opportunities for future development. This will to allow businesses to develop and create local employment. Based on this evidence base there is a need to allocate a minimum of 80ha of employment land during the Local Plan period. WMBC seek to meet this need in urban areas and on brownfield sites.

The inclusion of transport as a wider key consideration is noted and in particular, in the context of ensuring that development is accessible by all modes of transport, most notably active travel moves and public transport. This in turn will reduce pressure on the SRN and the surrounding local road network.

Retail and Leisure Needs

The Wirral Retail and Town Centres Study 2019 prepared by WYG Consultants provided an up to date objective assessment of the retail and leisure needs in the Borough. Highways England would envisage that the retail elements are most likely to lead to more localised trips and it is not envisaged that this type of development will have a major impact on the SRN. However, as development emerges further details of the accessibility should consider the target audience and any movements to / from the SRN would need to be considered at this point.

Increasing Residential Development Density

Highways England note that WMBC have commissioned a new study of development density, to ensure that the most sustainable patterns of development are achieved. The Wirral Housing Density Study will identify the most appropriate broad locations for increasing density, by focusing higher density development around locations where sustainable travel, such as walking, cycling and public transport can be most easily supported.

It would be beneficial if Highways England have sight of where higher urban density developments are proposed as these emerge. In particular connectivity and proximity to the M53 will need to be a key consideration and should be a part of the related policy as it develops.

It is acknowledged that having the robust evidence base behind the development of the Wirral Local Plan and associated policy will assist the process of future sites coming forward through the planning application process

Development Viability

The Wirral Local Plan Economic Viability Baseline Update 2018 undertook a high-level assessment of development viability and identified this viability based on a range of typologies varied into four geographical zones..

Overall, the findings of the study concluded that market housing development on brownfield land in the lowest value areas (Zone 1) around Birkenhead is generally not viable without adjustments to the level of developers profit or land price or both. Viability in Zone 2 improves dependent on density and whether the site is brownfield or greenfield, whilst in Zones 3 and 4 Market Housing is generally viable.

Highways England wish to highlight that all Zones, with the exception of Zone 1 around Birkenhead interact directly with the M53. Consolidation of future development into a single Zones may therefore cause increased pressures on the motorway and local networks, therefore a viability testing approach is welcomed and should also include transport related criteria, as congestion around sites will directly impact deliverability.

Delivering Growth Through Regeneration

This section states how the regeneration of Birkenhead is at the heart of the Local Plan Vision and the Preferred Urban Intensification Option, thus realising Birkenhead as an exemplar 'Urban Garden City'.

There is a suite of evidence supporting these aspirations including Wirral Waters Vision Statement and Design and Access Statement 2010, prepared as part of the planning documentation for the Wirral Water strategic mixed-use development area. This includes the development of the current vacant dockland with several adjoining Partnership neighbourhoods. Infrastructure improvements include a mass transit system to connect these areas to each other, Birkenhead Town Centre and the Merseyrail system.

Highways England would highlight that the development of any mass transit systems would need to be balanced against the requirements on the local road network which then filters onto the SRN at both the construction stages and for commuting or retail / leisure activities. It is noted that focus is given to the Wirral Waters scheme by the Integrated Regeneration Strategy for Birkenhead and Wirral Waters and that part of this Strategy led to the evolution of the East Wirral Transport Study (2017), which provides more context to the inter-relationship of all transport modes.

Moving on from the 2017 studies, in 2019 a Wirral Strategic Transport Framework was developed to underpin the developing Strategic Regeneration Framework; and align the development of specific packages. This study identifies potential schemes to enable growth in Birkenhead Town Centre, the A41 and Wirral Waters. Additionally, there is also a A41 Feasibility Study emerging and an ongoing Wirral Waters Gateways Feasibility Study.

It is noted that the Council intends to base its regeneration strategies on an Urban Development Corporation Status, which will emanate the approach taken by the Liverpool City Centre in transforming the city in past decade. Highways England appreciate this is an ambitious vision and will need to have supporting infrastructure in all respects including highways and would therefore encourage continued engagement with Highways England on these strategic goals.

We note that WMBC has expressed interest in Governmental funding in November 2019 for a proposal including a possible Urban Development Corporation Model from Birkenhead. Considering the Framework boundary map for this we acknowledge that the section of the M53 around Junction 1 and near the Kingsway exit slips forms part of the northern boundary.

Green Belt Assessment

The latest boundary was last amended to include additional land within the M53 corridor within the UDP (Section 7). The Issues and Options document identifies that the release of Green Belt will only be considered as an exceptional circumstance and there will be a necessity to ensure that impact is minimised. Lower performing parcels which currently make a weak overall contribution to the Green Belt will have the greatest potential, and these are reviewed against a detailed feasibility study, as part of the supporting documentation which has been reviewed in Chapter 3. Highways England wish to highlight that as part of this review there would be concern for the SRN in terms of the location of the sites in close proximity to the M53

Wirral Metropolitan Borough Council's Vision and Objectives for 2035

This part of the document sets out the Council's ambitions for the way in which Wirral will develop and is divided into three sections:

- Wirral's future challenges and opportunities.
- Vision for future development over the life of the Local Plan 2020-2035.
- The objectives for the Local Plans which will help to achieve the vision.

Highways England acknowledge that one of the challenges listed directly relates to the M53 and potential capacity constraints – *“High- Level infrastructure capacity constraints, such as the M53, particularly at junctions 4 and 5, the A41 and the Mersey crossings to Liverpool, which may make it more challenging to deliver the Borough's growth requirements;”*

The recognition of this challenge at an early stage is crucial and ongoing engagement with Highways England needs to be maintained to ensure this challenge is addressed adequately as the allocation of sites is finalised.

Wirral Local Plans Spatial Vision

Overarchingly the Vision states:

“By 2035, Wirral will continue to offer a high quality of life as an attractive place to live an active, sustainable, productive, safe and healthy lifestyle, to complement the attractiveness of and make a significant contribution to the economic competitiveness of the Liverpool City Region.”

In terms of transport it states:-

“An integrated transport network will reduce reliance on private car travel, giving Wirral residents a variety of sustainable travel choices to meet their travel needs. Active travel will be the mode of choice for short journeys.”

The Council then sets out 12 strategic objectives to guide the delivery of the plan over three themed headings which seek to capture the economic, social and environmental objectives of sustainable developed in accordance with the National Planning Policy Framework, namely:

A sustainable peninsula

- SO1: To support sustainable approaches to the location, design, construction, operation and impact of the new development.
- SO2: Realise the potential of our industrial legacy, and our waterside and heritage assets to deliver comprehensive urban regeneration.
- SO3: Promote sustainable travel, improve accessibility, connectivity, and ease of movement and direct new development to location which will provide easiest access to existing centres, high- frequency public transport corridors, pedestrian and cycle routes.
- SO4: Ensure the responsible use of land and natural resources to mitigate and adapt to Climate Change and promote the transition to a low carbon borough.
- SO5: Protect and improve the quality and accessibility of green spaces, green infrastructure and nature, whilst protecting and enhancing biodiversity and ensuring that development delivers net environmental gains where possible.
- SO6: Manage flood risk through a risk based approach which directs inappropriate development away from high risk coastal, river or surface flooding areas, makes space for water and uses sustainable urban drainage systems.
- A special and healthy place to live
- SO7: Provide sufficient housing to meet identified local housing needs and provide a choice of housing for people at all stages of life and incomes.
- SO8: Ensure that high quality new development integrates with and respects our peninsula’s distinctive character, natural environment and built heritage, to create vibrant, healthy places and local communities.
- SO9: Provide and promote essential local infrastructure including emergency services, community, cultural, education, transport, health and leisure facilities, shops, and services all within easy reach of local communities.

- SO10: Tackle social, economic and environmental deprivation, especially in the eastern part of the peninsula, through housing renewal, reducing unemployment, improving skills, education, community and environmental conditions.

A thriving peninsula

- SO11: Provide a range of employment and mixed- use sites to meet assessed needs, provide work opportunities for our residents and foster an environment where our existing businesses and new, innovative start-ups can prosper. To support a competitive and diverse rural and visitor economy.
- SO12: Ensure that Birkenhead and the Borough's other town, district and local centres adapt to changing shopping patterns to become a vibrant mixed-use focus for each of our peninsula's communities.

Whilst we recognise the intention to develop primarily on brownfield, Highways England believe that the Borough will still need to ensure that sufficient infrastructure is delivered to support the level of planned growth. Promoting greater use of these areas at a cumulative level may result in the requirement for surrounding infrastructure to be improved to accommodate increased demand, and mitigation measures may need to be put in place.

WMBC have identified that the Local Plan needs to allocate sufficient housing and employment sites to deliver:

- At least 4,800 homes during the first 5 years of the Local Plan period plus replacement of loss from demolitions per year estimated to be 50 dwellings per year;
- At least 7,200 homes for subsequent 6- 15 year period plus replacement of any future losses; and
- In addition, there is a stated need for 80 hectares of land for new employment development

WMBC have identified four Strategic Spatial Options to assist in meeting the housing and employment needs of the Metropolitan Borough over the course of the plan:

- Option 1A: Urban Intensification (*WMBC's Preferred Approach*)
- Option 1B: Urban Intensification with stepped delivery
- Option 2A: Dispersed Green Belt Release; and
- Option 2B: Urban Expansion

Proposed Urban Housing Allocations

The list of sites that have been identified includes Wirral Water and Hind Street (Birkenhead), alongside those identified for development through the Wirral Growth Company, the Council's Affordable Housing Programme and longer-term development sites at Woodside, which are not expected to be delivered until later in the Plan period.

In terms of these sites proximity to the M53, Highways England believe that the main area of increased capacity could be around Junction 1, to access the developments around Birkenhead and Wirral Waters and Junction 2 near to Moreton and potentially Upton. Infrastructure to access sites off the A41 may need considerable transport infrastructure improvements to counteract any residual impact on Junctions 4 of the M53. The urban permissions around Bromborough this may also impact Junction 5 of the M53

Proposed Urban Employment Allocations

Once more it is noted that these sites are within brownfield land and are based on those recommended from the Wirral Employment Land and Premises Study for 2017. These sites include the Borough's flagship Wirral International Business Park at Bromborough, cleared urban sites at Bidston Dock and Beaufort Road, the 'Sky City' site at East Float and remaining sites at the Dock Estate at Eastham. Smaller sites around Moreton and in and around Birkenhead and the Wallasey docklands. Highways England believe there remains a need to understand the movements on these sites, most notably HGV movements and the associated highway traffic impact that these sites may generate at the SRN.

The potential need for large scale B8 (logistics and warehousing) use-class development has been assessed at a City Region level but no additional land requirements have yet to be identified for the Wirral. No allowance has been made for the possible future allocation of large-scale warehousing within the Borough. However, it is also noted that the geographic and connectivity is not as attractive for such development than other Boroughs within the City Region

Consideration of the implications of WMBCs preferred approach of Urban Intensification.

WMBC have assessed the advantages and disadvantages of their preferred approach of Urban Intensification. In terms transport aspect, Highways England would agree that the advantage to this approach is correct in that *"More homes would be built close to employment opportunities and existing transport infrastructure"*. We also appreciate that the Council have recognised the disadvantage of this may be *"Over concentration of cars and traffic in intensified areas, with impacts on noise and air pollution"*.

Highways England agree with the statement of the key advantage of this approach being it:

"Reduces the potential need for vehicle dependency, supporting active travel with benefits to the environment and climate. Supports investment in existing infrastructure. Will safeguard Green Belt land with benefits for agricultural production, Climate Change, biodiversity, landscape and amenity."

The key concern for Highways England is the reassurance that sufficient transport infrastructure will be put in place to promote more sustainable travel options, alongside

ensuring the at the existing local highway network and its interaction with the SRN is sufficiently maintained and improved where necessary. Promotion of public transport and active travel should therefore be integral to planning consideration for the Council as sites are brought forward.

Consideration of the alternative Spatial Options

Option 1B is suggested to be a stepped approach to deliver the same proportion of sites as Option 1A, but over a longer period of time. This approach will be only be undertaken if it is established that it is not possible to deliver the sufficient number of homes within the first five years of the plan period. It is noted that this approach would still fully deliver the full housing requirement, but potentially give a more staged approach, which may be more suitable to assist in ensuring that the sufficient highways infrastructure is in place as required.

In relation to Options 2A and 2B, these describe the potential release of Green Belt sites should there not be sufficient brownfield sites to deliver the required levels of housing and employment. Option 2A is The Dispersed Green Belt Option which allocates small to medium sites. Highways England note that there are two sites which are located in relative close proximity to the M53, however would agree with the stated advantage that *“The impact of development would be spread across the Borough, rather than being concentrated in one single location”*.

Option 2B involves releasing Green Belt as a Single Urban Extension (around the Heswall area) and Highways England would have concerns once more on the impact of this in terms of the proximity of this site to the M53 and the residual impacts from the potential pressures on the local highway infrastructure; noting the Council have identified a disadvantage being *“Significant investment is likely to be required in supporting necessary infrastructure.”*

The proximity of the sites to the SRN and any changes in visibility, landscaping or potential increased risks of flooding on the M53 are the main concerns for Highways England. In addition, the Wirral Local Plan Spatial Options Modelling Report 2019 considers the transport impacts in further detail and this approach is welcomed at this stage and reviewed below.

Physical (and Social) Infrastructure and transport

Stage 1 of the Infrastructure Delivery Plan is published alongside the Issues and Options document and that this sets out the baseline evidence including an overview of the quality and capacity of the existing infrastructure and what may be required to support the spatial options.

The evidence base for the IDP includes the following documents which are pertinent to transport and have also been reviewed below.

- Wirral Local Plan Baseline Modelling Report 2019 – which has highlighted that the areas likely to experience exacerbated congestion at junctions into the future. These include those in the vicinity of Wirral Waters, along the A41 south near the Wirral International Business Park, junctions 4 and 5 of the M53 and existing congestion hotspots on key routes to the M53 including the A552.
- Draft Wirral Strategic Transport Framework 2019 and related studies including the Wirral Waters and A41 North Corridor Transport Studies, with a South Corridor one planned.

The need to deliver high-quality transport networks as an essential part of the functioning of the Wirral, for both residents and businesses is addressed within Chapter 7 of the document. The document breaks transport into three broad categories – highways, public transport and active transport. Although the interaction of all three are important to the SRN, of main concern to Highways England is the highway implications.

WMBC have stated that *“Throughout this plan, we recognise the role that the planning system has in addressing the critical challenge of Climate Change. Whilst we recognise the need for good quality highway provision both to existing areas of the Wirral and to new developments, we know that we need to do a lot more to ensure that public transport and active transport linkages are able to provide genuine alternatives for travel in Wirral.”*

WMBC acknowledge Paragraph 103 of the National Planning Policy Framework (NPPF) in the need for the Local Plan to actively manage patterns of growth to reflect our existing transport infrastructure with significant new developments being focussed around locations which (or can) be made sustainable. In terms of the SRN this approach has integral benefits of reducing congestion particularly around the M53 entry/exit junctions and improving air and noise implications.

In aligning with the NPPF, the Issues and Options document states that further modelling and stakeholder engagement will be undertaken to identify issues and potential mitigation measures, referring once more to the role Highways England will have. This approach reiterates the need for development to be delivered in sustainable locations supported by existing public transport provision; or where new public and active travel links can be made created.

Key Points from Issues and Options 2020-2035 Consultation document:

- Highways England acknowledge there is a comprehensive evidence base and would highlight the need to integrate the findings into the Strategic Transport Framework to address transport considerations further as site allocations develop at the next stages if the Local Plan process.
- It is noted that within the Wirral Local Plan period there is a requirement to deliver 12,000 new homes and 80 of employment land and that this will be the key challenge for WMBC during the 15 year plan period.
- In relation to delivering the Option 1A and 1B in relation Urban Intensification, pressures on the existing network are of concern to Highways England and sufficient infrastructure will be required to support the level of planned growth. Density in certain area in close proximity to the M53 are of key concern.
- Proximity to the M53 of the sites suggested in Option 2A and 2B are also of concern and a greater understanding of any mitigation measures would be required by Highways England.
- The need for large-scale B8 use-class development has been assessed at the City Region level but has not yet been identified for the Borough. An allowance has not been made within the emerging Local Plan for future provision. Therefore, the planned allocation of 80ha of employment land may increase during the Local Plan development process.

Review of the previous evidence base, including transport related feasibility studies

WMBC have developed an extensive evidence base as part of the development of the Issues and Options document and the potential allocation of sites. As part of this a suite of feasibility studies have taken place. Highways England's review of those most pertinent to transport is set out below.

It is noted that some of the findings of the earlier reports have fed into the process of option identification and sifting as it is described in the Wirral Strategic Transport Framework (STF) document; which then interweaves with Strategic Regeneration Framework (SRF). Both the STF and SRF, however, are still Draft and will need to be completed as the Local Plan processes moves forward.

Subsequently, since the Draft STF and SRF have been prepared further studies have also been brought forward, therefore Stage 2 of these documents will need to take account of this additional assessment work.

Separate studies have been commissioned to look in further details at Strategic Spatial Option 2A around Green Belt Release and 2B the Single Urban Extension. These studies are noted as being more recent in having been completed in January 2020.

Many of these reports stemmed from the original traffic modelling undertaken in 2015 to develop the Wirral Traffic Model which was then rebased in 2016 to include the whole of the Wirral. Since then, further modelling of the Options has been undertaken in 2019 Modelling Reports and this has been reviewed separately below.

East Wirral Transport Scoping Report

The Options and Feasibility Study – East Wirral was undertaken in 2017. This study outlined the key steps required to ensure that transport infrastructure supports and enables growth of the Wirral, particularly in East Wirral. This study brings previous studies and consultation activities together and reviewed the potential programme and delivery governance, as well as identifying the following potential regeneration areas to include Wirral Waters, Hind Street (Birkenhead), Birkenhead Town Centre, Woodside (ferry terminal), the A41 corridors and Hamilton Square.

From this it was recommended to develop a Strategic Transport Framework for East Wirral, to assist to further develop the options and potential funding and governance structures.

A41 Corridor Study

This 2018 baseline study aimed to identify and prioritise transport infrastructure in relation to the regeneration of the areas around Woodside and the Hind Street area of the A41/ East Wirral Corridor. It is acknowledged that the A41 North Corridor provides key connectivity between J5 of the M53 and the Mersey Tunnels. The A41 is therefore a key strategic route and has close interlinkages with the M53.

The report set out the next steps in terms of the need for further stakeholder consultation and listed the Issues and Opportunities to inform the next steps. This study then fed into the Long List of Options which were explored as part of the Strategic Transport Framework described below.

Wirral Waters and Supporting Road Infrastructure Feasibility Study (Draft)

Prepared in 2018, this document acknowledges the status of Wirral Waters as an Enterprise Zone primed for a wider development and regeneration programme. This study therefore identifies the transport constraints, by looking at the development proposals, analysing the site and stakeholder engagement.

The outputs from this report have then formed the context of schemes which have then been brought forward into the above-mentioned STF Action Plan. The study area was split geographically into primary and secondary areas, with the M53 J1 and the interaction with the A553 being part of the secondary area. The study detailed potential issues and opportunities. Within these were the recognition that any improvements around Wallasey Bridge Road may assist to increase the connectivity to port side warehousing opportunities because of the proximity to the M53.

The lack of any prominent gateway feature on the exiting the M53, J1 at the Dock Road (A5139) and Wallasey Bridge Road (A5088) roundabout was identified as a potential key opportunity to be brought forward. In terms of the SRN therefore the identification of potential improvements to the gateway and upon Wallasey Bridge Road are key opportunities which have been passed forward into the STF.

Wirral Strategic Transport Framework (STF) Action Plan 2018

This document looks towards the pipeline schemes identified in 2016 as part of the previous 2015 modelling and feasibility evidence base and closely relates back to the Strategic Regeneration Framework (SGF).

This framework brings together the evidence bases from the East Wirral Transport Scoping Report, as well the Wirral Waters and A41 Corridor Transport Feasibility Studies. The study focuses on the identifying Key Transport Issues and then assesses the scheme identification via a gap analysis. It then goes on to detail the Scheme Sifting and Appraisal process, and the Scheme Packages and Phasing.

Highways England notes that Table 1, the '*Wirral Transport Pipeline 2016 Identified Issues*' demonstrates the need to enhance junctions upon the M53 junctions to improve capacity. This is then taken forwards into the 'Final Issues List' as shown as Table 5. The main issue for the motorway is "*Inadequate capacity and access to M53 junctions*"

The following Schemes in relation to the M53 have been identified within the STF as long term schemes:

- Capacity Improvement to M53 Cost:£10m-£20m, Timescale: 2019-2024
- M53 Junction Approaches Improvements, Cost £1-3m, Timescale 2019-2024
- Active travel Corridor M53, Cost £3m-£10m, Timescale 2019-2021

An initial sift to remove schemes that were no longer relevant and structuring schemes into the spatial priority areas and key outcomes was undertaken before the appraisal of the Long List was undertaken by Mott MacDonald using their in-house Investment Sifting and Evaluation Tool (INSET). This also included distance appraisal against City Region Criteria.

The final results indicated that the M53 junction and capacity improvements were not shortlisted and the only scheme taken forward in direct relation to the M53 is the Active

Travel Corridor Scheme. This aligns with wider objectives to reduce the need to travel and encourage more sustainable modes. A new crossing, particularly around J4 of the M53 and improved cyclist facilities in the urban area will enhance the area for cyclists.

Notwithstanding, it is noted that the modelling undertaken and reviewed below demonstrates there is a need to readdress the potential for vehicular congestion on the M53, particularly around J4.

Schemes to improve the local highway network may have either a beneficial or negative impact on the M53. Of particular interest would be the proposed closure of the Queensway Tunnel to general traffic as part of the Cross River Strategy improvements. Closure of the Queensway tunnel, despite being counterbalanced with significant improvements in public transport is very likely to increase pressure on the Kingsway Tunnel and consequently J1 of the M53. Improvements around the Wallasey Dock Road as part of Wirral Waters Schemes and Wirral Waters supporting highways infrastructure may however mitigate some of this and would be welcomed by Highway England.

As the further details of schemes are brought forward at the next stage of the process, Highways England should be fully consulted and a reassessment of the potential impacts on the SRN will be required.

Wirral Local Plan: Green Belt Sites for Further Investigation

This document, prepared in January 2020, provides a full Transport and Accessibility Review and Addendum of Green Belt Weak Parcel Sites. It looks at the 54 Green Belt parcels which have been identified as part of the Local Plan process and assesses these in the form of individual site proformas. The sites are RAG rated on various criteria under the key themes of - integration with the surrounding area and ease of deliverability. Additional sites have been included which were identified by a separate review undertaken by Arup to explore Green Belt sites. Many of the sites are in very close proximity to the M53 (A total of 17 of the main sites, with some of these also having adjacent sites).

A review of all the greenbelt sites which appear to be adjacent or in close proximity to the M53 has been undertaken. The table below summarises the details, with the third column indicating potential issues in relation to the SRN. The Table focuses on the larger sites which are considered to potentially have a significant impact on the SRN. The table therefore discounts the smaller sites (those under 100 dwellings) and those which are shown above as undeliverable.

Site Reference / Area and Dwelling capacity	General Accessibility and Recommendations	Concerns identified for the SRN
SP030A North of Lever Causeway, Storeton Area: 21.8ha and 312 dwellings	Northern part of large site adjacent to Prenton. Significant transport improvements would be required to integrate into the surrounding areas.	Near to the M53, south of J3 and adjacent to further proposed sites – cumulative impacts on M53 need considering.



<p>SP030B, North of Lever Causeway, Storeton</p> <p>Area: 70.47 ha and 1103 dwellings</p>	<p>Southern part of a large development site, would require a new link from the M53 and improved public transport facilities.</p>	<p>Adjacent to the M53 south of J3 and would need to consider direct linkage and potential congestion issues on J3, particular at commuter peaks.</p>
<p>SP031A, West of Landican Lane Storeton</p> <p>Area: 16.95 ha and 348 dwellings</p>	<p>Significant transport improvements required to integrate the site into Storeton area. Would need potential new link to M53.</p>	<p>Adjunct to the M53, situated between J3 and J4. New linkages and potential congestion around existing junctions a concern.</p>
<p>SP033, North of Rest Hill Road, Storeton</p> <p>Area: 42.54 ha and 900 dwellings</p>	<p>Large site, with narrow local road network and future access would need to be co-ordinated with adjacent sites.</p>	<p>In close proximity to the M53 and consideration would need to be taken of how to access the motorway via adjacent sites and cumulative impacts therefore need to be explored.</p>
<p>SP036, North of Red Hill Road, Storeton</p> <p>Area 26.35 ha and 552 dwellings</p>	<p>Large site needs significant transport improvement to integrate including widening of carriageways and new link with M53.</p>	<p>Close proximity and access for M53 would need to be considered using a cumulative approach with adjacent sites.</p>
<p>SP037, East of Brimstage Lane, Storeton</p> <p>Area: 38.92 ha and 812 dwellings</p>	<p>Very large site needed significant transport improvement to integrate including widening of carriageways and new link with M53.</p>	<p>Adjacent to M53 proximity and access for M53 would need to be considered using a cumulative approach with adjacent sites.</p>
<p>SP039, South of Peter Prices Lane</p> <p>Area: 19.5 ha and 371 dwellings</p>	<p>Large site located in Bebington, would need significant transport improvements on local network.</p>	<p>In proximity to J4 and could cause potential capacity issues.</p>
<p>SP040, North of Clatterbridge road, Bebington</p> <p>Area: 11.06 ha and 227 dwellings</p>	<p>Large site, significant improvements required. Potential off-site mitigation required to offset traffic impacts.</p>	<p>Adjacent to J4 of M53 and potential for significant capacity issues on J4.</p>
<p>SP041, West of Brimstage Lane, Storeton</p> <p>Area: 22.62 ha and 466 dwellings</p>	<p>Would need significant transport improvements and new link to M53.</p>	<p>Adjacent and new linkages and cumulative impacts on the M53 would need consideration.</p>
<p>SP042, North of Poulton Hall Road, Spital</p> <p>Area: 73.34 ha and 951 dwellings</p>	<p>Very large site in Spital would need significant transport improvements to integrate the site.</p>	<p>Adjacent to M53 and would need to consider the cumulative impacts of other developments. In close proximity to J4.</p>
<p>SP043, East of Poulton Road, Spital</p> <p>Area: 24.19 ha and 464 dwellings</p>	<p>Potential off-site mitigation may be required to offset traffic. Undeliverable without significant transport improvements which would need to be coordinated with surrounding sites.</p>	<p>In close proximity to the M53 and cumulative impacts with other sites, particular SP043 would need to be considered.</p>

SP044, West of Dibbinsdale Road Area: 23.15 ha and 268 dwellings	Very large site near Spital would need significant transport improvements.	Adjacent to sites SP042 and SP043 and therefore potential cumulative impacts could be significant on the M53.
SP045A, West of Raby Drive, Raby Mere Area: 3.67 ha and 142 dwellings	Would need significant transport improvement to integrate.	Adjacent to M53 and should be considered with cumulative impacts of other sites in close proximity and SP045B as adjacent site.
SP045B, West of Raby Drive, Raby Mere Area: 3.69 ha and 143 dwellings	Would need significant transport improvement to integrate.	Adjacent to SP045A and would need to be considered cumulatively.
SP049, South of Mill Park, Eastham Area: 20.54 ha and 429 dwellings	Large site in Eastham would need significant transport improvements and offsite mitigation to off traffic impacts.	Adjacent to the M53 and would need a large signalised junction onto the A41 for access. Linkages to M53 need detailed consideration.
SP050, West of Rivacre Road, Eastham Area: 43.8 ha and 831 dwellings	Would need significant transport improvement to integrate.	Cumulative impacts with site SP049 should be considered.
SP051, East of Rivacre Road, Eastham Area: 47.78 ha and 572 dwellings	Large site in Eastham would need significant transport improvements and offsite mitigation to off traffic impacts.	Adjacent to site SP050 and cumulative impacts need considering.

Many of the greenbelt sites would also need to further consider the cumulative impacts if they were to be brought forward within the Local Plans allocations. Of particular concern to Highways England would be those in proximity to M53 Junction 4 due to potential congestion issues.

Wirral Local Plan: Option 2B Single Urban Extension

The area of land west of Barnston Road, Heswall is identified under Option 2B of WMBC's Issues and Options document. This builds upon the previous work undertaken in reviewing the Greenbelt sites across the Wirral. In relation to highways, the site is bounded by the A551 Barnston Road on the east side and B5138 Pensby Road on the west side. Both of these routes run north to south linking Woodchurch and the M53 to Heswall.

The required highways improvement on the A551 Barnston Road and the B5138 Pensby Road are noted as being crucial to accommodate the potential increased trips. The sites are noted as being located in proximity to the M53, notably Junction 3 and Junction 4.

Infrastructure Delivery Plan – Draft Stage 1: Evidence and Capacity Study 2020

Highways England note the Draft status of this document and the need to prepare an Infrastructure Delivery Plan (IDP) to identify the infrastructure support that is required for the growth from planned development proposed within the Local Plan.

Being at Stage 1 currently, this document looks at the baselining provision alongside an assessment of known constraints or pinch points / shortfalls against the appropriate standards. This report uses the most up to date evidence base in identifying the infrastructural needs arising from the planned growth.

Stage 2 should then comprise an assessment of the infrastructure required to allow the timely delivery of major housing and employment allocation as they are set out in the final draft of the Local Plan. A full version of the IDP including Stages 1 and 2 should be prepared and be subject to consultation under Regulation 19.

Highways England anticipate the need to take a refreshed assessment of the IDP at this stage.

In terms of transport infrastructure, the document references the M53, emphasising that as a result of the Baseline Transport Modelling – *“Areas likely to experience exacerbated congestion at junctions in the future include those in the vicinity of Wirral Waters, along the A41 south near to Wirral International Business Park, junctions 4 and 5 of the M53 and existing congestion hotspots in key routes to the M53 including the A552.”*

It is acknowledged that further transport modelling, air quality assessment and work with stakeholders including Highways England will be undertaken to identify any mitigation needed to support the development of the final IDP. This will include reducing the need to travel and sustainable travel alongside highway infrastructure considerations.

Key Points:

- As the preferred Option emerges in the development of the Wirral Local Plan, further evidence on the impacts on the SRN and the required mitigation measures should be included.
- Spatial Option 2A contains sites that are located in proximity to the M53 which may give rise to traffic impacts at the SRN.
- As the STF, SRF and IDP are moved forwards in Stage 2 consolidation of the findings from the previous studies should be considered.

Review of the 2019 baseline traffic conditions and modelling of the Strategic Spatial Options

It has been highlighted in the review of the main Issues and Options document that WMBC are advanced in terms of their transport strategies. Modelling has already been undertaken to inform the site allocation.

The published supporting documentation and the Wirral Local Plan 2020 – 2035 Issues and Options Consultation document itself does not reference the emerging Major Road Network. It is noted that the indicative Major Road Network map published by the Department for Transport highlighted that elements of the local highway network, the A41 and A552, formed part of this network.

Transport Background Paper 2020

This document summarises all transport studies that have taken place to date to inform the Local Plan, as well as providing the baseline modelling methodology and results.

The document describes the background transport context for the Wirral, stating that out of a population of 323,200 with 140,583 households, 72% of these households have access to a car or van. 4.2.4. According to the Census 2011 data, around two thirds of people living on the Wirral drive to work. Of these, 65% live in Wirral and work anywhere; and 66% work in Wirral and live anywhere. These commuting in and out figures are above the average of 60% across Great Britain as a whole. Wirral is identified as a net exporter of commuters currently, particularly to Liverpool and Cheshire West & Cheshire.

This inherently puts pressure on the M53, particularly at peak times. The report acknowledges that the M53, A59 and A41 carry the highest volumes of traffic for the Wirral. In addition, the two cross river tunnels carry around 90,000 vehicles a day between them.

The table below provides an extract from the report’s section in identifying the key highways issues.

Reference	Location	Key Issue
1	Birkenhead	Congestion on A41 & A552 corridors, A59 Kingsway Tunnel and Queensway Tunnel
2	Tunnels	Cross-river traffic is reliant on two tunnels which cause pinch points on the network, and in the event of an incident or closure reduce connectivity between Wirral and Liverpool
3	A41	Operating close to capacity; congestion North of the junction with M53 to Eastham
5	Heswall	Congestion on A540 between Telegraph Road and Chester High Road
6	West Kirby / Moreton	Congestion on A553 between West Kirby and Moreton



7	M53	Congestion on J5 Northbound on slip between J6 and J5 and around J1
8	Borough Wide	Heavy reliance on car for journeys within Wirral
10	Wirral Waters	Kingsway Tunnel approach road cuts a swathe into the landscape which generates severance particularly between Seacombe and Wirral Waters
11	Seacombe	Congestion and conflicts between HGVs and other road users around the RoRo terminal. HGV movements are expected to increase with development of the RoRo and potentially Wirral Waters
12	A41 North	Surplus of cheap, long stay car parking increases the number of vehicles in area and discourages walking and cycling. Inconsistent charging and tariffs encourage this.

In terms of the interrelationship with the local and SRN network and sustainable travel, it is noted that in terms of cycling, the M53 is seen as providing severance between the east and west for sections of the Wirral for cyclists. WMBC are working with Highways England and the Cheshire West and Chester Council in terms of a planned crossing over Junction 5, providing a link to the wider cycling corridor improvements in relation to improving accessibility by sustainable modes. In addition, WMBC have identified plans for improved pedestrian and cycling facilities around Junction 4 of the M53.

Such cycling improvements are considered part of the wider development of Local Cycling and Walking Infrastructure Corridors to enable walking and cycling and ultimately assist to reduce the need to drive for localised trips.

Wirral Local Plan Baseline Modelling Report 2019

WMBC commissioned Mott MacDonald to undertake a baseline model to inform the Local Plan, with a forecast year of 2035 using the Wirral Traffic Model (WTM) which itself was developed in SATURN using a 2015 calibrated / validated base year.

In order to obtain a realistic focus for the 2035 Forecast Year for the Local Plan period, the model includes committed planning applications, Strategic Housing Land Availability (SHLA), windfall housing sites and employment supply sites, including the Wirral Waters development. This report provides the baseline only however and the Spatial Options described above have been tested separately under the standalone Strategic Spatial Options Modelling Reports.

The demand forecast for peak and inter peak hours have been assessed using the Liverpool City Region Transport Model (LCRTM) with output matrices converted to the WTM zones.

Highways Assessment

Analysis has been undertaken as to the impact of future year traffic projections on the highway network. Model convergence checks have been undertaken to establish the

stability of the model assignment results. The modelling shows a 20-30% increase in traffic between 2015-2035, with corresponding increases in queues and travel time.

The findings show that the primary increase in traffic flow is on the M53, with a difference of over 400 additional PCUs for the AM, Inter Peak and PM peaks. The Kingsway Tunnel also shows significant increases in all time periods; and there is a clear increase in cross-boundary traffic to Cheshire West and Chester. There are also increases for the length of the A540 which provides a key parallel route to the M53 from east to west Wirral.

There are marginal traffic increases on the A41 south of J5 of the M53 and increases of varying severity along the whole stretch of the A550, which meets the M53 at J5.

The baseline traffic flows for 2035 show that the M53 spinal route is stressed. The M53 would be supporting traffic flows of over 2000 PCUS in all time periods. In addition, the A540 and A550 are also accommodating large volumes of traffic with over 750 PCUs in all time periods

The projection for increases on the M53 is of interest from the perspective of Highways England, particularly considering cross-boundary movements between the Wirral and the neighbouring district of Cheshire West and Chester which may result in highway traffic impacts on further away sections of the M53 and SRN

Junction Capacities

The operational performance of junctions has been reviewed in terms of the volume over capacity (v/c) relationship for tuning movements at junctions. Results show that J5 of the M53 is over capacity at 115% in the 2035 AM scenario. Outputs also indicate that a junction on the A41 immediately south of M53 Junction 5 is likely to experience operational performance issues.

In the PM peak, several junctions along the M53 between J1 and 5 record between 85% and 115% capacity. The main clusters of concern are along the A41, at its junction with the M53 and key junctions around Birkenhead, which may also have a residual impact on linkages to the motorway. It is acknowledged that Appendix E of the report lists all of the junctions as overcapacity. On review of this, Highways England note that there are 18 junctions over capacity which directly impact the M53, with particular areas of concerns around junctions 1,2 4 and 5.

In relation to Link Flows, in the AM Peak, J1 where it links with the Kingsway tunnel, and junctions 4 and 5 are all over 100% capacity. In the inter-peaks there is some overcapacity just west of the M53 near Arrowe Park Hospital. In the PM Peak, the M53 records capacity of over 85%. In terms of link delays, there is an over 60 seconds delay showing to the south of J5 of the M53 in the AM peak, and along several links.

The baseline modelling raises concerns with the implications on the M53 for the Local Plan in terms of increasing pressures on the motorway in the baseline situation, which

subsequently impacts on the requirement to consider highways provision as site allocations are bought forward as part of the development of the Local Plan.

Strategic Spatial Modelling Report 2019

Taking the baseline from the above-mentioned report the following Options have been assessed.

- Baseline 2035
- Option 1A 2035 – Urban Intensification
- Option 2A 2035 – Green Belt – Dispersed Sites
- Option 2B 2035 Green Belt – Sustainable Urban Extension sites

The scenarios have been modelled for the AM Peak (08:00 – 09:00) and PM Peak (17:00 – 18:00) periods in relation to volume over capacity assessments(V/C).

Highways England note the important distinction in this report in terms of housing forecasts. It is evident that since the baselining report further proposals have come to fruition meaning that for all of the Options the inputs are not directly comparable to the baseline.

All scenarios show that a significant number of additional junctions are projected to be over capacity when compared to the original base year. Of concern to Highways England is the fact that these include the approaches to and from the M53 junctions in the Borough.

This report contains the full methodology, inputs and outputs and the demand modelled results for all Options. The findings show very similar patterns for all Options – in terms of congestion and pressures at key points on the local highway network and for the M53.

In terms of the impacts the Options may have on the SRN, these are summarised below:

- In Option 1A - Approaches to the M53 and Junctions 1 – 6 are over capacity in the AM peak, (between 85% - 115% V/C); with junctions 1,4,5 and 6 being over capacity in the PM (between 85% - 115% V/C). Overall wider local network traffic impacts are focussed on the East and North West Wirral.
- In Option 2A - Approaches to the M53 and in particular Junctions 1-4 are of concern, with adjacent junctions to the motorway being overcapacity. Junctions 1-6 are over capacity in the AM peak (between 85% and 115% V/C) and junctions 1, 4, 5 and 6 are over capacity in the PM peak (being between 85% and 115% V/C). Overall impacts are again focussed on the East and North West, with further impacts on the West also.
- In Option 2B - Approaches to the M53 and in particular Junctions 1-6 are over capacity in the AM peak (being between 85% and 115% V/C) and junctions 1,4, 5 and 6 are over capacity, in the PM peak (85% and 115% V/C) with junction 4 being

over 115% V/C in the PM. Wider impacts are on the East and North West and notable around Heswall/ Barnston area.

The Council have undertaken detailed preliminary modelling at this stage of the emerging Local Plan which provides a useful reference for future discussions between Highways England and the Local Authority. The transport modelling provides a high-level indication of the impact on the network for each scenario and that further modelling will be required as the next stages of the Local Plan evolve. This may include further transport feasibility studies and assessments of specific site allocations. Future work would also need to consider mitigation measures to be bought forward to help mitigate any transport and highway traffic impacts.

Highways England acknowledge the need for the relevant local authorities to engage regarding the need to improve both junction 4 and junction 5 of the M53. It is emphasised that this will be an integral part of the need for a suite of highways improvement measures as part of the wider necessity for development mitigation measures on both the existing transport and highway networks in the Borough.

Key Points:

- On review of the modelling, Highways England notes that traffic modelling undertaken projects that Junctions 1 to 6 of the M53 junctions are over capacity in the baseline scenario across all Spatial Development Options (1, 2A and 2B) for the future year of 2035.
- It is suggested that the potential mitigation measures reviewed via the feasibility studies may not be sufficient to mitigate the exacerbated traffic conditions on the SRN or the local network in immediate proximity to the motorway. Therefore further details should be presented to Highways England at the next stages.
- The modelling methodology has not been subject to detailed review as part of this task as the Council will undertake further modelling when the preferred Spatial Development Strategy is identified. As the Wirral Traffic Model is a cordoned version of the existing accepted Liverpool City Region Traffic Model which is validated to a base year of 2015, Highways England intend to review the data sets, base model and forecasting assumptions for the Wirral Traffic Model during the next consultation stage of the emerging Local Plan (Regulation 19 Publication Draft Public Consultation).
- The results of the modelling, emphasises the requirement for future development to be located in sustainable locations. However there must be a balance with the commuter travel patterns across the Wirral, including cross boundary pressures and this will be a major challenge, noting the background context of movements across the Wirral to Liverpool and Cheshire West and Chester.
- It is recommended that the emerging Local Plan references the emerging Major Road Network and the potential for elements of the existing local road network within the Borough to form part of this network.

Summary and Next Steps

Highways England acknowledge that a robust evidence base has been used in the development of the Strategic Spatial Options in terms of allocating site for housing and employment uses, for the local plan period of the next 15 years. It is recognised that the requirement to deliver 12,000 new homes and 80 hectares of employment land provides a challenge for WMBC, particular in terms of transport and highways infrastructure and the interaction of the local road network at the SRN.

The key recommendations of the review are therefore set out below:

- Transport needs to remain a key consideration for the development of the Strategic Spatial Options and site allocations at the next stages of the Local Plan. There is a necessity to locate future development in sustainable locations, where active travel and public transport are integrated. This is crucial to counteracting the increasing pressure on the SRN. Highways England should therefore be informed and consulted as sites are further explored.
- In relation to delivering the Spatial Options 1A and 1B in relation Urban Intensification, pressures on the existing network are of concern to Highways England and sufficient infrastructure will be required to support the level of planned growth. Density in certain areas in close proximity to the M53 may be a key issue in terms of future congestion on junctions.
- Proximity to the M53 of the sites suggested in Option 2A and 2B are also of concern and a greater understanding of any mitigation measures would be required by Highways England.
- It is recommended that further modelling may need to be undertaken as the preferred Option emerges in the development of the Wirral Local Plan, further evidence on the impacts on the SRN and the required highways mitigation measures should be provided to Highways England, noting that all junctions 1-6 of the M53 are over capacity to varying severity at all AM and PM peaks.
- Junctions 1, 4, 5 and 6 are of particular concern to Highways England, which may be exacerbated further based on the existing cross boundary commuter patterns to Liverpool and Cheshire West and Chester.
- It is acknowledged that further modelling and assessment will be part of the finalisation of the Strategic Transport Framework and Infrastructure Development Plan which should consolidate previous studies and bring forward the detailed proposed solutions for transport across the Borough. Highways England should be engaged with in the preparation of these documents as a key consultee.
- Highways England would like to take a proactive role through liaising in the development of a single Spatial Framework for the Liverpool City Region to ensure that any growth proposals set out are complemented by a robust and appropriate evidence base.
- The modelling methodology has not been subject to detailed review as part of this task as the Council will undertake further modelling when the preferred Spatial Development Strategy is identified. As the Wirral Traffic Model is a condensed version of the existing accepted Liverpool City Region Traffic Model which is validated to a base year of 2015, Highways England will therefore review the data sets, base model and forecasting assumptions for the Wirral Traffic Model during

the next consultation stage of the emerging Local Plan (Regulation 19 Publication Draft Public Consultation).

Highways England's review has raised concerns over the capacities on the M53 in relation to the delivery of the Spatial Options presented in the Issues and Options document. It would be beneficial for Highways England to discuss the need for potential further modelling and the development of more detailed mitigation measure for highways infrastructure, in the next stages of the process.

Highways England would welcome the opportunity to discuss the outcomes of this review with WMBC to enable the Council to develop a robust Infrastructure Development Plan and transport evidence base for the development of the Wirral Local Plan.

Yours faithfully



Benjamin Laverick
Assistant Spatial Planner



Historic England

By email: localplan@wirral.gov.uk

Our Ref: PL00601888

Your Ref:

Date: 19 March 2020

Dear Sir

Wirral Local Plan 2020-2035: Issues and Options Consultation

Thank you for consulting Historic England on the Wirral Local Plan 2020-2035: Issues and Options Consultation. This response details expectations of the Wirral Local Plan and the promotion of best practice as well as specific comments on policies and site allocations.

Historic England is the Government's statutory adviser on all matters relating to the historic environment in England. We are a non-departmental public body established under the National Heritage Act 1983 and sponsored by the Department for Culture, Media and Sport (DCMS). We champion and protect England's historic places, providing advice to local planning authorities, developers, owners and communities to help ensure our historic environment is properly understood, enjoyed and cared for.

Historic England has produced a number of good practice advice notes on the historic environment, in particular the Good Practice Advice Note on the Historic Environment and Local Plans (<http://historicengland.org.uk/images-books/publications/gpa1-historic-environment-local-plans/>), which provides supporting information on good practice in plan-making, and the Historic Environment and Site Allocations in Local Plans (<https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/>) may be useful in the production of your Plan.

The Plan represents a significant opportunity for the protection and enhancement of the historic environment within the area and for highlighting the potential that the historic environment provides for growth and wellbeing.

Given the importance of this resource to not just to the region's distinctive character but also to its economy and the social well-being of its communities (and the need for it to be appropriately conserved in line with national policy guidance) that there is a need for it to be considered in developing the strategy for the area. With this wealth of heritage, it is essential therefore that the Plan, as a whole, sets out a robust policy framework for its future management. Given the varied issues and the breadth of the historic environment, we would



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Please note that Historic England operates an access to information policy.

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welcome the production of a heritage topic paper to accompany the Plan.

A positive strategy for the historic environment

The NPPF requires plans to set out a positive strategy for the conservation and enjoyment of the historic environment through an appropriate heritage profile within the Plan. This should include taking account of opportunities to draw on the contribution the historic environment makes to the character of the place.

To this end there needs to be an appropriate heritage profile within the Plan. The Plan (and its policies) should positively engage with heritage in terms of its potential for place making as well as offering a clear and positive direction that will support the conservation and restoration of heritage at risk assets; the effective management of important assets; and opportunities to maximise public value from the historic environment.

In addition there is also an opportunity to promote and foster early engagement in heritage and character early in the policy making and design processes including place making and master planning. It is also important to acknowledge the role that heritage can play in other areas of the Local Plan. Town Centre's are often defined by clusters of heritage assets where policies could promote positively a joined up approach to managing change in these areas to maintain their unique identity and sense of place

Historic England acknowledges the challenge of delivering new development whether this is economic, social, residential or cultural to meet the needs of its residents. The populations of our towns and cities are growing and history and culture play a part in the success of these places whether it is supporting its attractiveness for business, tourism or a place to live. It is essential that the Local Plan area's special character is not eroded as it moves forward towards delivering growth. Historic England recognises the need for this future growth and that this needs to be sustainable and that the efficient use of land, which within the Plan area's varied urban and rural places, and their different communities, creates a range of challenges and opportunities.

To make the most of the opportunities that the historic environment provides, Historic England would like to actively engage with you in the production of the Plan.

We have attached to this letter, a response to the some of the questions within the consultation.

Yours sincerely

E. Hrycan

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Historic England
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Historic England Response to the Wirral Local Plan 2020-2035
Issues and Options February 2020

Question 2.12 to 2.15

The regeneration and development of strategic sites/development areas including the regeneration of Birkenhead provides an opportunity to draw on the opportunities that the historic environment provides. The historic environment forms a vital part of the Wirral's infrastructure providing homes, attractions, amenities, utilities and premises for businesses and therefore should be part of the Plan's preferred approach to regeneration and development. Using heritage as an asset, it can ensure that places with a strong identity and distinctive features provide the cornerstone for the economic and social revival of many of Wirral's places including making it an attractive place for people, businesses and investment contributing to a place that can have a competitive advantage.

A positive strategy for the historic environment in terms of the NPPF is not a passive exercise. The strategic approach should inform all aspects of the Plan through recognising and reinforcing the historic environment and therefore, this should be reflected within the Council's preferred approach for delivering strategic development areas, ensuring that it there is a balanced approach that conserves and enhances the historic environment.

Question 2.16

Historic England will not be commenting on any of the classifications of sites within the Wirral 2019 Green Belt Review.

However, where it is ultimately considered appropriate to remove a parcel of land from the Green Belt and it is considered suitable for future development, the local authority would continue to have a duty to safeguard the historic environment and its heritage assets (formally designate or otherwise) in line with Government policy and advice. This requirements will be of considerable importance in relation to the preparation of the Local Plan and the need to properly assess the potential for all development sites to harm or benefit the historic environment across the Borough as a whole (<https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/>). In relation to any sites that are being removed from the Green Belt, this assessment work will need to be undertaken prior to the next stage of the Plan and ultimately be used to support the decision to include them as a future development site.

Question 2.17

Historic England disagrees with the analysis of the key messages from the evidence collected so far in relation to development densities.

Historic England recognises that the provision of more homes across England is a Government Priority with increasing residential density of development identified in the Housing White Paper and the NPPF as a key way of meeting growing housing need. In light of this it is important that the impact of such proposals have a positive relationship between any new development and the existing character of a place and the historic environment. Indeed, the NPPF requires that providing more homes is more about just providing a greater quantity of homes, it is also about quality and the need to understand and reflect local conditions.

The NPPF also requires planning policies and decisions to address the connections between

people and places and the integration of new development into the natural, built and historic environment. One of the requirements of the NPPF; the starting point of any new development is its location and what the surrounding area is like including the historic environment. Therefore, the plan needs to ensure that there is a balanced approach to new housing (and development) density on sites as it appears that the approach is only about maximising development densities rather than ensuring that it is appropriate and enhances its context.

Question 3.1. to 3.3

Historic England considers that the vision in lacking reference to the historic environment puts at risk the future of the Wirral's historic environment. The NPPF requires plans to set out the strategic priorities for the area. There is an expectation that, included within them should be the conservation and enhancement of the historic environment, as well as landscape and the natural environment.

The Vision for the Wirral omits any reference to the historic environment and therefore fails to give the prominence it deserves with other matters in line with the requirements of the NPPF. Within the Strategic Objectives, in particular Objective 2, 5, and 8, the historic environment is mentioned, and given the strategic objectives should flow from the vision; this therefore further reinforces the need to include it within the Vision for the Wirral.

In terms of the strategic objectives we welcome reference to the historic environment that it currently contains. However, the wording of some of the objectives is not consistent with national policy requirements. Within Strategic Objective 8 (bullet 1), it is not clear what significant elements of cultural heritage means, surely the intention would be to conserve and enhance the historic environment including local character and distinctiveness. It would be preferable if this policy was reworded to reflect this overall principle. In addition given the strategic objective includes reference to distinctive character there should be specific reference to this as well.

Question 4.2-4.5, Question 4.8 and Question 4.12

The NPPF makes it clear that the significance of heritage assets can be harmed through development within their setting. There is a requirement in the Town and Country Planning Act 1990 that 'special regard' should be had to the desirability of preserving listed buildings, their setting or any features of special architectural or historic interest which they possess. It is also the duty of the Council to preserve or enhance the character or appearance of its conservation areas and their setting. Where potential development sites appear to include non-designated assets including the possibility for archaeology, their potential should be investigated and retention/exploration should be promoted.

Consequently, before allocating any site there would need to be some evaluation of the impact, which the development might have upon those elements that contribute to the significance of a heritage asset including their setting, through undertaking a heritage impact assessment. The assessment of the sites needs to address the central issue of whether or not the principle of development and loss of any open space is acceptable. It needs to evaluate:

1. What contribution the site in its current form makes to those elements which contribute to the significance of the heritage assets. For a number of these heritage assets, it might be the case that the site makes very little or no contribution.
2. What impact the loss of the area and its subsequent development might have upon those elements which contribute to the significance of those heritage assets.

3. If it is likely to result in harm, how might that harm be removed or reduced to an acceptable level.
4. If the harm cannot be reduced or removed, what are the public benefits that outweigh the presumption in favour of the conservation of the heritage asset?

The selection of sites for development needs to be informed by an up-to-date evidence base and the Plan should avoid allocating those sites which are likely to result in harm to the significance of the heritage assets of the Plan area. Where adverse impacts are unavoidable, the Plan should consider how any harm might be mitigated. This could include measures such as a reduction of the quantum of development at a site, amending the types of development proposed or locating the development within another part of the site allocation. Such initiatives need to be fully justified and evidenced to ensure that such measures are successful in reducing identified harm.

The allocation of sites for development may also present better opportunities for the historic environment. For example, new development may better reveal the significance of heritage assets or may provide an opportunity to tackle heritage at risk.

Where relevant, policies for allocated sites may need to make reference to identified historic environment attributes in order to guide how development should be delivered. For example, this might require the policy to include detailed criteria or providing supplementary information within the supporting text.

In view of the above, Historic England is concerned that there does not appear to be any assessment of the historic environment to accompany the chosen development sites in order to determine whether they are suitable for development. Without this, the Plan risks being considered unsound at Publication Stage.

Question 6.11

The historic environment plays an important role in tourism and the visitor economy, as well as identity, providing a sense of place and contributing to a better quality of life. Wirral's heritage and culture are intrinsically linked: the historic environment often forms a backdrop against which cultural activities take place to reflect both tradition and modernity, not just in respect of cultural venues but in the form of public spaces, parks and views. It is important that the Plan adopts an inclusive view of culture and the historic environment including how it contributes to wellbeing as a place to live, work and visit.

Question 8.1 to 8.3

One of the core principles of sustainable development is the conservation and enhancement of the historic environment, through economic, social and environmental objectives. We welcome the consultation is recognition of the importance of sustainable development and that this is central to the Plan. The historic environment can play a role in supporting efforts on climate change and in making the Plan area carbon neutral and this is important that any initiatives are sensitive to its unique qualities and characteristics.

Historic England recognises the urgency of addressing climate change and environmental issues. There is an opportunity within the Plan to highlight issues and to define the relationship between all aspects of the area's environment as defined in the NPPF's definition of sustainable development. This should include, the protection and enhancement of the historic environment including buildings, parks, landscapes, open spaces and blue infrastructure and the positive contribution they can make to managing climate change. This can include additional landscaping that responds to local character and distinctiveness, investment in existing assets including buildings that can increase

energy efficiency, reduce carbon footprint and also sustain historic places and spaces that not only contribute to the climate agenda but also the health and wellbeing of its residents and workers.

Carbon and Energy

It is recognised that building stock is probably the largest single user of energy and therefore can make a significant contribution to cutting greenhouse gas emissions and assisting the Plan in working towards carbon neutral targets. With regards improving the energy efficiency of existing buildings, this will need to be applied with particular care in the case of historic buildings and those of traditional construction. Two principal areas of risk when upgrading older buildings is that such measures can cause unacceptable damage to their character and appearance and can also cause damage through technical conflicts between the exiting construction and changes to improve energy efficiency. This is reflected in Part L of The Building Regulations (2010), which contains some exemptions for historic buildings as well as circumstances where special considerations should apply. Historic England has produced an advice note which provides further information on this (<https://historicengland.org.uk/images-books/publications/energy-efficiency-historic-buildings-ptl/heaq014-energy-efficiency-partll/>).

Resilience

Historic England recognises the importance of resilience in the Plan area and in ensuring that it can deal with future stresses and challenges such as material hazards and terrorism. Measures for resilience can have both visual and physical impacts on the historic environment. It is therefore necessary to consider the impact on character and appearance and historic fabric including ground surfaces and underground archaeology. Often they will require planning consent in addition listed building or scheduled monument consent.

Creative and innovative design has an important role when considering the integration of measures whether as part of retrofitting or within new proposals in sensitive historic areas and sites, which may for example not be able to utilise a typical solution. It is often difficult to assess the resistance of a historic building to major events and even more difficult to improve it by reinforcement. This can often be dealt with by putting measures further away from the site which is a more preferable option to attaching security measures to historic buildings and sites. In terms of the wider historic environment including streets and spaces, physical barriers where possible should be part of the landscape design, and wider streetscape proposals, to minimise harm to the historic environment and heritage assets.

Flood Risk and the Water Environment

Historic England recognises the importance of managing the impact of flooding in the Plan area. Flooding and its prevention as well as the management of water resources can have impacts on the historic environment and the significance of heritage assets including the contribution made by their setting. Historic England has a technical advice note Flooding and Historic Buildings which provides further information (<https://historicengland.org.uk/images-books/publications/flooding-and-historic-buildings-2ednrev/>).

Changes to the management of the water environment can affect the historic environment in a number of different ways. The construction and operation of new infrastructure and sustainable drainage systems (SUDS) and changes in land management, have the potential to impact on the significance of heritage assets and their settings; this includes impacts on

water-related or water-dependent heritage assets. The abstraction of water resources and the impact of changes in groundwater flows and chemistry can have an impact on buried, waterlogged archaeological and palaeo-environmental remains of significant interest and fragility. In addition, the alteration of the physical characteristics of a water system (hydromorphological alterations) comprising: the modification/removal of weirs or other in-channel structures which may be significant heritage assets; and other physical changes to rivers such as decanalisation or re-cutting old meanders that have the potential to destroy or harm archaeological and palaeo-environmental remains. Finally the introduction of measures that reduce the vulnerability to and improve the resilience of heritage assets (designated and non-designated) to flooding, including occasional flooding may harm their significance.

It is important that in the management and reduction of flood risk and in the management of the water environment it is done in a manner that ensures the conservation and enhancement of the historic environment, heritage assets and their setting, this includes sustaining and enhancing local character and distinctiveness of historic townscapes and landscapes.

Question 8.4 to 8.6

There is a wide definition of the historic environment which includes not only areas and buildings but also the landscape, green and blue infrastructure and townscape components. The natural environment within the Wirral makes an important contribution to the area. A positive approach to green and blue infrastructure should be about recognizing the value and potential of all the green and blue spaces within an area, their connectedness and the ecosystem services that they can provide. The Plan would benefit from recognising that the green infrastructure network is also essential to the movement and migration of species and people around the Wirral. It is also important to recognise that the more historic an element of green infrastructure, the greater the value both culturally and ecologically it is likely to have.

Green and Blue Infrastructure and urban green space

Green Infrastructure makes an important contribution to the character and appearance of the Wirral. It is important that the Framework recognises that green and blue infrastructure encompasses everything from geological to human and everything in-between. Heritage assets are an important element of green infrastructure as they generally preserve both cultural and historic significance and can often also have natural significance as it can have the most diverse flora and fauna (due to their historical survival).

The protection and enhancement of the many heritage assets associated with waterbodies and man-made waterways, many of which could make significant contributions to biodiversity and cultural activity within the Wirral should also be included. May include historical infrastructure whether it be canals, weirs, bridges and culverts for example which are also heritage assets in their own rights.

Question 8.17 to 8.18

One of the principal objectives of planning under the NPPF is the conservation of heritage assets for the quality of life they bring to this and future generations. Conservation means maintaining what is important about a place and improving this where it is desirable. It is not a passive exercise. It requires a Plan for the maintenance and use of heritage assets and for the delivery of development within their setting that will make a positive contribution to local character and distinctiveness.

The preferred approach outlined in the consultation does not meet the requirements in the NPPF – for example it only seeks policies that seek to [only] protect heritage assets and each designated conservation area. We would expect the Plan to contain policies that in line with the NPPF and cover all aspects of the historic environment (see below).

Strategic policies

Local Plans should include strategic policies to conserve and enhance the historic environment of the area and to guide how the presumption in favour of sustainable development should be applied locally. It is vital to include strategic policies for the historic environment in the local plan as the plan will be the starting point for decisions on planning applications and any Neighbourhood Plans that come forward are required to be in general conformity with the strategic policies of the Local Plan.

The strategic policies for the historic environment will derive from the overall strategy to deliver conservation and enjoyment of the area's heritage assets for generations to come. A strategic policy must be locally specific and set out what it is that makes the Wirral special. These may be within policies that concern themselves specifically with the development of types of heritage asset. But delivery of the NPPF objective may also require strategic policies on use, design of new development, transport layout and so on. Indeed every aspect of planning conceivably can make a contribution to conservation. Plan policies in all topics should be assessed for their impact on the strategic conservation objective.

Conservation is not a standalone exercise satisfied by standalone policies that repeat the NPPF objectives. The Local Plan should also consider the role which the historic environment can play in delivering other planning objectives:

- Building a strong, competitive economy
- Ensuring the vitality of town centres
- Supporting a prosperous rural economy
- Promoting sustainable transport
- Supporting high quality communication infrastructure
- Delivering a wide choice of high quality homes
- Requiring good design
- Protecting green belt land
- Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the natural environment
- Facilitating the sustainable use of minerals

In formulating the strategy it is advisable and often necessary to consider the following factors:

- How the historic environment can assist in the delivery of the vision and the economic, social and environmental objectives for the plan area;
- How the Plan will address particular issues identified during the development of the evidence base including heritage at risk;
- The interrelationship between the conservation and enhancement of the historic environment and the other Plans policies and objectives;
- The means by which new development in conservation areas and within the setting of heritage assets might enhance or better reveal their significance;
- How local lists might assist in identifying and managing the conservation on non-designated heritage assets;
- How the archaeology of the Plan area might be managed;

- How CIL funding might contribute towards ensuring a sustainable future for individual assets or specific historic places and whether or not certain heritage assets might need to be identified;
- Whether masterplans or design briefs need to be prepared for significant sites where major change is proposed;
- What implementation partners need to be identified in order to deliver the positive strategy;
- What indicators should be used to monitor the effectiveness of the strategy.

Development Management Policies

In terms of development management policies, it is clear that the NPPF expects plans to include detailed policies, which will enable a decision maker to determine a planning application.

The Local Plan for Wirral should include specific policies for the historic environment in order to help inform decisions that affect it and others should where possible cross-reference heritage related issues.

Key issues to be considered are (not wholly comprehensive):

- Undesignated heritage assets (including significance of, setting, extensions, demolition, alterations, change of use, etc).
- Designated heritage assets (including significance of, setting, extensions, demolition, alterations, change of use, etc).
- Archaeology including remains of less than national importance.
- Conservation areas
- Registered parks and gardens
- Heritage at Risk
- Important views and vistas
- Landscape character
- Local character and distinctiveness
- Individual settlements
- Historic shopfronts and advertisements
- Public realm
- Design
- Information to accompany an application.

Strategic Cross Boundary Issues

Strategic cross boundary issues that affect the historic environment are issues that can only be effectively addressed at a larger than local scale and may cover the issues listed below, this is not an exclusive list and strategic issues will have to be considered on an area by area basis. This may include:

- extensive designated and non-designated heritage assets, e.g. World Heritage Sites, historic landscapes,
- major heritage based tourism attractions, the management of which may impact upon more than one Authority
- major quarries for building and roofing stone, e.g. Portland stone
- major changes to green belt which affect the preservation of the setting and character of historic towns
- major development proposals likely to affect important heritage assets in a neighbouring authority, e.g. major urban extensions, infrastructure proposals

These strategic issues will not necessarily and always be the same as the strategic policies for the protection and enhancement of the historic environment included in a Local Plan but are likely to be a sub-set of them. Indeed local circumstances may indicate that strategic approaches may not always be needed. The sustainability appraisal scoping report should help to identify what is important for a particular plan area.

Date: 24 March 2020
Our ref: 307459
Your ref: Issues and Options



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BY EMAIL ONLY

Dear Robert Oates,

Planning consultation: Wirral Local Plan – Issues and Options

Thank you for your consultation, which was received by Natural England on 27 January 2020.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England welcomes this opportunity to comment on this stage of development for the new Local Plan for Wirral. Natural England provided advice to your previous consultation for the development options review (advice dated October 2018). The advice within this letter provides an update on our advice on the proposed allocations and our standing advice on other matters updated since our previous advice to you.

Overarching comments

The emerging plan's vision and strategy

Natural England advises that the Plan's vision and emerging development strategy should address impacts on and opportunities for the natural environment and set out the environmental ambition for the plan area. The Plan should take a strategic approach to the protection and enhancement of the natural environment, including providing a net gain for biodiversity, considering opportunities to enhance and improve connectivity. We support the overarching spatial vision to deliver a healthy, sustainable and prosperous borough. We further acknowledge and support the strategic objectives identified and in particular Strategic Objective 5, which further identifies not only protection of the environmental assets but highlights environmental net gains. We have provided further advice on ensuring that you have a robust net gain policy in Annex B.

Natural England supports the councils preferred approach through urban intensification and prioritisation of brownfield development first. We have noted that the area of potential green belt release has been reduced at this stage of development of the Local Plan when compared to the previous development options presented. We welcome this reduction as to reduce potential impact on any potential supporting habitats for coastal designated sites and also additional pressure to nationally designated sites such as Sites of Special Scientific Interest (SSSI). We have provided our initial comments on the proposed allocations in Annex A.

Habitats Regulations Assessment

We acknowledge that an interim Habitats Regulations Assessment (HRA) has been produced which considers an assessment of the options of development, however we appreciate that a full revision of the HRA will be required to assess the policies of the Plan which are not currently yet available. Therefore, Natural England has not reviewed the HRA in detail at this time, however we would

welcome early discussions as the HRA is updated to assess the emerging Local Plan and we can provide further advice as policy options are progressed.

We agree with the list of internationally designated sites scoped into the HRA.

We note that there are references to project level mitigation (on case by case basis) within the HRA, this does not address the requirement for a strategic approach as an interim measure prior to adoption of the Recreational Management Strategy. Please refer to comments below regarding recreational pressure specifically. We further note that the HRA states that a bespoke mitigation package for recreational pressure will be required at Wirral Waters, however we advise that any strategic approach adopted across the borough should also apply at Wirral Waters. A bespoke package is currently available due to the lack of an agreed strategic approach across the borough.

Recreational Pressure

Natural England recently provided a separate letter to all Liverpool City Region (LCR) Local Authorities, including Wirral Council outlining our current position on recreational pressure on coastal designated sites. This letter further outlines our key recommendations for considering appropriate mitigation measures with respect to the Local Plan. We advise that you should ensure that you have considered the quantum of housing development as set out within the plan period and that this quantum will be mitigated for. You should consider the full quantum rather than using a threshold of a number of units to ensure that you have fully provided mitigation for development pressure on the internationally designated sites. For completeness in Annex C we have provided a copy of the advice letter that was also provided to you via email on 2 March 2020.

Sustainability Appraisal

We acknowledge that the Sustainability Appraisal (SA) provides an interim approach and assessment of development options. We note that net gain is identified and again we draw your attention to comments below in the standing advice, there is no reference here to a specific policy on net gain and we encourage you to include a policy within the Local Plan. We have noted some incorrect referencing to designated sites so advise you check these throughout the document (see 5.3.5 for example). Natural England will provide further advice at the next stage with respect to the SA once a full appraisal of the plan, the policies and monitoring measures are presented.

If in the meantime you have any queries please do not hesitate to contact me at the details below.

For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours sincerely,

Amanda Yeomans
Senior Adviser

Cheshire, Greater Manchester, Merseyside & Lancashire Area Team
Amanda.yeomans@naturalengland.org.uk

Annex A

NE comments on proposed housing and employment allocations as set out within the Issues and Options document (and appendices)

In order to determine which of the sites allocated for development may have potential impacts on designated sites we have used our [Impact Risk Zones](#) as an initial screening tool, and have interpreted the results to generate the table below.

Reference	General Location	Natural England initial comments
ELPS 017 – Wirral International, East of Tulip ELPS 074 Wirral International – Old Hall Road ELPS 364 Wirral International – Power Road ELPS 006 – QE2 Dock, Eastham ELPS 013 – North Road, Eastham ELPS 263 – Wirral International, Thermal Road ELPS 116 – Wirral International – Riverbank Road ELPS 330 – Wirral International, Plantation Road ELPS 050 – Wirral International, Commercial Road ELPS 242 – Wirral International, Slack Wood ELPS 415 – Wirral International, East of Riverbank Road ELPS 043 – Wirral International, East of Georgia Avenue	Bromborough, Bebington, Eastham	Allocations are in close proximity to designated sites (Mersey Estuary SSSI, SPA, Ramsar and New Ferry SSSI). Consideration to direct and indirect impacts on designated sites associated with developments is required alongside potential impacts to any functionally linked land.
ELPS 031 Morpeth Waterfront ELPS 030 Tower Wharf	Birkenhead	Allocations are in proximity to designated sites (Mersey Narrows and North Wirral Foreshore SPA, Ramsar, Mersey Narrows SSSI, and Liverpool Bay SPA). Note ELPS 031 is adjacent to Liverpool Bay SPA. Consideration of direct and indirect impacts on the designated sites associated with developments at these sites is required.
<u>Wirral Waters</u> SHLAA 0753 Marina View SHLAA 0755 Vittoria Studios SHLAA 2081 Legacy SHLAA 2082 Urban Splash 2 SHLAA 2080 Tower Road SHLAA 2078 Urban Splash 1 SHLAA 2079 Belong ELPS 079 Bidston Dock	East and West Float, Birkenhead	Allocations in proximity to designated sites (Mersey Narrows and North Wirral Foreshore SPA, Ramsar, Mersey Narrows SSSI, and Liverpool Bay SPA). Allocations are in close proximity to designated sites (Mersey Estuary SSSI, SPA, Ramsar and New Ferry SSSI). Consideration to direct and indirect impacts on designated sites associated with developments is required alongside potential impacts to any

ELPS 081 North of Beaufort Road ELPS 087 Tower Quay ELPS Hydraulic Tower ELPS 265 Sky City ELPS 357 Former Mobil Oil		functionally linked land. NE has advise (and continues to advise) Wirral Council on applications associated with Wirral Waters. It should be noted that the docks provide supporting functionally linked habitat for birds associated with the designated sites (in particular breeding common tern, cormorant and great crested grebe). We expect full consideration of the docks as supporting habitat through the Local Plan. Proposed strategic mitigation at Wirral Waters should be referenced and policies associated with Wirral Waters should reflect the need to ensure adequate protection of the designated features/sites.
SHLAA 0752 Woodside SHLAA 0478 Rosebrae	Birkenhead	Allocations are adjacent to Liverpool Bay SPA, therefore indirect and direct impacts on the designated sites should be considered.
SHLAA 2068, ELPS 008 Typhoo ELPS 024 Premier Brands ELPS 070 Peninsula Business Park	Moreton	Allocations here have the potential to cause disturbance to functionally linked land for bird species associated with the Mersey Narrows and North Wirral Foreshore SPA, Ramsar and North Wirral foreshore SSSI.
SHLAA 2006 Rear of Gibson House SHLAA 2005 Gibson House	Liscard	Allocations are in close proximity to Mersey Narrows and North Wirral Foreshore SPA & Ramsar, Mersey Narrows SSSI and Liverpool Bay SPA.
SHLAA 2023 Wallasey Town Hall South Annexe SHLAA 2022 Wallasey Town Hall North Annex HLA 612000 Former Seacombe Ferry Hotel	Seacombe	Allocations are in close proximity to Mersey Narrows and North Wirral Foreshore SPA & Ramsar, Mersey Narrows SSSI and Liverpool Bay SPA.
SHLAA 0916 Land at Grange Hill Farm	West Kirby	Potential for functionally linked land for bird species associated with the Dee Estuary SPA, Ramsar and SSSI)
Various references	All	As stated above all housing allocations (and total quantum of development) should consider recreational disturbance impacts on coastal designated sites.

Planning permissions for allocated sites

Natural England has provided advice on a number of planning applications that are listed with the proposed allocations. We advise that where permission has been granted you check that the number of residential units as referenced in the local plan matches the number of units that the permission covers, therefore to ensure that your total housing numbers are referenced accurately. For example we note that planning permission has been granted for the allocated housing site HLA 685200 Former Burtons Foods and the capacity of the site is listed as 299, however the planning permission has been recently granted for 257 homes, therefore this site has a shortfall of 42 houses. Therefore, we question where this shortfall will be made up, and whether an additional housing allocation is required.

Annex B- Natural England's standard advice

Sites of Least Environmental Value

In accordance with the paragraph 171 of NPPF, the plan should allocate land with the least environmental or amenity value. Natural England expects sufficient evidence to be provided, through the SA and HRA, to justify the site selection process and to ensure sites of least environmental value are selected, e.g. land allocations should avoid designated sites and landscapes and significant areas of best and most versatile agricultural land and should consider the direct and indirect effects of development, including on land outside designated boundaries and within the setting of protected landscapes.

Designated sites

The Local Plan should set criteria based policies to ensure the protection of designated biodiversity and geological sites. Such policies should clearly distinguish between international, national and local sites. Natural England advises that all relevant Sites of Special Scientific Interest (SSSIs), European sites (Special Areas of Conservation and Special Protection Areas) and Ramsar sites should be included on the proposals map for the area so they can be clearly identified in the context of proposed development allocations and policies for development. Designated sites should be protected and, where possible, enhanced.

The Local Plan should be screened under Regulation 105 of the Conservation of Habitats and Species Regulations 2017 (as amended) at an early stage so that outcomes of the assessment can inform key decision making on strategic options and development sites. It may be necessary to outline avoidance and/or mitigation measures at the plan level, which will usually need to be considered as part of an Appropriate Assessment, including a clear direction for project level Habitats Regulations Assessment (HRA) work to ensure no adverse effect on the integrity of internationally designated sites. It may also be necessary for plans to provide policies for strategic or cross boundary approaches, particularly in areas where designated sites cover more than one Local Planning Authority boundary.

Natural England's advice on the draft initial HRA is provided above.

Biodiversity and Geodiversity

The Plan should set out a strategic approach, planning positively for the creation, protection, enhancement and management of networks of biodiversity. There should be consideration of geodiversity conservation in terms of any geological sites and features in the wider environment.

A strategic approach for networks of biodiversity should support a similar approach for green infrastructure (outlined below). Planning policies and decisions should contribute and enhance the natural and local environment, as outlined in para 170 of the NPPF. Plans should set out the approach to delivering net gains for biodiversity. Net gain for biodiversity should be considered for all aspects of the plan and development types, including transport proposals, housing and community infrastructure.

Priority habitats, ecological networks and priority and/or legally protected species populations

The Local Plan should be underpinned by up to date environmental evidence. This should include an assessment of existing and potential components of local ecological networks. This assessment should inform the Sustainability Appraisal, ensure that land of least environment value is chosen for development, and that the mitigation hierarchy is followed and inform opportunities for enhancement as well as development requirements for particular sites.

Priority habitats and species are those listed under Section 41 of the Natural Environment and Rural Communities Act, 2006 and UK Biodiversity Action Plan (UK BAP). Further information is available here: [Habitats and species of principal importance in England](#). Local Biodiversity Action Plans (LBAPs) identify the local action needed to deliver UK targets for habitats and species. They also identify targets for other habitats and species of local importance and can provide a useful blueprint for biodiversity enhancement in any particular area.

Protected species are those species protected under domestic or European law. Further information can be found here [Standing advice for protected species](#). Sites containing watercourses, old buildings, significant hedgerows and substantial trees are possible habitats for protected species.

Ecological networks are coherent systems of natural habitats organised across whole landscapes so as to maintain ecological functions. A key principle is to maintain connectivity - to enable free movement and dispersal of wildlife e.g. badger routes, river corridors for the migration of fish and staging posts for migratory birds. Local ecological networks will form a key part of the wider Nature Recovery Network proposed in the 25 Year Environment Plan. Where development is proposed, opportunities should be explored to contribute to the enhancement of ecological networks.

Planning positively for ecological networks will also contribute towards a strategic approach for the creation, protection, enhancement and management of green infrastructure, as identified in paragraph 171 of the NPPF.

We note that there are no proposed allocations that overlap with the presence of ancient woodland in the plan area, however, where a plan area contains irreplaceable habitats, such as ancient woodland, ancient and veteran trees, there should be appropriate policies to ensure their protection. Natural England and the Forestry Commission have produced standing advice on [ancient woodland, ancient and veteran trees](#).

Green Infrastructure

Green infrastructure refers to the living network of green spaces, water and other environmental features in both urban and rural areas. It is often used in an urban context to provide multiple benefits including space for recreation, access to nature, flood storage and urban cooling to support climate change mitigation, food production, wildlife habitats and health & well-being improvements provided by trees, rights of way, parks, gardens, road verges, allotments, cemeteries, woodlands, rivers and wetlands.

Green infrastructure is also relevant in a rural context, where it might additionally refer to the use of farmland, woodland, wetlands or other natural features to provide services such as flood protection, carbon storage or water purification.

A strategic approach for green infrastructure is required to ensure its protection and enhancement, as outlined in para 171 of the NPPF. Green Infrastructure should be incorporated into the plan as a strategic policy area, supported by appropriate detailed policies and proposals to ensure effective provision and delivery. Evidence of a strategic approach can be underpinned by Green Infrastructure Strategy. We encourage the provision of green infrastructure to be included as a specific policy in the Local Plan or alternatively integrated into relevant other policies, for example biodiversity, green space, flood risk, climate change, reflecting the multifunctional benefits of green infrastructure.

Access and Rights of Way

Natural England advises that the Plan should include policies to ensure protection and enhancement of public rights of way and National Trails, as outlined in paragraph 98 of the NPPF. Recognition should be given to the value of rights of way and access to the natural environment in relation to health and wellbeing and links to the wider green infrastructure network. The plan should seek to link existing rights of way where possible, and provides for new access opportunities. The plan should avoid building on open space of public value as outlined in paragraph 97 of the NPPF.

The plan should make provision for appropriate quantity and quality of green space to meet identified local needs as outlined in paragraph 96 of the NPPF. Natural England's work on [Accessible Natural Greenspace Standard \(ANGSt\)](#) may be of use in assessing current level of accessible natural greenspace and planning improved provision.

Soils

The Local Plan should give appropriate weight to the roles performed by the area's soils. These should be valued as a finite multi-functional resource which underpins our wellbeing and prosperity. Decisions about development should take full account of the impact on soils, their intrinsic character

and the sustainability of the many ecosystem services they deliver for example:

1. Soil is a finite resource that fulfils many important functions and services (ecosystem services) for society; for instance as a growing medium for food, timber and other crops, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution. It is therefore important that the soil resources are protected and used sustainably. The [Natural Environment White Paper](#) (NEWP) '*The Natural Choice: securing the value of nature*' (Defra, June 2011), emphasises the importance of natural resource protection, including the conservation and sustainable management of soils, for example:
 - A Vision for Nature: 'We must protect the essentials of life: our air, biodiversity, soils and water, so that they can continue to provide us with the services on which we rely' (paragraph 2.5).
 - Safeguarding our Soils: 'Soil is essential for achieving a range of important ecosystem services and functions, including food production, carbon storage and climate regulation, water filtration, flood management and support for biodiversity and wildlife' (paragraph 2.60).
 - 'Protect 'best and most versatile' agricultural land' (paragraph 2.35).
2. The conservation and sustainable management of soils also is reflected in the [National Planning Policy Framework](#) (NPPF), particularly in paragraphs 170 and 171. When planning authorities are considering land use change, the permanency of the impact on soils is an important consideration. Particular care over planned changes to the most potentially productive soil is needed, for the ecosystem services it supports including its role in agriculture and food production. Plan policies should therefore take account of the impact on land and soil resources and the wide range of vital functions (ecosystem services) they provide in line with paragraph 118 of the NPPF, for example to:
 - Safeguard the long term capability of best and most versatile agricultural land (Grades 1, 2 and 3a in the Agricultural Land Classification) as a resource for the future.
 - To avoid development that would disturb or damage other soils of high environmental value (e.g. wetland and other specific soils contributing to ecological connectivity, carbon stores such as peatlands etc) and, where development is proposed.
 - Ensure soil resources are conserved and managed in a sustainable way.
3. To assist in understanding agricultural land quality within the plan area and to safeguard 'best and most versatile' agricultural land in line with paragraphs 170 and 171 of the National Planning Policy Framework, strategic scale Agricultural Land Classification (ALC) Maps are available. Natural England also has an archive of more detailed ALC surveys for selected locations. Both these types of data can be supplied digitally free of charge by contacting Natural England. Some of this data is also available on the www.magic.gov.uk website. The planning authority should ensure that sufficient site specific ALC survey data is available to inform decision making. For example, where no reliable information was available, it would be reasonable to expect that developers should commission a new ALC survey, for any sites they wished to put forward for consideration in the Local Plan
4. General mapped information on soil types is available as 'Soilscapes' on the www.magic.gov.uk and also from the LandIS website <http://www.landis.org.uk/index.cfm> which contains more information about obtaining soil data.
5. Further guidance for protecting soils (irrespective of their ALC grading) both during and following development is available in Defra's [Construction Code of Practice for the Sustainable Use of Soils on Construction Sites](#), to assist the construction sector in the better protection of the soil resources with which they work, and in doing so minimise the risk of environmental harm such as excessive run-off and flooding. The aim is to achieve positive outcomes such as cost savings, successful landscaping and enhanced amenity whilst maintaining a healthy natural environment, and we would advise that the Code be referred to where relevant in the development plan.

Coastal issues

Natural England expects the Plan to identify a Coastal Change Management Area and set out the type of policies and developments that would be appropriate in it. The PPG gives guidance on how to define a Coastal Change Management Area as follows:

“Coastal Change Management Area will only be defined where rates of shoreline change are significant over the next 100 years, taking account of climate change. They will not need to be defined where the accepted shoreline management plan policy is to hold or advance the line (maintain existing defences or build new defences) for the whole period covered by the plan, subject to evidence of how this may be secured”.

We would also expect the plan to consider the marine environment and apply an Integrated Coastal Zone Management approach. Where marine plans are in place, local plans should also take these into account. The North West Marine Plan is currently being consulted upon and therefore should be regarded as material consideration. More detail about the North West Marine Plan can be found here: <https://www.gov.uk/government/collections/north-west-marine-plan>

The plan should refer to the relevant Shoreline Management Plan (SMP) and take forward applicable actions. Local Authorities should use SMPs as a key evidence base for shaping policy in coastal areas. The list of existing SMPs can be found here:

<https://www.gov.uk/government/publications/shoreline-management-plans-smpls/shoreline-management-plans-smpls>

Sea level rise and coastal change are inevitable and bring both challenges and opportunities for people and nature. Sustainable coastal management needs to embrace long-term change and achieve positive outcomes for both.

Local Plans should therefore provide for coastal adaptation and work with coastal processes. Plans within coastal areas should recognise the need to respond to changes over long timescales and adopt an integrated approach across administrative and land/sea boundaries. A successful integrated approach should set levels of sustainable levels of economic and social activity whilst protecting the environment.

We would also advise that Local Plans should help facilitate the relocation of valued environmental assets away from areas of risk.

Water Quality and Resources and Flood Risk Management

Natural England expects the Plan to consider the strategic impacts on water quality and resources as outlined in paragraph 170 of the NPPF. We would also expect the plan to address flood risk management in line with the paragraphs 155-165 of the NPPF.

The Local Plan should be based on an up to date evidence base on the water environment and as such the relevant River Basin Management Plans should inform the development proposed in the Local Plan. These Plans (available [here](#)) implement the EU Water Framework Directive and outline the main issues for the water environment and the actions needed to tackle them. Local Planning Authorities must in exercising their functions, have regard to these plans.

The Local Plan should contain policies which protect habitats from water related impacts and where appropriate seek enhancement. Priority for enhancements should be focussed on European sites, SSSIs and local sites which contribute to a wider ecological network.

Plans should positively contribute to reducing flood risk by working with natural processes and where possible use Green Infrastructure policies and the provision of SUDs to achieve this.

Air pollution

We would expect the plan to address the impacts of air quality on the natural environment. In particular, it should address the traffic impacts associated with new development, particularly where

this impacts on European sites and SSSIs. The environmental assessment of the plan (SA and HRA) should also consider any detrimental impacts on the natural environment, and suggest appropriate avoidance or mitigation measures where applicable.

Natural England advises that one of the main issues which should be considered in the plan and the SA/HRA are proposals which are likely to generate additional nitrogen emissions as a result of increased traffic generation, which can be damaging to the natural environment.

The effects on local roads in the vicinity of any proposed development on nearby designated nature conservation sites (including increased traffic, construction of new roads, and upgrading of existing roads), and the impacts on vulnerable sites from air quality effects on the wider road network in the area (a greater distance away from the development) can be assessed using traffic projections and the 200m distance criterion followed by local Air Quality modelling where required. We consider that the designated sites at risk from local impacts are those within 200m of a road with increased traffic, which feature habitats that are vulnerable to nitrogen deposition/acidification. APIS provides a searchable database and information on pollutants and their impacts on habitats and species:

<http://www.apis.ac.uk/>

Climate change adaptation

The Local Plan should consider climate change adaptation and recognise the role of the natural environment to deliver measures to reduce the effects of climate change, for example tree planting to moderate heat island effects. In addition factors which may lead to exacerbate climate change (through more greenhouse gases) should be avoided (e.g. pollution, habitat fragmentation, loss of biodiversity) and the natural environment's resilience to change should be protected. Green Infrastructure and resilient ecological networks play an important role in aiding climate change adaptation.

Net Gain

Biodiversity net gain is a key tool to help nature's recovery and is also fundamental to health and wellbeing as well as creating attractive and sustainable places to live and work in. The National Planning Policy Framework (NPPF) highlights the role of '*policies and decision making to minimise impacts and provide net gains for biodiversity*' (para 170)

Planning Practice Guidance describes net gain as an '*approach to development that leaves the natural environment in a measurably better state than it was beforehand*' and applies to both biodiversity net gain and wider environmental net gains. For biodiversity net gain, the [Biodiversity Metric 2.0](#), can be used to measure gains and losses to biodiversity resulting of development. We advise you to use this metric to implement development plan policies on biodiversity net gain.

Natural England focusses our advice on embedding biodiversity net gain in development plans, since the approach is better developed than for wider environmental gains. However your authority should consider the requirements of the NPPF (paragraph 72, 102, 118 and 170) and seek opportunities for wider environmental net gain wherever possible. This can be achieved by considering how policies and proposed allocations can contribute to wider environment enhancement, help adapt to the impacts of climate change and/or take forward elements of existing green infrastructure, open space of biodiversity strategies.

Opportunities for environmental gains, including nature based solutions to help adapt to climate change, might include:

- Managing existing and new public spaces to be more wildlife friendly (e.g. by sowing wild flower strips) and climate resilient
- Planting trees, including street trees, characteristic to the local area to make a positive contribution to the local landscape.
- Improving access and links to existing greenspace, identifying improvements to the existing public right of way network or extending the network to create missing footpath or cycleway links.

- Restoring neglected environmental features (e.g. a hedgerow or stone wall or clearing away an eyesore)
- Opportunities to create new multi-functional green and blue infrastructure as well as enhancing biodiversity
- Designing lighting to encourage wildlife.

The Chartered Institute of Ecology and Environmental Management, along with partners, has developed '[good practice principles](#)' for biodiversity net gain, which can assist plan-making authorities in gathering evidence and developing policy. The guidance also explores opportunities for the wider environment and developing approaches at the strategic scale, across boundaries.

Biodiversity net gain should be additional to any habitat creation required to mitigate or compensate for impacts and the net gain policy should make this clear. It is also important to note that net gains can be delivered even if there are no losses through development. The policy should ensure that biodiversity net gain is not applied on designated sites or irreplaceable habitats. Any impacts on such habitats and sites should be assessed in accordance with planning policy and via environmental assessments, such as an Appropriate Assessment where European sites are concerned, with any necessary mitigation and/or compensation requirements dealt with separately from biodiversity net gain provision.

The policy for biodiversity net gain, or its supporting text, should highlight how losses and gains will be measured. The [Biodiversity Metric 2.0](#) can be used for this purpose as a fully tested metric that will ensure consistency across the plan-area and we would encourage its use. Alternatively your authority may choose to develop a bespoke metric, provided this is evidenced based.

The following may also be useful considerations in developing plan policies:

- Use of a map within the plan – mapping biodiversity assets and opportunity areas ensures compliance with national planning policy and also helps to clearly demonstrate the relationship between development sites and opportunities for biodiversity net gain.
- Use of a biodiversity net gain target. Any target should be achievable and evidence based and may be best placed in lower tier documents or a Supplementary Planning Document, to allow for regular updates in line with policy and legislation.
- Consideration should be given to thresholds for different development types, locations or scales of development proposals and the justification for this. Setting out the scope and scale of expected biodiversity net gains within Infrastructure Delivery Plans can help net gain to be factored into viability appraisals and land values. Natural England considers that all development, even small scale proposals, can make a contribution to biodiversity. Your authority may wish to refer to Technical Note 2 of the [CIEEM guide](#) which provide useful advice on how to incorporate biodiversity net gain into small scale developments.
- Policy should set out how biodiversity net gain will be delivered and managed and the priorities for habitat creation or enhancement in different parts of the plan area. The plan policy should set out the approach to on-site and off-site delivery. Natural England advises that on-site provision should be preferred as it helps to provide gains close to where a loss may have taken place. Off-site contributions may, however, be required due to limitations on-site or where this best meets wider biodiversity objectives set in the development plan. Further detail could be set out in a supplementary planning document.

The policy could also usefully link to any complementary strategies or objectives in the plan, such as green infrastructure

Existing environmental evidence can be gathered from various sources including online data sources like [MAGIC](#), [Local Environmental Record Centres](#) (LERCs) and strategies for green infrastructure,

open space provision, landscape character, climate and ecosystem services and biodiversity opportunity mapping. Biodiversity data can also be obtained from developments that were subject to Environmental Impact Assessment (EIA) Monitoring, the discharge of conditions or monitoring information from legal agreements with a biodiversity element. This can help establish a baseline to understand what assets exist and how they may relate to wider objectives in the plan area. Cross boundary environmental opportunities can also be considered by working with neighbouring authorities. The relationship between environmental assets and key strategic growth areas may help to highlight potential opportunities that development could bring for the natural environment.

The following may also be useful when considering biodiversity priorities in your plan area:

- What biodiversity currently exists, what is vulnerable or declining?
- How are existing assets connected, are there opportunities to fill gaps and improve connectivity?
- How does the above relate to neighbouring authority areas, can you work collaboratively to improve links between assets or take strategic approaches to address issues or opportunities?

Your plan should include requirements to monitor biodiversity net gain. This should include indicators to demonstrate the amount and type of biodiversity net gain provided through development. The indicators should be as specific as possible to help build an evidence base to take forward for future reviews of the plan, for example the total number and type of biodiversity units created, the number of developments achieving biodiversity net gain and a record of on-site and off-site contributions.

Annex C- Recreational Disturbance Letter

Date: 02 March 2020
Our ref: Recreational Disturbance LCR Local Plan HRA



BY EMAIL ONLY

Customer Services
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T 0300 060 3900

Dear Sir / Madam

Addressing recreational pressure on designated sites for Local Plan Habitats Regulations Assessment

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

This letter sets out Natural England's position in regard to addressing the impacts from recreational pressure from the additional housing proposed in Local Plans and via forthcoming developments to internationally designated sites within the Liverpool City Region (LCR). This position is focused on the strategic Local Planning Authority (LPA) level, to deal with the impact in the intervening period until there is a final and adopted LCR Recreational Mitigation Strategy.

This letter specifically refers to impacts from recreational pressure on the following internationally designated sites;

- Ribble and Alt Estuaries Special Protection Area / Ramsar
- Sefton Coast Special Area of Conservation
- Mersey Narrows and North Wirral Foreshore Special Protection Area / Ramsar
- Mersey Estuary Special Protection Area / Ramsar
- Liverpool Bay Special Protection Area
- Dee Estuary Special Protection Area / Ramsar
- Dee Estuary Special Area of Conservation

Further information of these sites, including site citations, and the conservation advice packages (where available) for the designated sites can be found on Natural England's [Designated Sites System](#).

Background

Recreational pressure has been a developing and recognised issue in England. Large stretches of the coast are used by people for recreational activities, walking, dog walking, water sports, angling and numerous other activities. These activities can cause disturbance to birds using the coastal areas, this can be particularly important during the passage migratory periods and during winter when it can cause a reduction in feeding time and can increase energy expenditure to avoid the disturbance, i.e. birds taking flight.

Recreational use of coastal areas can also have damaging impacts on sensitive habitats, as a result of impacts such as trampling and nutrient enrichment from dog faeces and urine. Development in the area will draw in additional regular visitors, this increases the potential impacts of recreational pressures within the internationally designated sites.

Natural England has identified that recreational pressure is impacting on internationally designated coastal sites in the region as recognised in our [Site Improvement Plans](#) and the LCR LPAs have acknowledged this at the local plan and development management level. This issue particularly relates to the issue of the in-combination impacts arising from the quantum of housing coming forward in the LCR LPA Local Plans.

A strategic approach to mitigation will be more effective and efficient at addressing the impacts. A strategic approach helps to enable sustainable development and reduce delays on individual developments. As evidenced in a number of strategic approaches around England dealing with recreational pressure impacts, a suite of strategic mitigation measures is the most appropriate and effective way of addressing the impacts. For example Northumberland's Coastal Mitigation Service and Bird Aware Solent, a strategic solution to recreational pressure covering 15 LPAs.

Recognition of recreational pressure and impact risks at a LCR scale has triggered the need for further assessment and the production of a LCR Visitor Management Strategy, since retitled Recreational Mitigation Strategy (RMS). This work has been supported by a Steering Group consisting of the six LCR LPAs, Merseyside Environmental Advisory Service, National Trust and Natural England. A draft RMS was produced by Footprint Ecology in 2018. Natural England supports the conclusions of this work, however, we acknowledge that the recommendations and outcomes would be strengthened by further evidence gathering. Natural England advise that in the interim period until there is a finalised, adopted RMS each LPA should adopt a strategic approach to mitigating the impacts from recreational pressures across the whole of their local authority area.

In the intervening time since the draft RMS there has been limited progression towards additional evidence gathering and finalising the Strategy, and LPAs are still dealing with the issue of recreational pressure from new developments at a project (case by case) level.

Natural England's position

Natural England's position on recreational pressure impacts and the actions we advise are required to address impacts from new developments until there is a finalised and adopted LCR RMS is outlined below. We acknowledge that there is a need for clarity over this issue in respect to progressing your Local Plan.

1. Agreement from the Steering Group on a final draft copy RMS report to then be published.
2. Agreement from the Steering Group on the timeframe setting out all the steps required to produce a completed RMS, including time for consultation and adoption by LPAs.
3. A policy within the Local Plan setting out the commitment towards the LCR RMS (including reference to the timeframe for completion) and allows for the future Strategy to be implemented, e.g. via a Supplementary Planning Document.
4. An interim recreational mitigation strategy to be agreed with Natural England and adopted by each LPA. The strategy should be clear on how mitigation will be delivered, this should therefore include; what development will be considered, thresholds to trigger for consideration of Likely Significant Effect within a Habitats Regulations Assessment (HRA), specific mitigation measures to be adopted, how any financial contributions will be collected.

Recreational pressure impacts occur across the coast and arise from visitors beyond individual LPA boundaries therefore strategic approaches are best developed in wider areas such as the LCR and this requires the use of the duty to cooperate. Natural England considers that the LCR RMS would ideally be supported by relevant policies in the LCR Spatial Development Strategy and that the LCR Combined Authority should have a key role in supporting, administering and implementing the LCR

RMS.

Natural England would welcome further engagement as your authority works towards addressing the

impacts from recreational pressure and future drafting of Local Plan policies and the accompanying HRA.

Key considerations for interim recreational mitigation strategies

The current evidence base for strategic mitigation is at the LCR level, if a LPA wishes to take forward an interim strategy at an individual authority level we advise looking at the draft RMS document to see if there is recommended mitigation (which is evidenced) that can be adopted at an individual authority level.

Natural England advise that your authority should be clear on how you will consider any financial contributions required to mitigate for impacts arising from recreational pressure and how this would relate to any affordable housing schemes.

Please note that mitigation for recreational disturbance needs to be in addition to any existing measures. For example, enhancement of existing greenspace or additional warden provision must be clearly in addition to existing plans set out by the LPA.

Following the actions as set out above will allow Natural England to conclude that there is a clear commitment to the progression of the LCR RMS, with certainty for future adoption and a clear approach to delivering development allocation ahead of the LCR RMS being finalised and adopted.

If you have any queries relating to the advice in this letter please contact Aurelie Bohan on Aurelie.Bohan@naturalengland.org.uk

Yours faithfully

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Email: planning.localplans@sefton.gov.uk

Date: 3 March 2020

Our Ref: 01_01_07

Your Ref:

Dear Mr Fraser,

Sefton MBC comments on Wirral Local Plan 2020-2035: Issues and Options Consultation (Jan 2020)

Thank you for providing the opportunity for Sefton Council to comment on the Wirral Local Plan Issues and Options Draft. Sefton Council's comments at this stage of the preparation of the Wirral Local Plan are set out below:

1. General - locational aspects

1.1 Sefton and Wirral are separated by the River Mersey (the geographic boundary between them is mid-river) and the most direct road or rail access is via Liverpool. This effective separation affects the number and scope of cross-boundary issues between Sefton and Wirral.

2. Housing

2.1 It is noted that Wirral proposes to allocate enough housing land for 12,750 dwellings over the plan period (which includes an allowance for demolitions), which is in line with its objectively assessed housing need using the standard method for assessing borough housing requirements recommended in the National Planning Policy Framework (2019). This housing allocation, if met, would enable Wirral to meet all its own housing needs and there would be no implications for neighbouring authorities such as Sefton.

2.3 Sefton supports and welcomes Wirral's intention to meet its plan period housing needs within its own boundaries. Sefton is not in a position to meet any of Wirral's anticipated housing needs for the foreseeable future. Also Sefton recognises that Wirral's housing market is linked most closely with Cheshire West and Liverpool hence housing linkages with Sefton are not strong.

3. Employment

3.1 Wirral have identified a need for 80 hectares of employment land, based on the recently completed Liverpool City Region SHELMA (Strategic Housing and

Employment Land Market Assessment) and the Wirral Employment Land and Premises Study (2017).

- 3.2 The SHELMA Study also identified a need for large scale B8 storage provision of between 308 and 397 hectares across the Liverpool City Region but recognised that functionally this could be located anywhere in the City Region. No specific requirement was identified for Wirral, and none is specifically included in Wirral's current options.
- 3.3 Wirral is proposing to meet its own employment needs, and as such the proposed employment land allocation is supported by Sefton. Sefton is not in a position to meet any of Wirral's employment needs for the foreseeable future.

4. Retailing and centres

- 4.1 It is noted that Wirral proposes to support its existing retail centres, encouraging flexible uses in addition to retail uses to maximise the vitality and viability of defined centres, and seeking to transform of Birkenhead Town Centre. Sites will be identified within existing town centres to meet the defined need over the first ten years of the Plan period, and no major out-of-centre retail allocations are proposed. This approach is supported by Sefton, whilst recognising that the retail connections between Wirral and Sefton are very limited.

5. Nature issues – protection of the internationally important nature sites on the Sefton Coast

- 5.1 In terms of biodiversity, Wirral's preferred approach to internationally Important sites and the references to the sub-regional recreation pressure mitigation strategy are noted.
- 5.2 At the next, i.e. subsequent, stage of preparation of the Wirral Local Plan, Wirral's policy framework for assessing the impact of development (not just from recreational pressure) on internationally important sites and the integrity of such sites and networks should be explicit that it applies to all internationally important sites across the Liverpool City Region and beyond and should refer specifically to the sites on the Sefton Coast. Such policies may include those for port-related development or development on land closest to Sefton as well as those for nature and green infrastructure.

Yours sincerely,



Derek McKenzie
Chief Planning Officer

Appendix 5: Example of the March 2020
Duty to Cooperate housing needs letters
sent to all surrounding local authorities

Please reply to:

Councillor Anita Leech
Deputy Leader of the Council

Town Hall, Brighton Street
Wallasey, Wirral
Merseyside, CH44 8ED
email: anitaleech@wirral.gov.uk
Office: 0151-691-8538
Mobile: 07811060891

BY EMAIL

to Councillor Richard McCauley
Cabinet Member for Economic Regeneration
And Housing

date 9th March 2020

Dear Councillor McCauley

WIRRAL LOCAL PLAN - REQUEST FOR VIEWS ON MEETING ANY OF WIRRAL'S HOUSING NEEDS

Your Council should already have had a separate notification informing you that in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), Wirral Council has commenced consultation on the Wirral Local Plan Issues and Options document, with a deadline for receipt of comments of 5pm on Monday 23 March 2020.

Based on the standard method set out in national planning guidance, Wirral's locally assessed housing need is 12,000 net new dwellings over the fifteen-year plan period to 2035, equivalent to 800 dwellings per year. In order to comply with the national Planning Practice Guidance on the calculation of five-year housing land supply, an additional 20% buffer will also need to be applied for the first five years (brought forward from later in the plan period). This has significant implications for the Borough's housing land supply.

The Council's Preferred Option is to meet all its housing growth needs within the urban area without the need for Green Belt release. However, based on the latest assessments published as part of the current consultation, Wirral could have a shortfall in the urban housing land supply of up to 2,500 dwellings over the next 15 years. The Issues and Options document sets out a range of measures which should ensure that this shortfall is accommodated within the urban area. However, if the land identified to meet the total requirement cannot be shown to be 'deliverable' or 'developable' in line with the definitions set out in the National Planning Policy Framework (NPPF), then some development could possibly be required in the Green Belt. The Issues and Options document therefore includes two potential Green Belt Options.

The Council does not at this stage believe that there would be any need to identify any additional land for employment development.

Before the Council could conclude that exceptional circumstances existed to justify changes to Green Belt boundaries, it will have to demonstrate that it has examined fully all reasonable options for meeting the identified needs for development. This will include demonstrating that the strategy has been informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development, as demonstrated through one or more Statements of Common Ground (NPPF paragraph 137 refers).

It is acknowledged that the recently approved Liverpool City Region (LCR) Statement of Common Ground states that the LCR authorities agree that there is no unmet housing need to be redistributed among or beyond the seven local authorities during current local plan periods. However, given the potential for Green Belt release and the requirements of national policy set out above, I now need to make a formal request under the Duty to Cooperate for your Council's views about whether you believe it would be appropriate and/or possible to identify any additional land within your local authority area to meet any of the housing needs arising in Wirral and the reasons for those views.

I would be grateful if you could respond before the close of the Wirral Local Plan Issues and Options consultation on 23 March 2020.

If you require further information, please contact David Ball, davidball@wirral.gov.uk, 0151-691-8935 or John Entwistle, johnentwistle@wirral.gov.uk , 0151-691-8221.

I look forward to hearing from you.

Yours sincerely

A handwritten signature in cursive script, appearing to read 'Anita Leech'.

Councillor Anita Leech
Cabinet Portfolio: The Local Plan

Appendix 6: March 2020 Duty to
Cooperate housing needs letter responses
received from surrounding local authorities



FAO Cllr. Anita Leech,
Deputy Leader - Wirral MBC
Town Hall
Brighton Street
Wallasey
WIRRAL
Merseyside CH44 8ED

Our Ref
If you telephone
please ask for
Your ref
Date
E-mail address

11th March 2020
Ron.Hignett@halton.gov.uk

Dear Cllr Leech,

Re: Wirral Local Plan – Request for views of meeting Wirral’s housing needs.

Thank you for your letter dated the 9th March concerning the above.

I note that you are in the unfortunate position of potentially having a shortfall of developable land within your existing urban area to meet your development needs in full. You are following the search hierarchy as set out in guidance to establish whether this shortfall can be met by development elsewhere, or whether exceptional circumstances exist that will require you to consider releasing some currently adopted Green Belt for development.

I can confirm that Halton do not consider that we are in a position to assist you with this matter for three reasons;

1. Halton has faced a similar position in preparing our own Local Plan. This has required Halton to seek to release land from our own Green Belt to meet our own development needs. Accordingly, Halton has no ‘*spare*’ capacity on urban sites that could be used to assist with your shortfall.
2. Halton sits within the ‘*Liverpool City Region – Eastern*’ or ‘*Mid-Mersey*’ Housing Market Area. This has been confirmed by numerous studies over more than a decade. As Halton sits within a different housing market to Wirral, it is unlikely that development within Halton could practically meet needs arising in Wirral.
3. Migration and commuting figures from the last Census show little direct functional linkages between our two boroughs. The Census recorded 71 persons moving from Wirral to Halton and 45 persons moving from Halton to Wirral in the preceding year. This represented less than 1% of Wirral’s cross boundary migration and under 2% of Halton’s.



Commuting figures showed only 348 persons commuting from Halton to Wirral and 868 making the opposite journey from Wirral to Halton. These two way flows represented 2.6% and 2.0% of cross boundary commuting in to and out of Halton and Wirral respectively.

These figures show that there were not strong functional linkages between our two authorities, again suggesting that housing development in Halton is unlikely to be able to meet housing need arising within Wirral.

For the above reasons, we do not think that it would be appropriate or practical to seek to provide additional development land within Halton to meet displaced need arising from Wirral.

In addition, you may care to note that Halton's Local Plan has reached an advanced stage in production having recently been submitted to the Secretary of State for independent examination. Our officers continue to work together, with others across the city region and Combined Authority on strategic planning matters.

I trust that this letter fully addresses your enquiry.

Good luck with the preparation of your Local Plan.

Yours sincerely



R. J. Hignett

Cllr. Ron Hignett

Portfolio Holder – Physical Environment



St. Helens Council

Councillor Anita Leech
Deputy Leader of the Council
Wirral Council
Town Hall, Brighton Street
Wallasey, Wirral
Merseyside, CH44 8ED

Development Plans
St. Helens Council
Town Hall Annexe
Victoria Square
St. Helens
Merseyside
WA10 1HP
Tel: 01744 676190

17 March 2020

Dear Councillor Leech,

Response to Wirral Council's request for views on meeting any of Wirral's housing needs

Thank you for your recent letter to Councillor Richard McCauley requesting St. Helens Council consider whether it would be appropriate, and/or possible, to identify additional land within St. Helens to meet housing needs arising in Wirral.

St. Helens Council has considered the request and do not consider it appropriate or possible to meet housing needs arising in Wirral within St. Helens.

From a housing market perspective St. Helens is in a different housing market area to Wirral. The LCR Strategic Housing & Employment Land Market Assessment (2018) indicates that Wirral are in a central LCR housing market area which incorporates Knowsley, Liverpool, Sefton, West Lancashire and Wirral, and St. Helens are in a mid-mersey housing market area which incorporates Halton, St. Helens and Warrington. Therefore, it is not considered appropriate for St. Helens to meet housing needs arising outside of its own housing market area. Furthermore, in the emerging new St. Helens Local Plan, St. Helens Council is proposing to release land from the Green Belt in order to meet its own local housing need. Therefore, there is no available land within St. Helens to meet housing needs arising in Wirral.

We wish you well with your Local Plan Issues and Options consultation.

Yours sincerely,

Lyndsey Darwin
Principal Planning Officer (Policy)

CC: Councillor Richard McCauley, St. Helens Council



Councillor David Evans
Portfolio Holder for Planning

52 Derby Street, Ormskirk West Lancashire L39 2DF

Telephone 01695 577177

Email: Cllr.D.Evans@westlancs.gov.uk

23rd March 2020

Councillor Anita Leech
Deputy Leader of the Council
Wirral Council
Town Hall
Brighton Street
Wallasey
Wirral
Merseyside
CH44 8ED

Dear Councillor Leech,

RE: Wirral Local Plan - request for views on meeting any of Wirral's housing needs

Thank you for your letter of 9th March regarding the Wirral Local Plan.

Given that West Lancashire is a borough that is over 90% Green Belt, I empathise with the situation Wirral face, having to meet the housing and other development needs of your borough as sustainably as possible, whilst still protecting the Green Belt.

However, I'm afraid that it would not be appropriate and/or possible to identify any additional land within West Lancashire that could meet any of the housing needs arising in Wirral. There are several reasons for this.

Firstly, as alluded to above, West Lancashire is heavily constrained by Green Belt our self, and we will struggle to meet our own development needs over the next 15-20 years without releasing land from the Green Belt. In that context, it would not be appropriate or logical for West Lancashire to release more of its Green Belt to meet part of Wirral's housing needs simply to enable Wirral to avoid releasing Green Belt.

Secondly, even if West Lancashire did have more than enough land available not within the Green Belt to meet our own development needs, it is questionable whether providing Wirral's housing need in West Lancashire would be the correct thing to do

for either authority or for sustainability given the limited market connections between our two boroughs. While we are both part of the same strategic housing market area and functional economic market area based on the findings of the Liverpool City Region Strategic Housing and Employment Land Market Assessment (the LCR SHELMA), this is primarily because of our shared market connections with other parts of the LCR, notably Liverpool, as opposed to any direct market connections between Wirral and West Lancashire.

Thirdly, the transport connections between our two authorities are less than ideal, involving at least two trains each way or travelling by car through the Mersey tunnels, Liverpool and Sefton. Both options take over an hour at peak times. As such, providing Wirral's housing need in West Lancashire would not enable sustainable travel and living or support a positive work-life balance for those residents who would be forced to look for housing in West Lancashire while still working or having family or some other local connection in Wirral.

Fourthly, such an approach would also place immense pressure on Wirral's housing market, as demand for housing in Wirral would outstrip supply, forcing house prices up and pricing those with less income out of the housing market in Wirral.

Based on all of the above, West Lancashire Borough Council concludes that it would not be "sound" in planning terms to seek to relocate a part of Wirral's housing needs to be met in West Lancashire.

I wish you all the best in preparing a new Local Plan for Wirral.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'David Evans', written in a cursive style.

Councillor David Evans

Councillor Anita Leech
Deputy Leader of the Council
Wirral Council
Town Hall
Brighton Street
Wallasey
Wirral
CH44 8ED

Cheshire West and Chester Council
4 Civic Way
Ellesmere Port
CH65 0BE

01244 972927

www.cheshirewestandchester.gov.uk

our reference	your reference:	please ask for:	date:
DTC/Wirral		Fiona Hore	23 March 2020

Dear Anita,

WIRRAL LOCAL PLAN – REQUEST FOR VIEWS ON MEETING ANY OF WIRRAL’S HOUSING NEEDS

Thank you for your email and letter requesting Cheshire West and Chester Council’s views on meeting any of Wirral’s housing needs. I can also confirm that the Council has received separate notification that Wirral Council has commenced consultation on the Wirral Local Plan Issues and Options document, and my officers will be responding to this in due course.

With reference to the consultation, Cheshire West and Chester would support Wirral’s Preferred Option 1A: Urban Intensification, to meet all of its housing growth needs within the urban area without the need for Green Belt release. This is potentially the most sustainable option as it would make the best of use of previously development land and be located in areas with the greatest potential to make use of existing services and public transport, as well as assisting urban regeneration, which is a key purpose of the Green Belt.

However, in view of Government requirements to demonstrate development is deliverable and can come forward within the plan period, Wirral acknowledge that Green Belt release may be required to meet local housing need. As part of justifying this release the possibility of Cheshire West meeting some of this need has been raised but for the reasons set out below Cheshire West and Chester will be unable to accommodate any housing needs arising from Wirral.

As set out in your evidence you acknowledge that Wirral is a self-contained housing market area (HMA). Similarly, it was determined through the Cheshire West Local Plan (Part One) examination that Cheshire West was also largely a self-contained HMA (although interactions were acknowledged with a number of neighbouring authorities). The Cheshire



Cheshire West & Chester Council

West and Chester Local Plan (Part One) runs to 2030 and a key part of the Plan strategy was ensuring that housing needs were met in full, with the starting point for meeting these needs being the use of brownfield land (and greenfield land where needed). In relation to Green Belt, the Plan demonstrated the exceptional circumstances necessary to release Green Belt around Chester.

Wirral Council responded formally to the Local Plan (Part One) to indicate that Wirral would be unable to accommodate any development needs arising from Cheshire West and Chester in September 2012 (Wirral Cabinet, Minute 92). The Local Plan (Part One) was based on evidence of urban capacity / potential and a strategy for meeting needs in the borough in the most sustainable way. You will be aware that 42% of Cheshire West and Chester is within the North Cheshire Green Belt and this designation adjoins the Green Belt in Wirral. It would not therefore be appropriate to meet Wirral's housing need in Cheshire West and Chester as the policy option exists for Wirral to release Green Belt land to meet need. On this basis I can confirm that Cheshire West and Chester is unable to meet housing needs from Wirral.

I trust that this response is of some use and I would welcome the opportunity to continue our joint working through the finalisation of our Statement of Common Ground in due course.

If you require any further explanation please contact Fiona Hore,
Fiona.hore@cheshirewestandchester.gov.uk 01244-972927 or Gill Smith,
gill.smith@cheshirewestandchester.gov.uk 01244-973140

Yours sincerely



Councillor Richard Beacham

Cabinet Member for Housing, Regeneration and Growth

Cheshire West and Chester Council



Cheshire West
and Chester

Councillor Anita Leech
Deputy Leader of the Council

Town Hall, Brighton Street
Wallasey, Wirral
Merseyside, CH44 8ED
anitaleech@wirral.gov.uk

By email only

Email: planning.localplans@sefton.gov.uk

Date: 23 March 2020

Our Ref: 01_01_07

Your Ref:

Cc: localplan@wirral.gov.uk

Dear Councillor Leech,

Wirral Local Plan – Request for views on meeting any of Wirral’s housing needs

1. I refer to your letter of 9 March as above, to Councillor Daren Veidman, who has asked me to respond on his behalf; and to Sefton’s formal response to the Wirral Local Plan Issues and Options consultation dated 3 March 2020.
2. I note from your letter that Wirral are proposing a fifteen-year plan period to 2035.
3. Sefton Council is confident that the adopted Sefton Local Plan (2017) includes housing allocations and other assumptions about housing supply which should meet its own housing need to 2030. This is based on a Sefton Local Plan housing Objectively Assessed Need of 640 dwellings per year to 2030. Furthermore, while we do not have robust evidence on housing need and land supply much beyond the end of the Sefton Local Plan period to 2030, we believe that it is reasonable to assume that in aggregate borough-wide terms, Sefton will have an adequate housing supply to meet its own needs until circa 2035, based on:
 - The current Local Plan housing allocations, in the round, are expected to exceed their assumed housing capacity (the vast majority of these allocations are on sites which were removed from the Sefton Green Belt through the Sefton Local Plan)
 - There is likely to be some ‘carry over’ of capacity on a number of larger sites post 2030
 - Sefton has applied very cautious windfall assumptions which we anticipate will be exceeded (a point acknowledged by the Sefton Local Plan Inspector); and
 - The fact that the Sefton Local Plan includes safeguarded housing land of an additional 49 hectares (with a potential capacity of around 1,000 further dwellings)
4. However, while it may be reasonable to assume in aggregate borough-wide terms, Sefton will have an adequate housing supply to meet its own needs until circa 2035, we do not believe it reasonable to assume that there would be sufficient land in

Sefton to meet any of the housing needs arising in Wirral up to 2035. In short, as stated in Sefton's letter of 3 March 2020, Sefton is not in a position to meet any of Wirral's anticipated housing needs for its proposed period.

5. Also Sefton recognises that Wirral's housing market is linked most closely with Cheshire West and Liverpool hence housing linkages between Sefton and Wirral are not strong.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Derek McKenzie', with a large circular flourish at the end.

Derek McKenzie
Chief Planning Officer



Knowsley Council

Please ask for: Rachel Pitt
Email: rachel.pitt@knowsley.gov.uk
Telephone: 0151 443 2302

Councillor Anita Leech
Town Hall
Brighton Street
Wallasey
Wirral
Merseyside
CH44 8ED

By email: anitaleech@wirral.gov.uk
cc: johnentwistle@wirral.gov.uk; davidball@wirral.gov.uk

6 April 2020

RE: WIRRAL LOCAL PLAN – REQUEST FOR VIEWS ON MEETING ANY OF WIRRAL'S HOUSING NEEDS

Dear Anita,

Thank you for your letter dated 9 March 2020. Knowsley Council has noted the content of the letter and our response is provided as follows.

Our view is that it will not be possible for Knowsley to accommodate any unmet housing need arising in Wirral.

The adopted Local Plan Core Strategy (2016) sets out that the agreed housing target for Knowsley can be met in our Borough, for the period 2010 to 2028. The housing land supply in the urban area of Knowsley, including brownfield land, is relatively constrained. This shortage of urban land required us to take the very difficult decision to allocate Sustainable Urban Extensions on former Green Belt land, as set out in our Local Plan, ensuring Knowsley has sufficient housing land to deliver its adopted target until 2028.

Knowsley has no current plans to produce a new Local Plan. In any case, we do not consider it appropriate to amend our Local Plan to meet unmet housing needs arising in Wirral. There are several reasons for this, the most significant being that the shortage of available housing land in urban areas of Knowsley would necessitate us reviewing our own Local Plan allocations and looking again at Green Belt release; effectively displacing Green Belt review from Wirral to Knowsley.

We note that while Wirral shares a housing market area with Knowsley, the two boroughs are functionally linked via Liverpool. Therefore, even if hypothetically



Knowsley Metropolitan Borough Council
PO Box 21 Archway Road Huyton Knowsley Merseyside L36 9YU
www.knowsley.gov.uk



Knowsley did have sufficient land to accommodate needs arising in Wirral, the geographic separation between our boroughs means there would be questions about the environmental and social sustainability of such an approach, as well as potential difficulty in evidencing how Knowsley could meet Wirral's needs when it is likely there would be a significant displacement effect through Liverpool.

I trust this response is helpful but please do not hesitate to get in touch with myself or Knowsley Officers if we can be of any further assistance. We wish you well with the preparation of your Local Plan.

Thank you again for your letter.

Yours sincerely,

Clr Tony Brennan

Councillor Tony Brennan

Cabinet Member for Regeneration and Economic Development
Knowsley Council

Dear Councillor Leach

WIRRAL LOCAL PLAN - REQUEST FOR VIEWS ON MEETING ANY OF WIRRAL'S HOUSING NEEDS

Thank you for your letter of 9th March concerning the above. As you will be aware Liverpool City Council is currently at a comparatively advanced stage of the examination stage of its Local Plan and the hearings in public are due to take place from 27th May to 19 June 2020. Given this, Liverpool City Council is not in a position to increase its housing requirement or to identify and allocate new housing sites to meet that higher figure without a significant change in the strategy upon which the plan was based. Thus, unless it were to withdraw the Local Plan and effectively begin the process from a much earlier stage it would not now be possible to assist without considerable disruption to the process which you will be aware has engaged the City Council for some time. Even were the City Council to take such a step we are sceptical that it would assist Wirral in meeting its first five year need at the time required in any event.

Notwithstanding the above practical observations, I would ask you to note that Liverpool already has the highest housing requirement of all the LCR districts and is undoubtedly the most built up local authority area as well. In its submitted Local Plan it has shown how it will meet its identified housing requirement, but it does not have any realistic additional capacity to meet any of its neighbour's needs should they be identified without a radical change of strategy.

Thus, if Liverpool were to agree to accept a significant amount of 'unmet need' from Wirral, this would increase our overall requirement and mean that Liverpool City Council would have to consider releasing green space within the City in order to meet Wirral's needs. In the submitted Liverpool Local Plan we been able to avoid having to do this, however in the next round of plan-making, while we cannot conclude that this will be the case, from 2021 onwards there is a risk that this might not be sustained. Should that be the case it may very well be necessary for Liverpool to consider asking Wirral and other neighbours whether they can help it meet some of the City's housing needs. Whilst Wirral is heavily constrained by Green Belt, you will be more than aware that Liverpool is physically constrained by the nature of the City's boundaries.

Related to this matter it should be noted that some of the objections we have had to the Local Plan from major housing developers, argue that we have substantially underestimated our requirement and overestimated our ability to deliver new homes. These objectors also argue that Liverpool has a potential unmet need and should have already asked its neighbours to take some of its numbers. This topic is expected to come up in our hearings from May

In summary and for the reasons outlined above the City Council's considered response is that, whilst it would wish to assist, unfortunately it does not have the capacity to assist Wirral in meeting any of its unmet housing needs given the constraints of site availability and current housing market conditions as well as the procedural concerns outlined above.

I would also add that Wirral is the first neighbouring authority to have put this question directly to one of its neighbours in the LCR in the last two or three years. It seems likely however, as I have indicated above that this is may change particularly as other Local Plans come up for review. I would therefore suggest that we invite consideration of this issue in future LCR CA meetings and through the development of the LCR SDS.

Yours Sincerely

Councillor Sharon Connor

Cabinet Member for Regeneration and Highways

Appendix 7: December 2020 Duty to Cooperate workshop notes

Wirral Council Local Plan

Duty to Cooperate Workshop – Infrastructure Providers Session

10am, Thursday 10th December 2020, MS Teams meeting

Attendance

Organisations in attendance:

Name	Organisation
Tim Parton	DAC Planning (Wirral Council)
Philip Halsey	Cadent Gas
Tim Bettany-Simmons	Canal River Trust
Jamie Matthews	Cheshire West and Chester Council Highways
Dewi Griffiths	DWR Cymru Welsh Water
Stephen Sayce	Environment Agency
Benjamin Laverick	Highways England
Andrew Dutton	Liverpool Airport
Jayne Black	Liverpool Council, Highways
Steve Cook	Mersey Travel
Alison Hughes	NHS
Darryl Johnson	Virgin Media
Clare Wynn	Openreach
Sophie Sudworth	Scottish Power Energy Networks (SPEN)
Ruth Wojtan	Transport for Wales
Adam Brennan	United Utilities
Tony Bennett	Wirral Community Health and Care NHS Foundation Trust
Emma Hopkins	Wirral Council (Forward Planning)
Rachel Bryan	Wirral Council (Forward Planning)
Peter Cushion	Wirral Council (Forward Planning)
Sally Gibbs	Wirral Council, Education Services
John Entwistle	Wirral Council (Forward Planning)
Andrew Fraser	Wirral Council (Forward Planning Manager)
Keith Keeley	Wirral Council (Local Plan Programme Manager)
Adam King	Wirral Council, Parks and Countryside Service
Rachel Mcnern	Wirral Council (Forward Planning)
Katie Miller Green	Wirral Council (Forward Planning)
Mwale Mutale	Wirral Council (Forward Planning)
Rob Oates	Wirral Council (Forward Planning)
Jeanette Royle	Wirral Council, Asset Management
Damian Walsh	Wirral Council (Leisure Services)
John Williams	Wirral Council, Fibre Infrastructure Programme

Invited organisations not in attendance:

Office of Rail Regulation, Network Rail, Liverpool City Region Combined Authority, Civil Aviation Authority, National Grid, Vodafone and O2 (Telefonica), Three, EE

Meeting agenda

1. Welcome and introductions
2. Presentation on the emerging draft Wirral Council Local Plan
3. Viability Assessment
4. Presentation on the production of the Infrastructure Delivery Plan
5. Proposed approach to producing statements of common ground to accompany the submission of the Local Plan
6. Questions and next steps

Comments / Questions

Stephen Sayce, Environment Agency

The Environment Agency have no specific concerns regarding green belt- will leave entirely to Local Authority.

The presentation on the Infrastructure Delivery Plan did not mention flood risk which should be a consideration working with the Lead Local Flood Authority (LLFA) and considering local coastal defences

EH – Wirral Council are developing policies to ensure flood risk is embedded in policies throughout the Local Plan and are engaging with the LLFA and United Utilities.

JE – Wirral Council’s consultants are currently updating the Strategic Flood Risk Assessment (SFRA) of the sites included within the preferred option.

Alison Hughes – Wirral Community Health and Care NHS Foundation Trust

Is consideration being given to increased expectation on health care services – conscious of primary care networks having increased demand through the Borough as a result of the Local Plan.

EH – Working with NHS strategic estates group and are aware that NHS planning utilises population numbers and the Local Plan is looking at dwellings. Although there is spare capacity across the Borough we are liaising with NHS partners regarding specific sites and areas, identifying if new services needed. The Council would like to ensure policy is in place in the Local Plan to provide a mechanism to request increase in capacity. We are aware of the digital take up due to Covid 19 which may impact demand for services.

Adam Brennan, United Utilities

United Utilities are obliged to react to proposed developments which have a right to connect to the network. It would be helpful to have certainty on the preferred strategy (particularly the Birkenhead area) and delivery timelines as soon as possible –is there any background information/evidence available?

KK – The Council is in detailed discussions regarding funding with key partners. The regeneration of Birkenhead and refocussing of population to Birkenhead is a key planning policy and at the heart of the local plan.

Sophie Sudworth- SPEN

Factoring in electric heating and vehicle charging requirements – SS is able to provide the standard space requirements by substation type so we know the council can discount this from the developable area. EH stated the Council would be grateful for this information which could be cross checked with assumptions used by viability consultants. EH to send over information provided to date by SPEN to SS.

Tim Parton – Questions to the workshop attendees

TP asked all attendees if there were any strategic cross boundary matters affecting the Borough which had not been identified within the presentation, and should be considered further in the production of the Local Plan. No further comments were raised by the attendees.

TP asked all attendees if any additional engagement with any organisations is required, beyond what is already taking place, to support the production of the Wirral Local Plan in relation to strategic cross boundary matters. No further comments were raised by the attendees.

Post meeting note: Ruth Wotjan – Transport for Wales

Request was made for further discussion regarding North Wales metro and plans for the borderlands line – EH responded to RW through email after the meeting as this question was missed from the chat function.

Wirral Council Local Plan

Duty to Cooperate Workshop – Local Authorities Session

1.30pm, Monday 14th December 2020, MS Teams meeting

Attendance

Organisations in attendance:

Name	Organisation
Tim Parton	DAC Planning (Wirral Council)
David Butler	CW&C Council
Gill Smith	CW&C Council
Alasdair Cross	Halton Council
Andrew Plant	Halton Council
Gerard Woods	Knowsley Council
Bryn Bowker	Liverpool City Region Combined Authority
Mark Dickens	Liverpool City Region Combined Authority
Jamie Longmire	Liverpool City Region Combined Authority
Andrea O'Connor	Sefton Council
Lyndsey Darwin	St Helen's Council
Stephen Benge	West Lancashire Council
Keith Keeley	Wirral Council
Andrew Fraser	Wirral Council
John Entwistle	Wirral Council
Emma Hopkins	Wirral Council
Eddie Fleming	Wirral Council

Invited authorities not in attendance:

Liverpool City Council and Flintshire Council

Meeting agenda

1. Welcome and introductions
2. The emerging draft Wirral Council Local Plan
3. Infrastructure planning and viability
4. Statements of Common Ground
5. Strategic cross boundary matters
6. Duty to Cooperate Proformas
7. Questions and next steps

Comments / Questions

Andrea O'Connor – Sefton Council

AO - Sefton would want to see that there are no cross river impacts on Sefton's communities (e.g. skyline/cityscape, shipping, employment and amenity /pollution etc,) so there may be SoCG issues for Sefton too as well as Liverpool in relation to strategic sites and landscape.

AO - In addition, some policies in the emerging Wirral Local Plan may be relevant to Sefton, and may therefore need some agreement between the authorities through a SoCG.

KK – design is important and like Liverpool we have commissioned a 3d model which will help us to assess design implications. There will be buildings of height at WW, Hind Street, Waterfront areas.

Tim Parton – Questions to the workshop attendees

TP asked all attendees if there were any strategic cross boundary matters affecting the Borough and neighbouring authorities which had not been identified within the presentation, and should be considered further in the production of the Local Plan. No further comments were raised by the attendees.

TP asked all attendees if any additional engagement is required, beyond what is already taking place, to support the production of the Wirral Local Plan in relation to strategic cross boundary matters. No further comments were raised by the attendees.

Wirral Council Local Plan

Duty to Cooperate Workshop – Other Organisations Session

10.00pm, Friday 18th December 2020, MS Teams meeting

Attendance

Organisations in attendance:

Name	Organisation
Tim Parton	DAC Planning (Wirral Council)
Henry Cumbers	Historic England
Angela Leigh	Natural England
Joe Whittick	Merseyside Environmental Advisory Service (MEAS)
Fiona Pudge	Sport England
John Entwistle	Wirral Council
Eddie Fleming	Wirral Council
Andrew Fraser	Wirral Council
Emma Hopkins	Wirral Council
Keith Keeley	Wirral Council
Muale Mutale	Wirral Council

Invited authorities not in attendance:

Marine Management Organisation, Cheshire Wildlife Trust, Nature Connected, Liverpool Enterprise Partnership, Mersey Forest, Wirral Wildlife, Canal and River Trust, Forestry Commission, Merseyside Police and Crime Commissioner, Merseyside Fire and Rescue,

Meeting agenda

1. Welcome and introductions
2. The emerging draft Wirral Council Local Plan
3. Infrastructure planning
4. Statements of Common Ground
5. Strategic cross boundary matters
6. Questions and next steps

Comments / Questions

Henry Cumbers, Historic England

HC identified that the Historic England (HE) were not included in the proposed list of SoCG within the presentation. It is recommended that a SoCG is produced with HE to support the examination process.

TP noted the ongoing recent engagement which the Council has had with HE. It is agreed that it would be helpful to set this out within a SoCG to support the Plan. The Council will work with James Langler and Emily Hrycan over the coming months to coordinate this.

Fiona Pudge, Sport England

FP recommended the production of a SoCG with Sport England (SE) to support the examination of the Plan. SE will be working with the Council to develop an alternative approach to standards for outdoor sports. A SoCG was produced to support the Halton Local Plan, FP would recommend a similar approach.

TP acknowledged that it would be helpful to prepare a SoCG with SE, and we would look to progress this with them early in the new year. It is recommended that WBC takes a similar approach to the production of a SoCG with SE as Halton Council.

AF noted that the Council is seeking comments on standards for indoor facilities from SE. FP wants to be involved in developing standards for the area. **Action: AF to send FP standards paper for indoor sports (Post meeting note: provided by AF 18/12/2020).**

Engagement with Natural England

JE noted that the Council would like to engage with Natural England (NE) in the new year to progress a SoCG, taking a similar approach in relation to recreational disturbance to other authorities within the Liverpool City Region such as Halton Council and Liverpool City Council.

AL stated that Aurelie Bohan would want to attend such a meeting in relation to the recreational disturbance issues and I assist the Council in producing a SoCG.

Appendix 8: Completed Duty to Cooperate Proformas, February 2021



Duty to Cooperate Proforma

Wirral Borough Council
December 2020

As discussed at the Wirral Local Plan Duty to Cooperate Workshop on 14th December, to inform the Council's consideration of strategic cross boundary matters to be addressed within the production of the emerging Wirral Local Plan, and to determine the extent of engagement required between our authorities to support the production of the Plan, I would be grateful if you could complete this Duty to Cooperate Proforma.

Please return this form to Tim Parton tim@dacplanning.com by Monday 1st February 2021. Please do not hesitate to contact me if you have any questions or require any further information.

1. Wirral Council contacted your authority in March 2020 to request views on meeting Wirral's housing needs. In your response you stated that Sefton Council is unable to assist Wirral Council in meeting its housing needs. Your response indicated there would be insufficient land in the Sefton authority area after meeting your own housing needs, and the housing linkages between our authorities are limited.

Does this continue to remain the view of your authority at this time?

Yes; as stated in sections 4 and 5 of the letter of 23 March 2020, while it may be reasonable to assume in aggregate borough-wide terms, Sefton will have an adequate housing supply to meet its own needs until circa 2035, we do not believe it reasonable to assume that there would be sufficient land in Sefton to meet any of the housing needs arising in Wirral up to 2035. In short, as stated in Sefton's letter of 3 March 2020, Sefton is not in a position to meet any of Wirral's anticipated housing needs for its proposed period. Also, Sefton recognises that Wirral's housing market is linked most closely with Cheshire West and Liverpool hence housing linkages between Sefton and Wirral are not strong.

2. The Wirral Local Plan may include a stepped housing trajectory. If this approach is progressed, would your authority be able to assist in meeting any short-term deficit in housing delivery?

As stated in section 4 of the Sefton’s response letter of 23 March 2020 to Wirral, while Sefton will have an adequate housing supply to meet its own needs until circa 2035, we do not believe it reasonable to assume that there would be sufficient land in Sefton to meet any of the housing needs arising in Wirral up to 2035.

3. The table below presents Wirral Councils understanding of the strategic cross boundary matters jointly affecting our authority areas:

Strategic cross boundary matters	Description / summary of issues
Planning for housing needs	The Liverpool City Region (LCR) authorities agree that there is no unmet housing need to be redistributed among or beyond the seven local authorities during current local plan periods.
Planning for employment needs	The LCR authorities agree that they will work collaboratively to identify the minimum proportions of the need for strategic B8 uses which should be accommodated within each local authority.
Approach to the Green Belt	The LCR authorities agree to continue involving each other closely when considering the case for localised changes to the Green Belt.
Approach to town centres, meeting retail needs and the retail hierarchy	The LCR authorities agree that there is a need to promote regeneration and successful place making in each centre in the City Region within the context of the current retail hierarchy.
Impacts of strategic site allocations and the proposed uses	Neighbouring authorities may need to consider the impacts of proposed allocations within the Wirral LP on their areas.
Planning for transport infrastructure and addressing impacts	<p>The LCR authorities agree to work collaboratively to support delivery of the key initiatives set out in the Transport for the North Strategic Transport Plan including Northern Powerhouse Rail.</p> <p>The LCR authorities agree that a key priority is to consider a number of options with respect to Central Station capacity enhancements and identifying the preferred solution to be taken forward. The LCR authorities will continue to develop a number of other large-scale cross boundary schemes with city region-wide impact.</p>

Cross Mersey movement	<p>The LCR authorities agree to work collaboratively with other relevant bodies to identify and address required improvements to the Strategic Road Network and Major Route Network.</p> <p>Additionally, the Liverpool City Region partners have agreed a LCR Key Route Network to support new housing and employment development across the Liverpool City Region and unlock growth, and the Lancashire Key Route Network will be consistent with this in relation to their network in West Lancashire.</p> <p>The LCR authorities agree to work collaboratively to implement the LCR Rights of Way Improvement Plan and LCR Local Cycling and Walking Infrastructure Plan when finalised.</p>
Port of Liverpool	<p>The LCR authorities support measures to support the growth of the Port and its aspirations set out in the Port Master Plan through investment in infrastructure, education, training, skills and the environment.</p> <p>The LCR authorities will continue to work together to address capacity issues on the A5036 Dunnings Bridge Road corridor linking the port to the motorway network.</p> <p>The LCR authorities agree that there are junction bottlenecks along the A580, and will continue to work together to address these issues.</p>
Liverpool John Lennon Airport	<p>The LCR authorities will support the Airport through investment in infrastructure improvements, including the Eastern Access Transport Corridor, education, training and skills.</p>
Approach to digital inclusion	<p>The LCR authorities agree that the city region must develop its own investment plans to accelerate investment and deployment in shared infrastructure to maximise development of digital and tech businesses, to support rapid public sector transformation and provide improved digital connectivity for residential properties and businesses.</p>
Planning for utilities	<p>The LCR authorities agree to identify areas where improvements to utilities infrastructure are needed to support schemes of city region significance, and will broadly set out working arrangements to deal with cross-boundary issues.</p> <p>Providing clarification to utilities companies on strategic allocations within the emerging Plan, to ensure the deliverability of the allocations and to inform future investment decisions.</p>
Approach to coastal change management and flood risk	<p>The LCR authorities will continue to work with partners in relation to strategic management of flood risk across river catchments and in relation to other sources of flooding where appropriate.</p>
Tidal flood risk from River Mersey	<p>Monitor tidal flood risks from the River Mersey</p>
Renewable energy	<p>The LCR authorities will work together to generate a new evidence base regarding renewable energy, including wind.</p>

Approach to protection of internationally protected habitats	The LCR authorities agree to work towards a co-ordinated interim policy approach for mitigating impacts on the LCR coast pending completion of the Recreation Mitigation Strategy in 2021-22 . The LCR authorities and other partners will work towards implementation and delivery of the strategy across the City Region.
European wildlife sites across the Liverpool City Region	Consideration of impacts from proposed allocations in proximity to designated sites on the Mersey Estuary.
Approach to air quality	The LCR authorities and other partners will work together to address cross-boundary air quality issues and to deliver mitigation and measures to deliver air quality improvements across the City Region.
Approach to waste management	The LCR authorities agree that the Merseyside and Halton Waste Local Plan continues to provide a suitable vision for the management of waste up to 2027 and that the need for any changes to this Plan will be addressed on an on-going basis as required by relevant legislation.
Approach to minerals	The LCR authorities will maintain their commitment to the Managed Aggregate Supply System through continued representation in the North West Aggregates Working Party, will continue to work with the Merseyside Environmental Advisory Service (MEAS) and each other on minerals issues and will consult with Lancashire County Council as Minerals Planning Authority.
Approach to planning for community facilities, including healthcare, education and cultural infrastructure	The LCR authorities will continue to work with partners to take opportunities for development to improve health, wellbeing and quality of life across the City Region. The LCR authorities will continue to work with Clinical Commissioning Groups, hospital and health trusts regarding health needs, future housing and other development and the estate management programmes of these trusts.
Green and blue infrastructure	The LCR authorities will continue to work with a range of partners to protect, enhance and where possible extend the strategic natural assets of the City Region.
Northern Forest and Mersey Forest	The LCR authorities will continue to work with partners to make the most of the opportunities and benefits offered by the Mersey Forest and Northern Forest.

- a) Do you agree with the strategic cross boundary matters identified?
- b) Are there any other strategic cross boundary matters which should be included within the table?

- a) Sefton agrees with the strategic cross boundary issues set out in the LCR Statement of Common Ground, on which the above table is based.

In relation to 'Approach to protection of internationally protected habitats' above, Sefton would wish this to be amended to reflect the wording in the LCR Statement of Common Ground regarding the LCR Recreation Mitigation Strategy :

*"The LCR authorities agree to work towards a co-ordinated interim policy approach for mitigating impacts on the LCR coast, **pending completion of the Recreation Mitigation Strategy in 2021-22**. The LCR authorities and other partners will work towards implementation and delivery of the strategy across the City Region".*

On a minor point of detail, in relation to 'Cross Mersey movement' it is our understanding that the LCR Rights of Way Improvement Plan and LCR Local Cycling and Walking Infrastructure Plan have already been approved, and hence, finalised.

- b) At the current time Sefton Council does not consider there to be other strategic cross boundary matters which should be included within the table, although Sefton reserves the right to change its mind in the future.

4. Wirral Council consider the following matters to be sufficiently addressed within the Liverpool City Region Statement of Common Ground (LCR SOCG, October 2019), and they therefore do not need to be considered further between our authorities at this time to support the submission of the Wirral Local Plan.

- Planning for employment needs
- Approach to the Green Belt
- Approach to town centres, meeting retail needs and the retail hierarchy
- Planning for transport infrastructure and addressing impacts
- Cross Mersey movement
- Port of Liverpool
- Liverpool John Lennon Airport
- Approach to digital inclusion
- Planning for utilities
- Approach to coastal change management and flood risk
- Tidal flood risk from River Mersey
- Renewable energy
- Approach to protection of internationally protected habitats
- European wildlife sites across the Liverpool City Region
- Approach to air quality
- Approach to waste management
- Approach to minerals
- Approach to planning for community facilities, including healthcare, education and cultural infrastructure
- Green and blue infrastructure
- Northern Forest and Mersey Forest

Do you agree? (please give reasons for your answer)

A number of the points of common ground in the LCR Statement of Common Ground refer to on-going commitments, action and/or joint working. While there are no issues of immediate concern at the current time, Sefton is of the view that some of these points may need to be considered further between our authorities as the preparation of the Wirral Local Plan progresses to submission. Notably (as indicated in the response to question 3 above) this includes the 'Approach to protection of internationally protected habitats' (16).

As such, Sefton reserves the right to comment further on Wirral's detailed approach to these matters at a later stage of Wirral's Local Plan process, as necessary and appropriate.

5. To support the submission of the Wirral Local Plan, it is proposed that a Statement of Common Ground is produced with Sefton Council in relation to the following matters:

- Planning for housing needs - to formally agree the position between our authorities based on questions 1 and 2 above.
- Impacts of strategic site allocations and the proposed uses – to identify and agree any strategic impacts resulting from allocations within the Wirral Local Plan.

- a) Do you agree with this approach?
- b) Are there any other strategic cross boundary matters which should be addressed through a Statement of Common Ground?

a) While Sefton Council would agree to the principle of a Statement of Common Ground, detailed agreement would depend its proposed scope and content.

For example, regarding the 'impacts of strategic site allocations and the proposed uses' the scope of potential impacts might include impact on internationally important nature sites and impacts on Sefton's communities - e.g. visual, air quality, noise, disturbance, transport and other impacts of development (including Port related activity) on Sefton's communities, environment or economy. Again, would we want to reserve the right to comment further on Wirral's detailed approach to these or other matters at a later stage of Wirral's Local Plan process, as necessary and appropriate.

b) At the current time Sefton Council does not consider there to be other strategic cross boundary matters which should be addressed through a Statement of Common Ground, although Sefton reserves the right to change its mind in the future.

Thank you for your assistance in completing this form.



Duty to Cooperate Proforma

Wirral Borough Council
December 2020

As discussed at the Wirral Local Plan Duty to Cooperate Workshop on 14th December, to inform the Council's consideration of strategic cross boundary matters to be addressed within the production of the emerging Wirral Local Plan, and to determine the extent of engagement required between our authorities to support the production of the Plan, I would be grateful if you could complete this Duty to Cooperate Proforma.

Please return this form to Tim Parton tim@dacplanning.com by Monday 1st February 2021. Please do not hesitate to contact me if you have any questions or require any further information.

1. Wirral Council contacted your authority in March 2020 to request views on meeting Wirral's housing needs. In your response you stated that Cheshire West and Chester Council (CWaC) is unable to accommodate Wirral's housing needs because Wirral Council and CWaC are in self-contained Housing Market Areas and there is insufficient capacity in the CWaC authority area to meet Wirral's housing needs without requiring additional Green Belt release.

Does this continue to remain the view of your authority at this time?

Yes

2. The Wirral Local Plan may include a stepped housing trajectory. If this approach is progressed, would your authority be able to assist in meeting any short-term deficit in housing delivery?

As set out in our response in March 2020, Cheshire West is a separate and self-contained housing market area from Wirral and is unable to meet housing needs from Wirral. Furthermore, given that a significant proportion of Cheshire West is within the North Cheshire Green Belt, the identification of land to assist in meeting a deficit in Wirral's housing delivery would only be possible through a full Green Belt review and update to the Cheshire West and Chester's Local Plan, which is unlikely to be completed in the short-term. Therefore, unfortunately, Cheshire West is unable to assist in meeting any short-term deficit in housing delivery for Wirral.

3. The table below presents Wirral Councils understanding of the strategic cross boundary matters jointly affecting our authority areas:

Strategic cross boundary matters	Description / summary of issues
Planning for housing needs	Confirmation of housing market areas and delivery of housing requirements. CWaC and Wirral Council agree they are unable to accommodate unmet housing need between the authorities.
Planning for employment needs	Confirmation of functional economic market areas and delivery of employment land needs. CWaC supports the development of Hooton Park for employment needs, <u>providing it does not require Green Belt release.</u>
Approach to the Green Belt	Impacts of Green Belt release (if proposed) on neighbouring authority areas
Impacts of strategic site allocations and the proposed uses	Neighbouring authorities may need to consider the impacts of proposed allocations within the Wirral LP on their areas.

Planning for transport infrastructure and addressing impacts	Wirral Council will share outputs from transport modelling work and discussions with CWaC. CWaC anticipates traffic growth will have impacts along the A41 corridor and on the Merseyrail Electric network. (Some matters may be addressed through a possible tripartite SoCG with Highways England)
Approach to coastal change management and flood risk	CWaC and Wirral Council to <u>explore sharing Strategic Flood Risk Assessment work where advantageous.</u>
Tidal flood risk from River Mersey	Monitor tidal flood risks from the River Mersey
Approach to climate change mitigation and adaptation	CWaC <u>recommends sharing of work to tackle suggested that there may be opportunities to align work with both authorities' respective</u> the climate emergencies.
European wildlife sites across the Liverpool City Region	<u>In light of proposed allocations in proximity to the Mersey Estuary, c</u> Consideration of <u>potential</u> impacts from development on designated sites is required. <u>Development of an interim approach to mitigation of recreational disturbance.</u>
Approach to minerals	CWaC recommend highlighting the potential for mineral aggregates to address a future shortfall in the Greater Manchester, Merseyside and Warrington area.
Green and blue infrastructure	CWaC and Wirral Council will continue to work with the Cheshire Local Nature Partnership in order to improve the natural environment within the partnership area.
Landscape	Previously agreed as a topic which should be addressed within a SoCG with CWaC
Gypsy and traveller needs	Previously agreed as a topic which should be addressed within a SoCG with CWaC

- a) Do you agree with the strategic cross boundary matters identified?
b) Are there any other strategic cross boundary matters which should be included within the table?

a) Yes – but suggest some amendments to the description/summary of some of the matters (above) as follows:

- Planning for employment needs – we would suggest clarifying what 'CWaC supports the development of Hooton Park for employment needs' means and adding 'providing it does not require Green Belt release' to the end of the sentence*
- Planning for transport infrastructure and addressing impacts – suggest that scope includes M53, A540, Borderlands rail line and cross-border bus services. Also note*

that at previous meetings, Highways England indicated that they would not want to sign a tripartite SOCG agreement, with both Cheshire West and Wirral

- Approach to coastal change management and flood risk – we agreed to explore the potential for sharing flood risk work rather than committing to it at this point*
- Tidal flood risk from River Mersey – some further detail on what this might involve and clarification of what ‘Monitor tidal flood risks from the River Mersey’ means would be helpful – perhaps this section would be better combined with the previous one ‘Approach to coastal change management and flood risk’?*
- Approach to climate change mitigation and adaptation – perhaps clarify that this was more of a suggestion to explore opportunities to align our different work on our authorities’ declared climate emergencies*
- European wildlife sites across the Liverpool City Region – perhaps broaden the scope of this strategic matter – is it just sites in proximity to the Mersey Estuary? Also need to understand/clarify what is being proposed for Cheshire West in terms of: ‘Development of an interim approach to mitigation of recreational disturbance.’ before including in the SoCG*

b) There are no other strategic cross boundary matters that should be included

4. To support the submission of the Wirral Local Plan, it is proposed that a Statement of Common Ground is produced to address all strategic cross boundary matters identified in the table above.

- a) Do you agree with this approach?
- b) Are there any other strategic cross boundary matters which should be addressed through a Statement of Common Ground?

- a) *Yes*
- b) *No*

Thank you for your assistance in completing this form.



Duty to Cooperate Proforma

Wirral Borough Council
December 2020

As discussed at the Wirral Local Plan Duty to Cooperate Workshop on 14th December, to inform the Council's consideration of strategic cross boundary matters to be addressed within the production of the emerging Wirral Local Plan, and to determine the extent of engagement required between our authorities to support the production of the Plan, I would be grateful if you could complete this Duty to Cooperate Proforma.

Please return this form to Tim Parton tim@dacplanning.com by Monday 1st February 2021. Please do not hesitate to contact me if you have any questions or require any further information.

1. Wirral Council contacted your authority in March 2020 to request views on meeting Wirral's housing needs. In your response you stated that Halton Council is unable to assist Wirral Council in meeting its housing needs, highlighting that there is insufficient capacity in the Halton authority area to accommodate additional housing needs from the Wirral without requiring additional Green Belt release, there are no direct housing market connections, and there are few direct functional linkages between our authorities.

Does this continue to remain the view of your authority at this time?

Yes.

2. The Wirral Local Plan may include a stepped housing trajectory. If this approach is progressed, would your authority be able to assist in meeting any short-term deficit in housing delivery?

No. For the reasons set out in your question Q1.

3. The table below presents Wirral Councils understanding of the strategic cross boundary matters jointly affecting our authority areas:

Strategic cross boundary matters	Description / summary of issues
Planning for housing needs	The Liverpool City Region (LCR) authorities agree that there is no unmet housing need to be redistributed among or beyond the seven local authorities during current local plan periods.
Planning for employment needs	The LCR authorities agree that they will work collaboratively to identify the minimum proportions of the need for strategic B8 uses which should be accommodated within each local authority.
Approach to the Green Belt	The LCR authorities agree to continue involving each other closely when considering the case for localised changes to the Green Belt.
Approach to town centres, meeting retail needs and the retail hierarchy	The LCR authorities agree that there is a need to promote regeneration and successful place making in each centre in the City Region within the context of the current retail hierarchy.
Planning for transport infrastructure and addressing impacts	The LCR authorities agree to work collaboratively to support delivery of the key initiatives set out in the Transport for the North Strategic Transport Plan including Northern Powerhouse Rail. The LCR authorities agree that a key priority is to consider a number of options with respect to Central Station capacity enhancements and identifying the preferred solution to be taken forward. The LCR authorities will continue to develop a number of other large-scale cross boundary schemes with city region-wide impact.
Cross Mersey movement	<p>The LCR authorities agree to work collaboratively with other relevant bodies to identify and address required improvements to the Strategic Road Network and Major Route Network.</p> <p>Additionally, the Liverpool City Region partners have agreed a LCR Key Route Network to support new housing and employment development across the Liverpool City Region and unlock growth, and the Lancashire Key Route Network will be consistent with this in relation to their network in West Lancashire.</p> <p>The LCR authorities agree to work collaboratively to implement the LCR Rights of Way Improvement Plan and LCR Local Cycling and Walking Infrastructure Plan when finalised.</p>
Liverpool John Lennon Airport	The LCR authorities will support the Airport through investment in infrastructure improvements, including the Eastern Access Transport Corridor, education, training and skills.

Approach to digital inclusion	The LCR authorities agree that the city region must develop its own investment plans to accelerate investment and deployment in shared infrastructure to maximise development of digital and tech businesses, to support rapid public sector transformation and provide improved digital connectivity for residential properties and businesses.
Planning for utilities	<p>The LCR authorities agree to identify areas where improvements to utilities infrastructure are needed to support schemes of city region significance, and will broadly set out working arrangements to deal with cross-boundary issues.</p> <p>Providing clarification to utilities companies on strategic allocations within the emerging Plan, to ensure the deliverability of the allocations and to inform future investment decisions.</p>
Approach to coastal change management and flood risk	The LCR authorities will continue to work with partners in relation to strategic management of flood risk across river catchments and in relation to other sources of flooding where appropriate.
Tidal flood risk from River Mersey	Monitor tidal flood risks from the River Mersey
Renewable energy	The LCR authorities will work together to generate a new evidence base regarding renewable energy, including wind.
Approach to protection of internationally protected habitats	The LCR authorities agree to work towards a co-ordinated interim policy approach for mitigating impacts on the LCR coast. The LCR authorities and other partners will work towards implementation and delivery of the strategy across the City Region.
European wildlife sites across the Liverpool City Region	Consideration of impacts from proposed allocations in proximity to designated sites on the Mersey Estuary.
Approach to air quality	The LCR authorities and other partners will work together to address cross-boundary air quality issues and to deliver mitigation and measures to deliver air quality improvements across the City Region.
Approach to waste management	The LCR authorities agree that the Merseyside and Halton Waste Local Plan continues to provide a suitable vision for the management of waste up to 2027 and that the need for any changes to this Plan will be addressed on an on-going basis as required by relevant legislation.
Approach to minerals	The LCR authorities will maintain their commitment to the Managed Aggregate Supply System through continued representation in the North West Aggregates Working Party, will continue to work with the Merseyside Environmental Advisory Service (MEAS) and each other on minerals issues and will consult with Lancashire County Council as Minerals Planning Authority.

Approach to planning for community facilities, including healthcare, education and cultural infrastructure	The LCR authorities will continue to work with partners to take opportunities for development to improve health, wellbeing and quality of life across the City Region. The LCR authorities will continue to work with Clinical Commissioning Groups, hospital and health trusts regarding health needs, future housing and other development and the estate management programmes of these trusts.
Green and blue infrastructure	The LCR authorities will continue to work with a range of partners to protect, enhance and where possible extend the strategic natural assets of the City Region.

- a) Do you agree with the strategic cross boundary matters identified?
- b) Are there any other strategic cross boundary matters which should be included within the table?

Halton agrees with the matters identified.

Halton are uncertain as to the likely resolution of the outstanding large scale B8 employment disaggregation issue due to;

- Liverpool, Halton and St.Helens Plans all now being at examination.
- No agreed timetable / approach to progress issue and little support for such when last raised through PPMs.

4. All the strategic cross boundary matters affecting our authority areas are included within the Liverpool City Region Statement of Common Ground (LCR SOCG, October 2019). With the exception of planning for housing needs (see question 5), Wirral Council consider these matters to be sufficiently addressed within the LCR SOCG, and they therefore do not need to be considered further between our authorities at this time to support the submission of the Wirral Local Plan. Do you agree? (please give reasons for your answer)

Yes.

Halton is happy that strategic matters are covered through the LCR SoCG.

We are happy that the historic and ongoing commitment to the LCR Chief Planners (CPOG) and Policy Managers (PPMs) groups provide an appropriate forum for the early identification and resolution of any cross boundary matters that may arise.

5. To support the submission of the Wirral Local Plan, it is proposed that a Statement of Common Ground is produced with Halton Council in relation to planning for housing needs, to formally agree the position between our authorities based on questions 1 and 2 above.

- a) Do you agree with this approach?
- b) Are there any other strategic cross boundary matters which should be addressed through a Statement of Common Ground?

Halton are happy to agree a SoCG regarding housing matters if Wirral deem this prudent. Halton has responded to Wirral's (via Arc4) housing matters consultation. We are attaching the Migration and Travel to Work AMR data sheets detailing flows into and out of Halton at the 2011 and 2001 Census including to and from Wirral.

Thank you for your assistance in completing this form.



Duty to Cooperate Proforma

Wirral Borough Council
December 2020

As discussed at the Wirral Local Plan Duty to Cooperate Workshop on 14th December, to inform the Council's consideration of strategic cross boundary matters to be addressed within the production of the emerging Wirral Local Plan, and to determine the extent of engagement required between our authorities to support the production of the Plan, I would be grateful if you could complete this Duty to Cooperate Proforma.

Please return this form to Tim Parton tim@dacplanning.com by Monday 1st February 2021. Please do not hesitate to contact me if you have any questions or require any further information.

1. Wirral Council contacted your authority in March 2020 to request views on meeting Wirral's housing needs. In your response you stated that Liverpool City Council is unable to assist Wirral Council in meeting its housing need without significantly delaying the progression of the emerging Liverpool Local Plan. Your response also indicated that constrained site availability, the potential for future unmet need in Liverpool and housing market conditions would make this approach inappropriate.

Does this continue to remain the view of your authority at this time?

Yes. The LLP has now been through examination hearings and MMs are under preparation for consultation in late spring prior to adoption towards autumn/winter 2021.

Liverpool City Council, in considering any review of the Local plan following adoption later this year, be obliged to identify sufficient land to meet the requirement calculated under the amended standardized method. This would increase the current figure by more than 20% and this requirement would have to be met on PDL within Liverpool. Under these circumstances, there would be no capacity to meet any neighbouring authorities housing needs.

2. The Wirral Local Plan may include a stepped housing trajectory. If this approach is progressed, would your authority be able to assist in meeting any short-term deficit in housing delivery?

No, for the reasons set out in our previous answer. As a note of caution I would also add that the Liverpool Local plan Inspector was presented with a stepped trajectory by the City Council (higher in the initial years and then lower, as is suggested by Wirral), but did not accept that it would be a sound approach.

3. The table below presents Wirral Councils understanding of the strategic cross boundary matters jointly affecting our authority areas:

Strategic cross boundary matters	Description / summary of issues
Planning for housing needs	The Liverpool City Region (LCR) authorities agree that there is no unmet housing need to be redistributed among or beyond the seven local authorities during current local plan periods.
Planning for employment needs	The LCR authorities agree that they will work collaboratively to identify the minimum proportions of the need for strategic B8 uses which should be accommodated within each local authority.
Approach to the Green Belt	The LCR authorities agree to continue involving each other closely when considering the case for localised changes to the Green Belt.
Approach to town centres, meeting retail needs and the retail hierarchy	The LCR authorities agree that there is a need to promote regeneration and successful place making in each centre in the City Region within the context of the current retail hierarchy.
Impacts of strategic site allocations and the proposed uses	Neighbouring authorities may need to consider the impacts of proposed allocations within the Wirral LP on their areas.
Planning for transport infrastructure and addressing impacts	The LCR authorities agree to work collaboratively to support delivery of the key initiatives set out in the Transport for the North Strategic Transport Plan including Northern Powerhouse Rail. The LCR authorities agree that a key priority is to consider a number of options with respect to Central Station capacity enhancements and identifying the preferred solution to be taken forward. The LCR authorities will continue to develop a number of other large-scale cross boundary schemes with city region-wide impact.

Cross Mersey movement	<p>The LCR authorities agree to work collaboratively with other relevant bodies to identify and address required improvements to the Strategic Road Network and Major Route Network.</p> <p>Additionally, the Liverpool City Region partners have agreed a LCR Key Route Network to support new housing and employment development across the Liverpool City Region and unlock growth, and the Lancashire Key Route Network will be consistent with this in relation to their network in West Lancashire.</p> <p>The LCR authorities agree to work collaboratively to implement the LCR Rights of Way Improvement Plan and LCR Local Cycling and Walking Infrastructure Plan when finalised.</p>
Port of Liverpool	<p>The LCR authorities support measures to support the growth of the Port and its aspirations set out in the Port Master Plan through investment in infrastructure, education, training, skills and the environment. The LCR authorities will continue to work together to address capacity issues on the A5036 Dunnings Bridge Road corridor linking the port to the motorway network. The LCR authorities agree that there are junction bottlenecks along the A580, and will continue to work together to address these issues.</p>
Liverpool John Lennon Airport	<p>The LCR authorities will support the Airport through investment in infrastructure improvements, including the Eastern Access Transport Corridor, education, training and skills.</p>
Approach to digital inclusion	<p>The LCR authorities agree that the city region must develop its own investment plans to accelerate investment and deployment in shared infrastructure to maximise development of digital and tech businesses, to support rapid public sector transformation and provide improved digital connectivity for residential properties and businesses.</p>
Planning for utilities	<p>The LCR authorities agree to identify areas where improvements to utilities infrastructure are needed to support schemes of city region significance, and will broadly set out working arrangements to deal with cross-boundary issues.</p> <p>Providing clarification to utilities companies on strategic allocations within the emerging Plan, to ensure the deliverability of the allocations and to inform future investment decisions.</p>
Approach to coastal change management and flood risk	<p>The LCR authorities will continue to work with partners in relation to strategic management of flood risk across river catchments and in relation to other sources of flooding where appropriate.</p>
Tidal flood risk from River Mersey	<p>Monitor tidal flood risks from the River Mersey</p>
Renewable energy	<p>The LCR authorities will work together to generate a new evidence base regarding renewable energy, including wind.</p>

Approach to protection of internationally protected habitats	The LCR authorities agree to work towards a co-ordinated interim policy approach for mitigating impacts on the LCR coast. The LCR authorities and other partners will work towards implementation and delivery of the strategy across the City Region.
European wildlife sites across the Liverpool City Region	Consideration of impacts from proposed allocations in proximity to designated sites on the Mersey Estuary.
Approach to air quality	The LCR authorities and other partners will work together to address cross-boundary air quality issues and to deliver mitigation and measures to deliver air quality improvements across the City Region.
Approach to waste management	The LCR authorities agree that the Merseyside and Halton Waste Local Plan continues to provide a suitable vision for the management of waste up to 2027 and that the need for any changes to this Plan will be addressed on an on-going basis as required by relevant legislation.
Approach to minerals	The LCR authorities will maintain their commitment to the Managed Aggregate Supply System through continued representation in the North West Aggregates Working Party, will continue to work with the Merseyside Environmental Advisory Service (MEAS) and each other on minerals issues and will consult with Lancashire County Council as Minerals Planning Authority.
Approach to planning for community facilities, including healthcare, education and cultural infrastructure	The LCR authorities will continue to work with partners to take opportunities for development to improve health, wellbeing and quality of life across the City Region. The LCR authorities will continue to work with Clinical Commissioning Groups, hospital and health trusts regarding health needs, future housing and other development and the estate management programmes of these trusts.
Green and blue infrastructure	The LCR authorities will continue to work with a range of partners to protect, enhance and where possible extend the strategic natural assets of the City Region.
Northern Forest and Mersey Forest	The LCR authorities will continue to work with partners to make the most of the opportunities and benefits offered by the Mersey Forest and Northern Forest.

- a) Do you agree with the strategic cross boundary matters identified?
- b) Are there any other strategic cross boundary matters which should be included within the table?

Assuming that this table draws directly from the LCR Statement of common Ground and does not amplify / expand on any points then LCC Officers agree with the list identified and do not wish to add anything further. The only exception is in relation to the EATC

(Liverpool JLA), the wording may be taken to imply that the LCR districts will provide investment funding, which has not been agreed.

4. Wirral Council consider the following matters to be sufficiently addressed within the Liverpool City Region Statement of Common Ground (LCR SOCG, October 2019), and they therefore do not need to be considered further between our authorities at this time to support the submission of the Wirral Local Plan.

- Planning for employment needs
- Approach to the Green Belt
- Approach to town centres, meeting retail needs and the retail hierarchy
- Planning for transport infrastructure and addressing impacts
- Port of Liverpool
- Liverpool John Lennon Airport
- Approach to digital inclusion
- Planning for utilities
- Approach to coastal change management and flood risk
- Tidal flood risk from River Mersey
- Renewable energy
- Approach to protection of internationally protected habitats
- European wildlife sites across the Liverpool City Region
- Approach to air quality
- Approach to waste management
- Approach to minerals
- Approach to planning for community facilities, including healthcare, education and cultural infrastructure
- Green and blue infrastructure
- Northern Forest and Mersey Forest

Do you agree? (please give reasons for your answer)

Based on LCCs experience at examination, it is likely that the Inspector will ask Wirral to articulate/evidence the reasons why it considers that the LCR SOCG, October 2019 to be sufficiently addressed. Wirral should prepare to be able to do so.

5. To support the submission of the Wirral Local Plan, it is proposed that a Statement of Common Ground is produced with Liverpool City Council in relation to the following matters:

- Planning for housing needs - to formally agree the position between our authorities based on questions 1 and 2 above.
- Impacts of strategic site allocations and the proposed uses – to identify and agree any strategic impacts resulting from allocations within the Wirral Local Plan.
- Cross-Mersey Movement

- a) Do you agree with this approach?
- b) Are there any other strategic cross boundary matters which should be addressed through a Statement of Common Ground?

a). In principle yes. LCC will expect Wirral to prepare an evidenced SoCG for its consideration particularly in respect of the second bullet point.

b). Cover HRA/AA issues, and especially recreational disturbance, in liaison with MEAS.

Thank you for your assistance in completing this form.



Duty to Cooperate Proforma

Wirral Borough Council
December 2020

As discussed at the Wirral Local Plan Duty to Cooperate Workshop on 14th December, to inform the Council's consideration of strategic cross boundary matters to be addressed within the production of the emerging Wirral Local Plan, and to determine the extent of engagement required between our authorities to support the production of the Plan, I would be grateful if you could complete this Duty to Cooperate Proforma.

Please return this form to Tim Parton tim@dacplanning.com by Monday 1st February 2021. Please do not hesitate to contact me if you have any questions or require any further information.

1. Wirral Council contacted your authority in March 2020 to request views on meeting Wirral's housing needs. In your response you stated that St Helens Council is unable to assist Wirral Council in meeting its housing needs, highlighting that there is insufficient capacity in the St Helens authority area to accommodate additional housing needs from the Wirral without requiring additional Green Belt release, and that there are no direct housing market connections between our authorities.

Does this continue to remain the view of your authority at this time?

Yes, this continues to remain the view of St Helens Council.

2. The Wirral Local Plan may include a stepped housing trajectory. If this approach is progressed, would your authority be able to assist in meeting any short-term deficit in housing delivery?

No, as per our response in March 2020, St Helens Council has considered the request and do not consider it appropriate or possible to meet housing needs arising in Wirral within St Helens.

From a housing market perspective, St Helens is in a different housing market area to Wirral. The LCR Strategic Housing & Employment Land Market Assessment (2018) indicates that Wirral are in a central LCR housing market area which incorporates Knowsley, Liverpool, Sefton, West Lancashire and Wirral, and St. Helens are in a Mid-Mersey housing market area which incorporates Halton, St Helens and Warrington. Therefore, it is not considered appropriate for St Helens to meet housing needs arising outside of its own housing market area. Furthermore, in the emerging new St Helens Local Plan, which was submitted for Examination in October 2020, St Helens Council is proposing to release land from the Green Belt to meet its own local housing need. Therefore, there is no available land within St Helens to meet housing needs arising in Wirral

3. The table below presents Wirral Councils understanding of the strategic cross boundary matters jointly affecting our authority areas:

Strategic cross boundary matters	Description / summary of issues
Planning for housing needs	The Liverpool City Region (LCR) authorities agree that there is no unmet housing need to be redistributed among or beyond the seven local authorities during current local plan periods.
Planning for employment needs	The LCR authorities agree that they will work collaboratively to identify the minimum proportions of the need for strategic B8 uses which should be accommodated within each local authority.
Approach to the Green Belt	The LCR authorities agree to continue involving each other closely when considering the case for localised changes to the Green Belt.

Approach to town centres, meeting retail needs and the retail hierarchy	The LCR authorities agree that there is a need to promote regeneration and successful place making in each centre in the City Region within the context of the current retail hierarchy.
Planning for transport infrastructure and addressing impacts	The LCR authorities agree to work collaboratively to support delivery of the key initiatives set out in the Transport for the North Strategic Transport Plan including Northern Powerhouse Rail. The LCR authorities agree that a key priority is to consider a number of options with respect to Central Station capacity enhancements and identifying the preferred solution to be taken forward. The LCR authorities will continue to develop a number of other large-scale cross boundary schemes with city region-wide impact.
Cross Mersey movement	<p>The LCR authorities agree to work collaboratively with other relevant bodies to identify and address required improvements to the Strategic Road Network and Major Route Network.</p> <p>Additionally, the Liverpool City Region partners have agreed a LCR Key Route Network to support new housing and employment development across the Liverpool City Region and unlock growth, and the Lancashire Key Route Network will be consistent with this in relation to their network in West Lancashire.</p> <p>The LCR authorities agree to work collaboratively to implement the LCR Rights of Way Improvement Plan and LCR Local Cycling and Walking Infrastructure Plan when finalised.</p>
Liverpool John Lennon Airport	The LCR authorities will support the Airport through investment in infrastructure improvements, including the Eastern Access Transport Corridor, education, training and skills.
Approach to digital inclusion	The LCR authorities agree that the city region must develop its own investment plans to accelerate investment and deployment in shared infrastructure to maximise development of digital and tech businesses, to support rapid public sector transformation and provide improved digital connectivity for residential properties and businesses.
Planning for utilities	<p>The LCR authorities agree to identify areas where improvements to utilities infrastructure are needed to support schemes of city region significance, and will broadly set out working arrangements to deal with cross-boundary issues.</p> <p>Providing clarification to utilities companies on strategic allocations within the emerging Plan, to ensure the deliverability of the allocations and to inform future investment decisions.</p>
Approach to coastal change management and flood risk	The LCR authorities will continue to work with partners in relation to strategic management of flood risk across river catchments and in relation to other sources of flooding where appropriate.
Renewable energy	The LCR authorities will work together to generate a new evidence base regarding renewable energy, including wind.

Approach to protection of internationally protected habitats	The LCR authorities agree to work towards a co-ordinated interim policy approach for mitigating impacts on the LCR coast. The LCR authorities and other partners will work towards implementation and delivery of the strategy across the City Region.
Approach to air quality	The LCR authorities and other partners will work together to address cross-boundary air quality issues and to deliver mitigation and measures to deliver air quality improvements across the City Region.
Approach to waste management	The LCR authorities agree that the Merseyside and Halton Waste Local Plan continues to provide a suitable vision for the management of waste up to 2027 and that the need for any changes to this Plan will be addressed on an on-going basis as required by relevant legislation.
Approach to minerals	The LCR authorities will maintain their commitment to the Managed Aggregate Supply System through continued representation in the North West Aggregates Working Party, will continue to work with the Merseyside Environmental Advisory Service (MEAS) and each other on minerals issues and will consult with Lancashire County Council as Minerals Planning Authority.
Approach to planning for community facilities, including healthcare, education and cultural infrastructure	The LCR authorities will continue to work with partners to take opportunities for development to improve health, wellbeing and quality of life across the City Region. The LCR authorities will continue to work with Clinical Commissioning Groups, hospital and health trusts regarding health needs, future housing and other development and the estate management programmes of these trusts.
Green and blue infrastructure	The LCR authorities will continue to work with a range of partners to protect, enhance and where possible extend the strategic natural assets of the City Region.
Northern Forest and Mersey Forest	The LCR authorities will continue to work with partners to make the most of the opportunities and benefits offered by the Mersey Forest and Northern Forest.

- a) Do you agree with the strategic cross boundary matters identified?
b) Are there any other strategic cross boundary matters which should be included within the table?

- a) Yes, St Helens Council agree with the strategic cross boundary matters identified. However, we would suggest revising the wording of the description to the *'Approach to protection of internationally protected habitats'* as not all LCR authorities have agreed to an interim approach. Removing the word *'interim'* would accurately describe the current position.
b) Not presently. Any future updates to the LCR SoCG will provide the opportunity for any additional strategic cross boundary items to be considered.

4. All the strategic cross boundary matters affecting our authority areas are included within the Liverpool City Region Statement of Common Ground (LCR SOCG, October 2019). With the exception of planning for housing needs (see question 5), Wirral Council consider these matters to be sufficiently addressed within the LCR SOCG, and they therefore do not need to be considered further between our authorities at this time to support the submission of the Wirral Local Plan. Do you agree? (please give reasons for your answer)

We do not consider the issue of strategic B8 needs is sufficiently addressed in the LCR SoCG. As raised in our response to the recent LCR SDS Our Places LCR Listens (Stage 2) Consultation, we consider the SDS to be the appropriate place to consider and resolve the provision of strategic B8 employment land. This is a matter of relevance currently, with LCR evidence showing the need to deliver strategic B8 employment land, but agreement on how this overall LCR need should be disaggregated to individual Council areas across the LCR is needed. The SDS provides the mechanism to address this and arrive at an agreed solution, which will then inform subsequent Local Plans.

5. To support the submission of the Wirral Local Plan, it is proposed that a Statement of Common Ground is produced with St Helens Council in relation to planning for housing needs, to formally agree the position between our authorities based on questions 1 and 2 above.

- a) Do you agree with this approach?
- b) Are there any other strategic cross boundary matters which should be addressed through a Statement of Common Ground?

- a) Yes
- b) No

Thank you for your assistance in completing this form.



Duty to Cooperate Proforma

Wirral Borough Council
December 2020

As discussed at the Wirral Local Plan Duty to Cooperate Workshop on 14th December, to inform the Council's consideration of strategic cross boundary matters to be addressed within the production of the emerging Wirral Local Plan, and to determine the extent of engagement required between our authorities to support the production of the Plan, I would be grateful if you could complete this Duty to Cooperate Proforma.

Please return this form to Tim Parton tim@dacplanning.com by Monday 1st February 2021. Please do not hesitate to contact me if you have any questions or require any further information.

1. Wirral Council contacted your authority in March 2020 to request views on meeting Wirral's housing needs. In your response you stated that West Lancashire Council is unable to assist in meeting Wirral's housing needs. In your response you highlighted that there is insufficient capacity in the West Lancashire authority area to accommodate additional housing needs from the Wirral without requiring additional Green Belt release, there are no direct housing market connections between our authorities, and your authority raised concerns regarding the sustainability of transport connections between our authority areas.

Does this continue to remain the view of your authority at this time?

Yes.

Since March 2020, no additional housing land has been identified in West Lancashire apart from some small windfall sites; these make no material difference to our position that we could not accommodate additional housing needs from Wirral without requiring additional Green Belt release in West Lancashire.

Whilst West Lancashire and Wirral are considered to be in the same Housing Market Area (as set out in the LCR SHELMA), there are not considered to be any significant direct links between the two authorities in terms of housing, not least because the two authorities are separated by the River Mersey, and by Liverpool and Sefton local authority areas and there are substantial journey times between the two areas.

2. The Wirral Local Plan may include a stepped housing trajectory. If this approach is progressed, would your authority be able to assist in meeting any short-term deficit in housing delivery?

Unfortunately not. Similar to the response to (1) above, West Lancashire could not accommodate additional housing needs from Wirral without requiring additional Green Belt release in West Lancashire. Even if additional Green Belt release were considered acceptable in West Lancashire to meet Wirral's needs, it would take time to release Green Belt and for such sites to be developed; this would not help meet any short-term needs / deficits.

3. The table below presents Wirral Council's understanding of the strategic cross boundary matters jointly affecting our authority areas:

Strategic cross boundary matters	Description / summary of issues
Planning for housing needs	The Liverpool City Region (LCR) authorities agree that there is no unmet housing need to be redistributed among or beyond the seven local authorities during current local plan periods.
Planning for employment needs	The LCR authorities agree that they will work collaboratively to identify the minimum proportions of the need for strategic B8 uses which should be accommodated within each local authority.
Approach to the Green Belt	The LCR authorities agree to continue involving each other closely when considering the case for localised changes to the Green Belt.
Approach to town centres, meeting retail needs and the retail hierarchy	The LCR authorities agree that there is a need to promote regeneration and successful place making in each centre in the City Region within the context of the current retail hierarchy.
Planning for transport infrastructure and addressing impacts	The LCR authorities agree to work collaboratively to support delivery of the key initiatives set out in the Transport for the North Strategic Transport Plan including Northern Powerhouse Rail. The LCR authorities agree that a key priority is to consider a number of options with respect to Liverpool Central Station capacity enhancements and identifying the preferred solution to be taken forward. The LCR authorities will continue to develop a number of other large-scale cross boundary schemes with city region-wide impact.

Cross Mersey movement	<p>The LCR authorities agree to work collaboratively with other relevant bodies to identify and address required improvements to the Strategic Road Network and Major Route Network.</p> <p>Additionally, the Liverpool City Region partners have agreed a LCR Key Route Network to support new housing and employment development across the Liverpool City Region and unlock growth, and the Lancashire Key Route Network will be consistent with this in relation to their network in West Lancashire.</p> <p>The LCR authorities agree to work collaboratively to implement the LCR Rights of Way Improvement Plan and LCR Local Cycling and Walking Infrastructure Plan when finalised.</p>
Liverpool John Lennon Airport	<p>The LCR authorities will support the Airport through investment in infrastructure improvements, including the Eastern Access Transport Corridor, education, training and skills.</p>
Approach to digital inclusion	<p>The LCR authorities agree that the city region must develop its own investment plans to accelerate investment and deployment in shared infrastructure to maximise development of digital and tech businesses, to support rapid public sector transformation and provide improved digital connectivity for residential properties and businesses.</p>
Planning for utilities	<p>The LCR authorities agree to identify areas where improvements to utilities infrastructure are needed to support schemes of city region significance, and will broadly set out working arrangements to deal with cross-boundary issues.</p> <p>Providing clarification to utilities companies on strategic allocations within the emerging Plan, to ensure the deliverability of the allocations and to inform future investment decisions.</p>
Approach to coastal change management and flood risk	<p>The LCR authorities will continue to work with partners in relation to strategic management of flood risk across river catchments and in relation to other sources of flooding where appropriate.</p>
Renewable energy	<p>The LCR authorities will work together to generate a new evidence base regarding renewable energy, including wind.</p>
Approach to protection of internationally protected habitats	<p>The LCR authorities agree to work towards a co-ordinated interim policy approach for mitigating impacts on the LCR coast. The LCR authorities and other partners will work towards implementation and delivery of the strategy across the City Region.</p>
Approach to air quality	<p>The LCR authorities and other partners will work together to address cross-boundary air quality issues and to deliver mitigation and measures to deliver air quality improvements across the City Region.</p>
Approach to waste management	<p>The LCR authorities agree that the Merseyside and Halton Waste Local Plan continues to provide a suitable vision for the management of waste up to 2027 and that the need for any changes to this Plan will be addressed on an on-going basis as required by relevant legislation.</p>

Approach to minerals	The LCR authorities will maintain their commitment to the Managed Aggregate Supply System through continued representation in the North West Aggregates Working Party, will continue to work with the Merseyside Environmental Advisory Service (MEAS) and each other on minerals issues and will consult with Lancashire County Council as Minerals Planning Authority.
Approach to planning for community facilities, including healthcare, education and cultural infrastructure	The LCR authorities will continue to work with partners to take opportunities for development to improve health, wellbeing and quality of life across the City Region. The LCR authorities will continue to work with Clinical Commissioning Groups, hospital and health trusts regarding health needs, future housing and other development and the estate management programmes of these trusts.
Green and blue infrastructure	The LCR authorities will continue to work with a range of partners to protect, enhance and where possible extend the strategic natural assets of the City Region.

- a) Do you agree with the strategic cross boundary matters identified?
- b) Are there any other strategic cross boundary matters which should be included within the table?

- a) Yes; WLBC agrees with the issues identified. As an Associate Member of the Liverpool City Region Combined Authority, and being situated within Lancashire rather than Merseyside, a number of the above points are of interest to WLBC, and we support them in principle, but we would not be directly involved with them, for example the Managed Aggregate Supply System and the Waste Local Plan. We welcome the references to (for example) the Lancashire Key Route Network under 'Cross Mersey movement' and to Lancashire County Council as minerals planning authority under 'Approach to waste management'.
- b) There are no other strategic cross-boundary matters between West Lancashire and Wirral that we consider should be included within the above table.

4. All the strategic cross boundary matters affecting our authority areas are included within the Liverpool City Region Statement of Common Ground (LCR SOCG, October 2019). With the exception of planning for housing needs (see question 5), Wirral Council consider these matters to be sufficiently addressed within the LCR SOCG, and they therefore do not need to be considered further between our authorities at this time to support the submission of the Wirral Local Plan. Do you agree? (please give reasons for your answer)

Yes, WLBC agrees that the matters highlighted above are sufficiently addressed within the LCR SoCG so as not to need further consideration between WLBC and WBC at this time.

As stated in the response to Questions 1 and 3 above, West Lancashire is not directly adjacent to Wirral, and is not a full member of the LCR CA. Therefore the level of engagement needed between WLBC and WBC on several of the matters set out in Question 3 is low, and it is considered that the SoCG addresses these matters adequately in terms of the relationship between WLBC and WBC.

5. To support the submission of the Wirral Local Plan, it is proposed that a Statement of Common Ground is produced with West Lancashire Council in relation to planning for housing needs, to formally agree the position between our authorities based on questions 1 and 2 above.

- a) Do you agree with this approach?
- b) Are there any other strategic cross boundary matters which should be addressed through a Statement of Common Ground?

a) WLBC considers this approach is not necessary, as it is our view that the LCR SoCG adequately covers the issue of planning for housing needs. If WBC do not share this view, the LCR SoCG should be updated to reflect the current position on housing needs to the satisfaction of WBC and all other authorities / partners involved in it.

b) WLBC does not consider that there are any other strategic cross-boundary matters that should be addressed through a separate Statement of Common Ground.

Appendix 9: Example of the June 2021 Duty to Cooperate letters

Wirral Council

Forward Planning Team
PO Box 290
Brighton Street
Wallasey
CH27 9FQ

www.wirral.gov.uk

Date: 14 July 2021

Your Ref:
Our Ref: R&P/FP/LP/REG19
Service: **Regeneration and Place**

Dear Sir / Madam

DRAFT WIRRAL LOCAL PLAN

Wirral Council is currently drafting the Regulation 19 version of the draft Wirral Local Plan, which is scheduled to be published in October 2021. In addition to the public consultation which has taken place on the Plan in January 2020, we undertook a series of Duty to Cooperate workshops held in December 2020 regarding the progression of the Plan.

To support the production of the draft Local Plan, the Council are providing key stakeholders with the opportunity to review and comment on the draft Local Plan, and where necessary meet with the Council, in advance of the Regulation 19 publication. It is hoped that through this process we can jointly consider and where possible address any concerns or issues which stakeholders may have regarding the draft Plan. Please advise John Entwistle, johnentwistle@wirral.gov.uk, 0151 691 8221, if you would like to receive the draft Local Plan for review and comment in advance of the Regulation 19 publication.

If you feel that further engagement with the Council may be helpful in your consideration of the emerging draft Local Plan, we would be pleased to schedule a meeting with you. This can be arranged by contacting John Entwistle, johnentwistle@wirral.gov.uk, 0151 691 8221.

Yours faithfully

Andrew Fraser
Forward Planning Manager

Appendix 10: Liverpool City Region
Statement of Common Ground

Liverpool City Region Spatial Planning Statement of Common Ground

October 2019



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Version 2.1 – last updated October 2019. This Statement of Common Ground will be available on the websites of the 6 Liverpool City Region local authorities, West Lancashire Borough Council and Liverpool City Region Combined Authority.

Introduction and Executive Summary

This document presents a ‘Statement of Common Ground’ (SoCG) between the local authorities of Halton, Knowsley, Liverpool, St.Helens, Sefton, West Lancashire and Wirral, along with the Liverpool City Region Combined Authority. For the purposes of this document, these are referred to collectively as the ‘LCR authorities’.

It has been prepared jointly in response to the National Planning Policy Framework (February 2019) requirement for strategic policy-making authorities to document agreement and cooperation on cross boundary strategic planning matters¹. It also forms part of the evidence required by local planning authorities to demonstrate compliance with the Duty to Cooperate.

The approach taken follows national Planning Practice Guidance² and builds on an earlier draft prepared by officers as part of a national Planning Advisory Service (PAS) pilot project. The learning experiences from the pilot have subsequently informed PAS best practice advice on SoCG production³.

The statement covers the areas of the aforementioned seven local authorities who, along with the Liverpool City Region Combined Authority are the principal signatories. Chapter 3 explains why the authorities consider this to be the most practical geography for the statement to cover, building as it does on a range of existing evidence as well as established working arrangements in the city region.

This statement covers a wide range of spatial planning matters, including housing delivery, employment land, the Green Belt, transport planning, digital inclusion, health and wellbeing, and environmental and green infrastructure. These are explained in greater detail in Chapter 4.

Where there is already an agreed position between the authorities this is referenced, in other cases it explains where the authorities will need to continue working together to arrive at a common position. Points of common ground – either already established, or setting out areas where the LCR authorities will work together to deal with cross-boundary strategic matters – are highlighted in boxes in Chapter 4.

Chapters 5 and 6 explain how the statement will be adopted by the signatory authorities and kept up to date.

Adopting this statement does not reduce the signatory authorities’ recognition of the need to continue to cooperate and work closely on planning matters with other neighbouring

¹ Paragraph 27, National Planning Policy Framework (Updated Feb 2019). Available [here](#) on MHCLG website.

² Planning Practice Guidance (Chapter on Maintaining Effective Cooperation) available [here](#) on MHCLG website.

³ PAS Statement of Common Ground Draft Advice & Template available [here](#) on PAS website

local authorities and other bodies. In particular, Halton, St.Helens, Wirral and West Lancashire councils are likely to need to prepare separate Statements of Common Ground with Cheshire West and Chester, Warrington and Wigan councils (as appropriate) to cover more locally specific cross boundary matters, for example related to housing, economic development and transport.

Other bodies may be invited to be additional signatories to future reviews of this Statement of Common Ground as necessary. These may include, as appropriate, the Liverpool City Region Local Enterprise Partnership, neighbouring councils including Cheshire West and Chester, Warrington, Greater Manchester Combined Authority and Lancashire County Council; and other agencies and organisations such as the Environment Agency, Homes England, Highways England, Liverpool John Lennon Airport, Natural England, Network Rail, the Port of Liverpool, Transport for the North and Transport for Wales.

1 Parties Involved

Principal Signatories

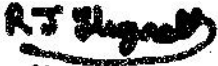
- Halton Borough Council
- Knowsley Council
- Liverpool City Council
- Liverpool City Region Combined Authority
- Sefton Council
- St.Helens Council
- West Lancashire Borough Council
- Wirral Council

2 Signatories

Organisation: Halton Borough Council

Name: Councillor Ron Hignett

Position: Portfolio Holder for the Physical Environment

Signed: 

Date: 11.03.2020

Organisation: Knowsley Council

Name: Councillor Tony Brennan

Position: Cabinet Member for Regeneration and Economic Development


Signed: 

Date: 25.11.2019

Organisation: Liverpool City Council

Name: Joe Anderson

Position: Mayor of Liverpool

Signed: 

Date: 10.02.2020

Organisation: Liverpool City Region Combined Authority

Name: Steve Rotheram

Position: Metro Mayor of the Liverpool City Region

Signed: 

Date: 10.03.2020

Organisation: Sefton Council

Name: Councillor Ian Maher

Position: Leader of the Council

Signed:



Date: 27.11.2019

Organisation: St.Helens Council

Name: Councillor Richard McCauley

Position: Cabinet Member for Economic Regeneration and Housing

Signed:



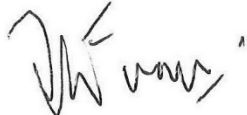
Date: 10.03.2020

Organisation: West Lancashire Borough Council

Name: Councillor David Evans

Position: Portfolio Holder for Planning

Signed:



Date: 17.12.2019

Organisation: Wirral Council

Name: Councillor Anita Leech

Position: Deputy Leader of the Council and Cabinet Member for The Local Plan

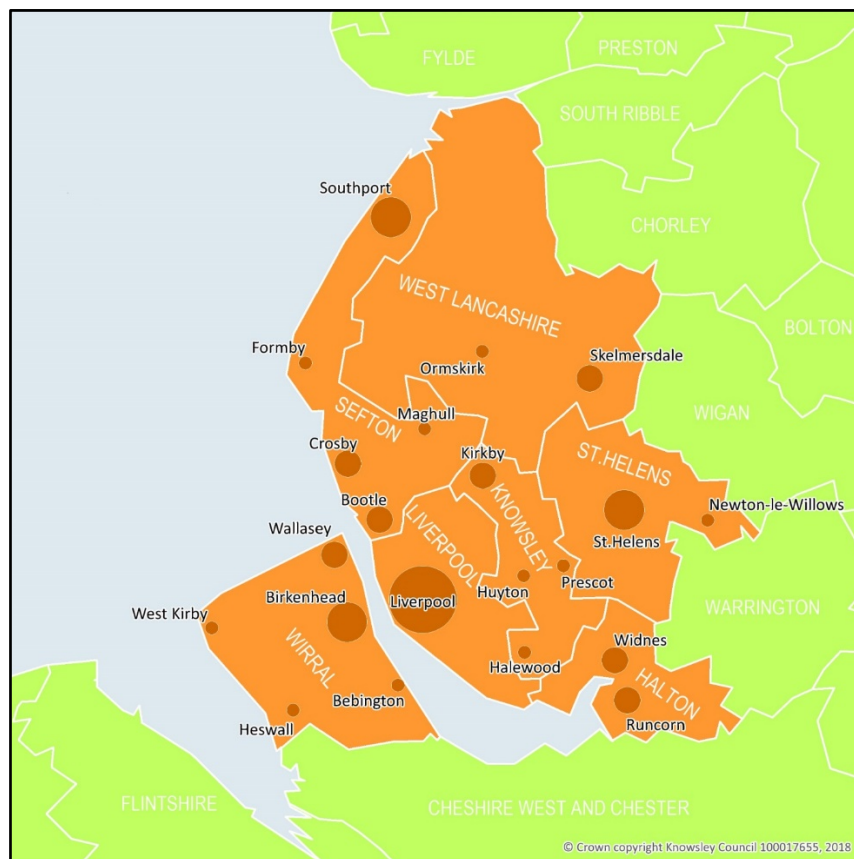
Signed:



Date: 19.03.2020

3 Strategic Geography

Figure 1: Area covered by Statement of Common Ground



3.1 Recent work carried out for the city region’s Strategic Housing and Employment Land Market Assessment (SHELMA)⁴ identified two strategic housing market areas – one taking in the ‘mid Mersey’ area of Halton, St. Helens and Warrington, the other ‘central LCR’ market covering Knowsley, Liverpool, Sefton, West Lancashire and Wirral – and identified a single functional economic area centred on Liverpool and additionally taking in Halton, Knowsley, St.Helens, Sefton, West Lancashire and Wirral.

3.2 The seven local authority areas within this functional economic area have a long history of cooperating on spatial planning and related matters. In 2014 the establishment of the Liverpool City Region Combined Authority brought the five former Merseyside County Council authorities of Knowsley, Liverpool, St.Helens, Sefton and Wirral, along with Halton, into a joint entity with a range of functions and responsibilities covering themes including employment and skills, culture and tourism, transport, economic development, and housing and planning. This formalised the working arrangements between the local authorities developed over

⁴ SHELMA available [here](#) on the Liverpool City Region Combined Authority website.

the previous decade which had seen collaboration on spatial planning matters such as research and policy for the North West's Regional Spatial Strategy, the Joint Merseyside and Halton Waste Local Plan (adopted in 2013) and preparing a housing strategy for the city region (completed in 2007).

- 3.3 Recognising existing strong connections to the Liverpool City Region Combined Authority, West Lancashire became an associate member in late 2014. The Regional Spatial Strategy placed West Lancashire in the Liverpool City Region, which reflects the area's inclusion in a strategic housing and functional economic market area (as described above) and the active role that West Lancashire takes in joint spatial planning work, attending and supporting the Liverpool City Region's Chief Planners Group⁵ and associated work.
- 3.4 In view of the above, the signatory authorities consider that it is sensible to align the Statement of Common Ground with the functional economic area described above; as well as covering an area validated in a recent evidence study, it also offers the advantage of fitting with existing practical spatial planning working arrangements in the city region.

⁵ As well as representatives of the seven local authorities, the Chief Planners Group also includes representation on behalf of the LCR Combined Authority and Merseyside Environmental Advisory Service.

4 Strategic Planning Matters

Liverpool City Region Spatial Development Strategy

- 4.1 Through the Devolution Deal the Liverpool City Region Mayor is responsible for the preparation of a Liverpool City Region Spatial Development Strategy (SDS) covering Halton, Knowsley, Liverpool, Sefton, St.Helens and Wirral. West Lancashire is not a full member of the Combined Authority but is currently preparing a new Local Plan to very similar timescales as the SDS. As such, all the LCR authorities and West Lancashire will seek to ensure the two documents align and take account of one another in their proposals for development.
- 4.2 The timetable for the production of the SDS is not confirmed although it is the intention of the Combined Authority to produce the SDS by 2020. This is recognised as a tight timetable for the work required but the Combined Authority will endeavour to deliver the SDS by this date.
- 4.3 The policy coverage of the SDS has not been established to date, however the LCR Scrutiny Panel review of the SDS recommended that it only covers high level strategic issues and leaves detailed policies to the Local Plans of each constituent local authority. The Combined Authority intends to undertake initial consultation to inform the scope of the SDS's policies and work collaboratively with the constituent local authorities on policy preparation.

1.

This Statement of Common Ground will inform the policy matters to be covered by the first Liverpool City Region Spatial Development Strategy (SDS) prepared by the Combined Authority. The LCR authorities agree to work collaboratively on SDS policy preparation.

Housing

Housing delivery and unmet need

- 4.4 Table 1 shows the housing needed and planned for each local authority area and for the seven authorities as a whole (including the Government's standard methodology figure for Local Housing Need as set out in Planning Practice Guidance, the Objectively Assessed Need figure taken from the 2017 SHELMA, and planned requirement figures from each authorities' most recent adopted or consultation development plan).

Table 1: Local authority level and combined housing numbers (per annum) March 2019

	MHCLG LHN ⁶	SHELMA OAN	Emerging / Adopted Local Plan requirement	Plan status	Year	Plan period
Halton	285	326	466	Reg. 18 Consultation	2018	2014-2037
Knowsley	275	280	450	Adopted	2016	2010-2028
Liverpool	1,615	1,739	1,739	Reg. 23 Consideration of representations	2018	2013-2033
St.Helens	468	416	486	Reg. 19 Publication	2019	2020-2035
Sefton	654	594	640	Adopted ⁷	2017	2012-2030
West Lancashire	198	241	324	Adopted ⁸	2013	2012-2027
Wirral	803	730	626	Reg. 19 Consultation ⁹	2012	2012-2028
Total	4,298	4,326	4,731			

4.5 At the time of preparing this SoCG, the Government’s standard methodology for calculating ‘Local Housing Need’ (LHN) is under review. However, the Government has published guidance on what calculation to use in the meantime, and this has been utilised above, using the 2014-based household projections and the latest data inputs for affordability uplift to this calculation. As such, the numbers that the standard methodology produces are subject to change. The city region authorities will aim to prepare local plans which individually meet the LHN figure as a minimum

⁶ Local Housing Need figures supplied March 2019 calculated using standard method detailed in Planning Practice Guidance (Chapter on Housing and economic needs assessment, Feb 2019) available [here](#) on MHCLG website.

⁷ Sefton’s adopted Local Plan sets out a staged annual requirement of 500 dwellings per year between 2012 and 2017, increasing to 694 per year for the remainder of the plan period to 2030 – the effective annual average is therefore 640.

⁸ West Lancashire is preparing a Local Plan Review.

⁹ Wirral is currently proposing to republish its draft local plan under regulation 18 in January 2020.

with the SHELMA needs assessment providing evidence to support an alternative higher figure for some authorities. The authorities (collectively) are currently planning for new housing at a level which exceeds the combined need identified both in the SHELMA and by the LHN assessment, and this situation will continue at least until the first local authority development plan period ends in 2027.

- 4.6 At an individual authority level, currently six of the seven authorities have set, or are proposing, local plan housing requirements which at least meet or exceed their need identified in the SHELMA; Wirral is proposing to republish its draft local plan in January 2020 under regulation 18, to meet the higher figure for LHN under the Government's standard method, in line with the action plan submitted to the Secretary of State in April 2019. The authorities are therefore of the view that there is no unmet housing need arising either at local authority level or from the city region as a whole which needs to be redistributed at the present time. Warrington, which with Halton and St. Helens makes up the mid-Mersey housing market area, intend to exceed its LHN figure in its emerging local plan.
- 4.7 The first end-date of the plans already adopted or currently being prepared is West Lancashire's in 2027; they (and the other authorities' emerging plans) are now looking to the period beyond 2028. It is possible therefore that longer term issues of unmet need will emerge – this will become clearer as local authorities assemble the evidence base for their own plans. The authorities will therefore keep unmet housing need under review, and will address the issue in future SoCGs as it arises through local plan preparation.

2.

The LCR authorities agree that future Local Plan housing requirements will either equal or exceed the identified Local Housing Need, with the 2017 Liverpool City Region Strategic Housing and Employment Land Market Assessment informing an alternative approach for any higher figure for some authorities.

The LCR authorities agree that there is no unmet housing need to be redistributed among or beyond the seven local authorities during current local plan periods (as outlined in Table 1 above).

The LCR authorities will keep this issue under review as the individual councils prepare updated development plans. Where local authorities' local plan evidence indicates that they will not be able to accommodate their entire OAN, the processes for agreeing the distribution of this unmet need will be set out in future updates of this statement.

Employment Land

Strategic B8 sites

- 4.8 The key identified employment land issue for the LCR is the need for strategic B8 sites. The Liverpool City Region SHELMA indicated that the city region authorities need to identify sites with a combined capacity of at least 397 hectares to be developed for large scale Class B8 (storage or distribution) before 2037. This need is driven substantially by transformational growth at the Port of Liverpool, and other inward investment opportunities. To be suitable for this type of use sites must have very specific characteristics; in particular they must be large and well-located with respect to the links via the motorway and / or rail networks to the rest of the country. The sites must also be flat, readily available and easily serviced, and able to draw on available labour using public transport networks. The best sites will also have rail access.
- 4.9 The LCR authorities have commissioned work to identify potential areas and sites to accommodate this demand. This report is due in mid-2019. Further work arising from this, including agreed approaches to apportion future site supply between the 7 local authorities, will be addressed in later versions of the Statement of Common Ground.

3.

The LCR authorities agree that they will work collaboratively to identify the minimum proportions of the need for strategic B8 uses which should be accommodated within each local authority.

Green Belt

- 4.10 The Green Belt across the Liverpool City Region was first established by historic development plans, in particular the Merseyside Green Belt Local Plan, adopted in 1983. To maximise the scope for regeneration, the Merseyside Green Belt boundary was tightly drawn around existing urban areas. In recent years, however, the capacity of existing urban areas (over many parts of the City Region) to meet evidenced development needs (both for housing and employment uses) has become severely constrained. This situation was identified in the Liverpool City Region Housing and Economic Development Evidence Base Overview Study 2011 and in other evidence produced by individual local authorities. As a result, Knowsley, Sefton and West Lancashire Councils have undertaken reviews of Green Belt boundaries which have formed key evidence for adopted Local Plan documents. St. Helens and Halton Councils have undertaken draft Green Belt reviews to inform their emerging Local Plans and Wirral Council consulted on the findings of an initial review of the Green Belt in autumn 2018. It will be necessary

for the LCR local authorities to continue to consider this matter by responding to development needs and pressures as considered appropriate locally.

4.

The LCR authorities agree to continue involving each other closely when considering the case for localised changes to the Green Belt. If they decide in future that it is necessary to conduct a joint strategic review of the Green Belt in the LCR, the reasons and agreed approach will be set out in a future SoCG.

Retail Hierarchy in the City Region

4.11 Liverpool City Centre is one of the two leading centres in the North West of England and is fundamental to the economic growth of the City Region. It forms a strategic hub with significant comparison retail floorspace, leisure, cultural and tourist facilities and is the highest level of centre within the sub-regional hierarchy of centres. Birkenhead (Wirral), Southport (Sefton), St.Helens and Widnes (Halton) form a second tier of centres, which complement the role of Liverpool City Centre. Each local authority also has other town, district and local centres which have an essential role in meeting localised needs within their area.

4.12 In some cases, the catchment areas of the centres (for retail and other 'town centre' uses) extend into neighbouring local authority areas. For example, Liverpool City Centre meets some of the comparison shopping and leisure needs of the whole City Region. Southport serves North Sefton and much of West Lancashire. The catchment area of St.Helens extends into parts of Halton, Knowsley and Wigan whilst the catchment area of Widnes includes parts of Knowsley and St.Helens. The catchment for Wirral includes parts of Cheshire West and Chester. Some of the shopping and leisure needs of LCR residents are met outside the City Region.

5.

The LCR authorities agree that there is a need to promote regeneration and successful place making in each centre in the City Region within the context of the current retail hierarchy. The LCR authorities will maintain this approach through appropriate cooperation in plan making and in decisions on planning applications.

Planning for Transport

4.13 Transport and land-use have always been inextricably linked; planning transport links and connectivity - as an integral part of development and regeneration - can lead to healthier, happier and more economically productive places where people have a genuine choice about how they get around. As such, there are a number of key considerations with respect to transport that will be key to the effectiveness of the SoCG.

Rail

- 4.14 The Liverpool City Region (represented by the Combined Authority and Merseytravel) is heavily engaged with Transport for the North (TfN) in all aspects of its work in order to ensure that the City Region's priorities and growth sectors are represented, including securing a commitment from the Government to link the City Region to High Speed 2 and Northern Powerhouse Rail.
- 4.15 TfN published their Strategic Transport Plan in February 2019¹⁰ setting out proposed transport improvements across Northern England including Northern Powerhouse Rail (NPR). NPR presents a key way of achieving transformed passenger connectivity between northern cities and is also seen as completing and complementing High Speed 2 (HS2) by creating additional capacity for freight and local passenger services.
- 4.16 The Liverpool City Region Long Term Rail Strategy¹¹ has been developed with the aim of ensuring that the rail network meets Liverpool City Region's needs over the next 30 years and beyond. It presents a clear vision for the development of the network, and articulates the important role rail plays in the economic development of Liverpool City Region and its hinterland, to maximise its contribution to the wider UK economy, and act as a catalyst for growth. Updated in 2017¹², it provides a route map to deliver increased connectivity, capacity and frequencies, together with reduced journey times and simplified ticketing across Liverpool City Region and the North of England generally, to enable people and freight to move more efficiently. It addresses the more localised connectivity challenges and opportunities, the most significant of which is Liverpool Central Station. Central Station is critical to unlocking the economic development of Liverpool City Centre as well as public transport commuter growth across the city region and supporting key economic sectors such as the Knowledge Economy and Visitor Economy.

6.

The LCR authorities agree to work collaboratively, including in their respective Local Plans as appropriate, to support delivery of the key initiatives set out in the TfN Strategic Transport Plan including Northern Powerhouse Rail.

The LCR authorities agree that a key priority is to consider a number of options with respect to Central Station capacity enhancements, and identify the preferred solution to be taken forward.

¹⁰ Transport for the North's Strategic Transport Plan is available [here](#) on TfN's website.

¹¹ *Liverpool City Region Long Term Rail Strategy* available [here](#) on Merseytravel website.

¹² Liverpool City Region Long Term Rail Strategy Update October 2017 is available [here](#) on Merseytravel website.

Noting the importance of rail infrastructure, the LCR authorities will continue to develop a number of other large-scale cross boundary schemes with city region-wide impact.

Roads

4.17 In order to set investment in the Strategic Road Network (SRN) the government publishes a multi-year 'Road investment strategy' (RIS). The second RIS (RIS2)¹³ will cover the financial years 2020/21 to 2024/25. As the first step in the process for setting RIS2, Highways England (HE) has published its Strategic Road Network initial report and supporting documents¹⁴. In its response to the proposals, the LCR put forward a case for improving strategic access to Liverpool John Lennon Airport, since it has nearly 5 million passengers per annum and rising and sits relatively close to a number of major freight sites.

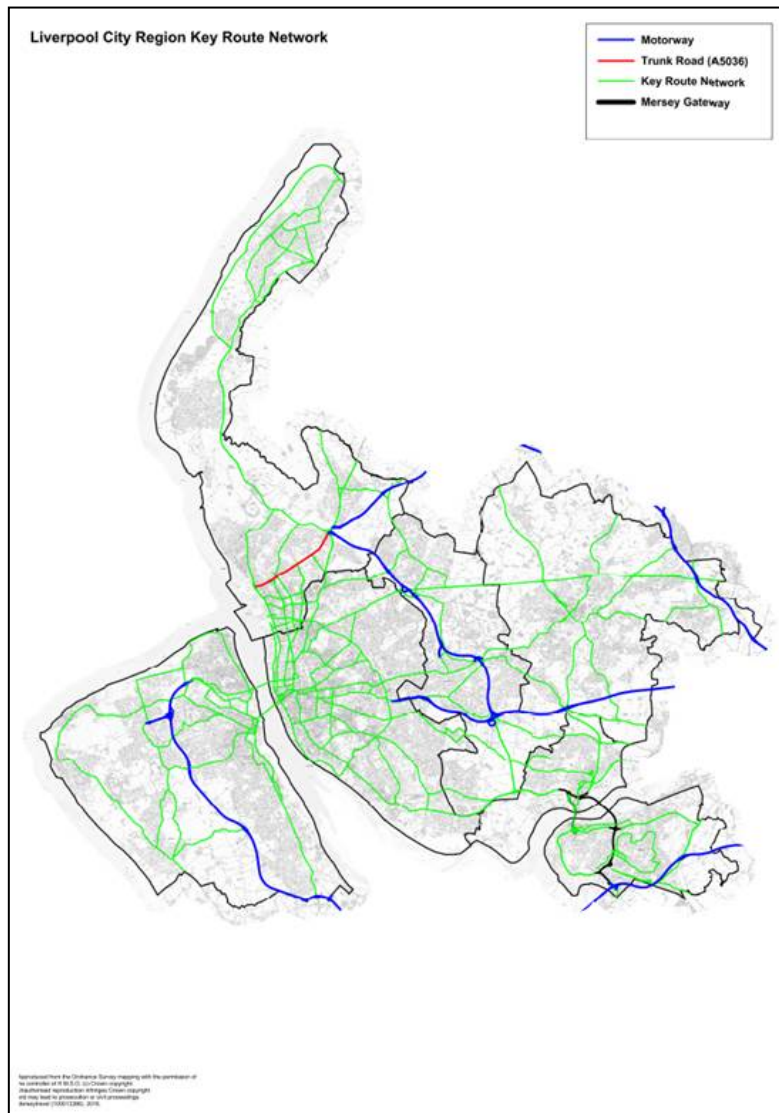
4.18 As part of the Transport Investment Strategy published in 2017, the Government committed to creating a Major Road Network (MRN)¹⁵, and draft proposals were issued for consultation, outlining how a new MRN would help the Government deliver a number of objectives, including unlocking land for new housing development, whilst supporting wider economic growth and rebalancing the economy. The creation of an MRN will allow for dedicated funding from the National Roads Fund to be used to improve this middle tier of the busiest and most economically important local authority 'A' roads. As such, Liverpool City Region has proposed a number of roads for inclusion, in order to maximise the housing and economic opportunities afforded through the development of the Major Road Network and the associated funding stream.

¹³ *Road investment strategy: post-2020* documents available [here](#) on UK government website.

¹⁴ *Highways England's Strategic Road Network Initial Report* available [here](#) on UK government website

¹⁵ *Proposals for the creation of a Major Road Network* consultation documents are available [here](#) on UK government website. An interactive map showing the indicative Major Road Network and Strategic Road Network is also available [here](#) on Department for Transport's website.

Figure 2: Liverpool City Region Key Route Network



4.19 The definition of a Key Route Network (KRN) of strategically significant roads across the Liverpool City Region was agreed by the Combined Authority in April 2016. This stemmed from ‘enabling’ powers that were made available to the Combined Authority and commitments within the Liverpool City Region’s Devolution Deal. It seeks to move towards a more strategic and co-ordinated approach to the management of the city region’s most important local roads. The KRN model provides a means to better integrate land use planning and transport decision-making at a strategic level. In relation to West Lancashire, Lancashire County Council are in the process of confirming their own KRN, and will ensure it matches with the LCR KRN where roads cross the boundary between Lancashire and the LCR Combined Authority area. The Draft Transport Strategy from the Cheshire and Warrington LEP (2018) suggests that the focus there will be on the Strategic Road Network, the TfN Main Road Network, complemented by other local improvements.

7.

The LCR authorities agree to work collaboratively with other relevant bodies to identify and address required improvements to the Strategic Road Network and Major Route Network.

Additionally, the Liverpool City Region partners have agreed an LCR Key Route Network to support new housing and employment development across the Liverpool City Region and unlock growth, and the Lancashire Key Route Network will be consistent with this in relation to their network in West Lancashire.

Cycling and Walking

- 4.20 The LCR Rights of Way Improvement Plan details how improvements made to the public rights of way network can provide a better experience for walkers, cyclists and all users of public rights of way, based on the needs of local people and visitors.
- 4.21 A LCR Local Cycling and Walking Infrastructure Plan (LCWIP) is under preparation to provide a long term approach to developing comprehensive walking and cycling networks. It is intended that the LCWIP will provide: a network plan for walking and cycling that identifies preferred routes and core zones for further development; a prioritised programme of infrastructure improvements for future investment; and a report setting out the underlying analysis and narrative to support the network and identified improvements. The emerging LCWIP has identified 31 cycling and walking corridors with local partners and the Department of Transport (DfT) to form a strategic route network across the City Region.

8.

The LCR authorities agree to work collaboratively to implement the LCR Rights of Way Improvement Plan and LCR Local Cycling and Walking Infrastructure Plan when finalised.

Port of Liverpool

- 4.22 The Port of Liverpool is one of the UK's top five container ports, operating within Sefton, Liverpool and Wirral. The largest volume and density of large warehousing (over 97,000 ft²/ 9,000m²) of any UK region is located within a 70 mile radius of Liverpool. As such, Liverpool's location at the heart of the UK offers a distinct advantage, with over 65% of the population of the UK and Ireland living within a 150 mile radius of the city. Liverpool already is the leading transatlantic port for the UK and handles 45% of North American trade.
- 4.23 The Port is a major short sea shipping hub for the Irish Sea area and has deep sea container shipping services connecting Liverpool to global destinations. Additionally, the Manchester Ship Canal carries around 8 million tonnes of cargo a year, removing freight from overcrowded roads and rail, and is the UK's largest inland seaway. Peel Ports currently operate a container ship shuttle service from the Port

of Liverpool to Manchester along the Ship Canal, which is the most environmentally-friendly bulk logistics solution in the UK, making an important contribution to the UK's carbon footprint reduction targets by delivering waterborne goods right to the heart of the country.

4.24 The Draft Port Master Plan¹⁶ outlines the growth aspirations for the Port of Liverpool and Manchester Ship Canal. Port forecasts have indicated that rail traffic from the port has the potential to grow from 12 trains per day per direction up to 38, and work is underway to provide this capacity.

4.25 The current road access to the Port is constrained due to traffic congestion at peak times and will need to be improved during the plan period. The area adjacent to the main entrance to the Port suffers from poor air quality. It is recognised that major road improvements to facilitate port access will be required in the long term.

4.26 A scheme has been included in the national Road Investment Strategy, and Highways England is developing proposals to improve access to the Port of Liverpool and address traffic congestion in the area. A new dual carriageway route through the Rimrose Valley was announced as the preferred option in 2017. The proposals will be considered directly by the Planning Inspectorate through the Development Consent Order process for Nationally Significant Infrastructure Projects, and the proposals are currently at the pre-application stage. The judicial review of the consultation process requested by Sefton Council has been dismissed and Highways England is continuing to develop its preferred option.

9.

The LCR authorities support measures to support the growth of the Port and its aspirations set out in the Port Master Plan through investment in infrastructure, education, training and skills and the environment.

The LCR authorities will continue to work together to address capacity issues on the A5036 Dunnings Bridge Road corridor linking the port to the motorway network.

The LCR authorities agree that there are junction bottlenecks along the A580 (which is a prime corridor for development of new logistics sites to support the Port of Liverpool), and will continue to work together to address these issues.

Liverpool John Lennon Airport

4.27 Liverpool John Lennon Airport (LJLA), one of the fastest growing airports in the UK in terms of passengers, has limited freight traffic at present. It generates £250m GVA per annum for the LCR (with the capability for this to increase to £625 million). The

¹⁶ Mersey Ports Master Plan available [here](#) on Peel Ports' website.

Airport Master Plan¹⁷ sets out aspirations to increase passenger numbers to 7.8m passengers per annum by 2030 and 11m by 2050. Its catchment area covers the Liverpool City Region, North Wales, Lancashire, the Midlands, Yorkshire and Scotland. Improving surface access to enable seamless journeys will help make LJLA more attractive to new routes and drive upwards its economic contribution to the area, not least in increasing levels of inbound tourists. It is noted that the A562 has capacity issues and junction bottlenecks that may hold back economic growth potential in this area.

10.

The LCR authorities acknowledge the strategic importance of Liverpool John Lennon Airport and its important contribution to the local economy, and will support the Airport through investment in infrastructure improvements, including the Eastern Access Transport Corridor, education, training and skills.

Digital Inclusion

- 4.28 The LCRCA is actively progressing the intention to create a resilient full fibre network interlinking the 6 LCR Local Authority areas, in order to accelerate the development of comprehensive local access networks to deliver ultrafast connectivity for homes and businesses, unlock major investment, and stimulate tech clusters plus growth across all sectors.
- 4.29 This will involve building on key existing assets, notably the GTT transatlantic internet fibreoptic cable landing near Southport, the STFC¹⁸ Hartree Centre and IBM's high performance computing and artificial intelligence (AI) capabilities at Daresbury, the major science, education, health and culture facilities in Knowledge Quarter, 5G testbed in Liverpool, plus the LCR's four Global Digital Exemplar NHS trusts.
- 4.30 In addition to taking a holistic approach to developing digital infrastructure across other LCR policies (energy, planning, housing, skills and transport), a defining feature of our approach is the desire to "dig once", i.e. maximise opportunities to install ducting and fibre when the round is already open for other purposes (e.g. Key Route Network upgrades or installation of extensive new cycle routes).

¹⁷ *Liverpool John Lennon Airport Master Plan to 2050* available [here](#) on Liverpool Airport website.

¹⁸ Details available [here](#) on Hartree Centre website

11.

The LCR authorities agree that the city region must develop its own investment plans to accelerate investment and deployment in shared infrastructure to maximise development of digital and tech businesses, to support rapid public sector transformation and provide improved digital connectivity for residential properties and businesses .

Utilities

4.31 The seven authorities will continue to work with infrastructure providers regarding provision of infrastructure, including National Grid, Distribution Network Operators (e.g. Manweb Scottish Power, Cadent) and United Utilities through regular liaison. With United Utilities this includes regular meetings regarding water supply, water resources and resilience and waste water services.

12.

The LCR authorities agree to identify areas where improvements to utilities infrastructure are needed to support schemes of city region significance, and will broadly set out working arrangements to deal with cross-boundary issues.

Renewables

4.32 The seven local authorities, together with Warrington, jointly prepared the Renewable Energy Capacity Study in 2011¹⁹. This study focussed on wind energy, and looked only at wind speeds and high-level constraints with a view to identifying areas suitable for multiple turbine installations. Since then, there is a new national emphasis on the importance of identifying areas suitable for commercial scale renewable and low carbon energy in plans. There is an opportunity for joint working between the Liverpool City Region authorities, to generate a new evidence base regarding renewable energy, including wind. The Liverpool City Region already has a growing cluster of offshore wind energy assets and expertise and in 2012 was designated by the Government as one of six Centres for Offshore Renewable Engineering (CORE) in England, and therefore there is great potential for growth in the renewables sector.

Mersey Tidal Power

4.33 The River Mersey has the second largest tidal range in the UK and one of the largest in Europe. Renewable power sources such as wind, solar and biomass have quickly established themselves as a principle energy source. Due to the growth of these renewable energy sources, along with gas and nuclear, low carbon energy now

¹⁹ Liverpool City Region Renewable Energy Capacity Study available [here](#) (part one) and [here](#) (part two) on Knowsley Council website.

makes a major contribution to the UK energy mix. New technologies such as offshore wind and energy storage have grown exponentially and presented the UK and areas leading in their development such as LCR substantial investment levels and new economic opportunities in their supply chains.

4.34 However, the potential of tidal energy in the UK and specifically the Liverpool City Region is untapped despite the major benefits both in terms of energy and the economy. In developing the business case and a preferred solution the Mersey Tidal Power Project will have to recognise and adequately mitigate any impacts upon environmental protection, shipping movements, freight and logistics and the maritime sector.

13.

The LCR authorities will work together to generate a new evidence base regarding renewable energy, including wind.

The LCR CA will continue to develop the business case and preferred solution for the Mersey Tidal Power project.

Health and Wellbeing

4.35 It is increasingly accepted that the planning process has a significant part to play in creating healthy places and in promoting healthy life choices. It can also reduce environmental inequalities which affect health, wellbeing and quality of life. The Liverpool City Region partners recognise that development offers opportunities to influence these environmental determinants and improve health and wellbeing and quality of life for those living and working in and visiting the City Region, by:

- improving access to a choice of homes and jobs;
- improving infrastructure and access to healthier, sustainable modes of travel including public transport, walking and cycling;
- improving air quality and reducing pollution and carbon emissions;
- providing green infrastructure and opportunities for walking, cycling, outdoor recreation and sport which will help to improve physical and mental health and well-being;
- applying appropriate design standards to promote health and wellbeing; and
- providing safe waste storage and recycling opportunities.

4.36 Hospital and health service trusts operate across the local authority boundaries in the City Region and beyond. For example, Mersey Care NHS Trust provides specialist services including mental health and addiction services across Liverpool, Sefton and northern Knowsley, medium secure services for Cheshire and Merseyside, and national high secure services at Ashworth Hospital, Maghull in Sefton. The City Region authorities work with Clinical Commissioning Groups, hospital and health

Trusts regarding health needs, future housing and other development and land disposal or acquisition programmes of these trusts.

14.

The LCR authorities will continue to work with partners to take opportunities for development to improve health, wellbeing and quality of life across the City Region.

The LCR authorities will continue to work with Clinical Commissioning Groups, hospital and health trusts regarding health needs, future housing and other development and the estate management programmes of these trusts.

Environmental and Green Infrastructure

4.37 Parts of the City Region have an outstanding environment and green infrastructure network which help to make the City Region distinctive, and which are valued by local residents, businesses and visitors. These natural and green infrastructure networks extend at a landscape or catchment scale across local authority boundaries. They include the internationally important nature sites on the Sefton Coast and Wirral Coast, the Mersey Estuary, inland ancient woodlands and an urban green infrastructure network including urban parks and strategic green links such as the Leeds and Liverpool Canal, Bridgewater Canal, Trans Pennine Trail and the emerging National Coast Path which consolidates the existing Coast paths in the City Region.

4.38 The seven local authorities recognise the need for a strategic approach to the City Region's natural assets and green infrastructure. They continue to work together and with a wide range of partners and funding sources to protect, enhance and where possible extend these networks and make the most of the many opportunities and benefits they offer. Nature Connected, the Local Nature Partnership, is the on-going forum for some of this work. Partners include the Environment Agency, Natural England, Mersey Forest, the Wildlife Trust for Lancashire, Manchester and North Merseyside, United Utilities, Atlantic Gateway and the Peel Group and other businesses and community organisations.

4.39 The LCR Ecological Network is a joint evidence base developed in 2015 by Merseyside Environmental Advisory Service (MEAS) as the foundation for a common policy approach to natural assets across the City Region. It identifies a LCR Nature Improvement Area (NIA) with individual NIA Focus Areas, many of which are cross-boundary, for example the Sefton Coast NIA, the Black Brook and Sankey Valley Corridor NIA.

4.40 Neighbouring areas of Lancashire (including West Lancashire), Greater Manchester and Cheshire are currently preparing Ecological Networks, which will allow a more integrated approach between the City Region and adjacent local authorities.

15.

The LCR authorities will continue to work with a range of partners to protect, enhance and where possible extend the strategic natural assets of the City Region.

Protecting internationally-important habitats

4.41 The Habitats Regulations Assessments (HRA) of the development plans of the LCR authorities including West Lancashire identified direct impacts and especially the ‘in combination’ impact of housing and tourism-related development in increasing recreation pressure on the internationally important nature sites on the Sefton and Wirral Coasts.

4.42 The LCR authorities (within the Combined Authority, so not including West Lancashire), MEAS and Natural England have commissioned a Recreation Mitigation Strategy (RMS) for the LCR coast to provide guidance on how the City Region can avoid or mitigate likely significant effects from these developments. An interim policy approach for Local Plans and Supplementary Planning Documents is being co-ordinated across the local authorities pending the collection of additional baseline surveys and the completion of this RMS.

16.

The LCR authorities agree to work towards a co-ordinated interim policy approach for mitigating impacts on the LCR coast, pending completion of the Recreation Mitigation Strategy in 2020. The LCR authorities and other partners will work towards implementation and delivery of the strategy across the City Region.

Northern Forest and Mersey Forest

4.43 Knowsley, Liverpool, Sefton and St. Helens councils, together with Cheshire West and Chester and Warrington councils, the Forestry Commission, Natural England and the Environment Agency are part of the long-standing The Mersey Forest partnership. The Mersey Forest continues to deliver an ambitious strategy benefitting the economy and businesses, natural environment, health and wellbeing and the local community of Merseyside and North Cheshire.

4.44 Recently The Mersey Forest team has been working with colleagues from the Woodland Trust and the other Community Forests in the north of England to prepare the plan for the Northern Forest. This is a 25 year vision to plant 50 million trees across the North of England, stretching from Liverpool to Hull; delivering up to £2.2bn of GVA in an area which is home to 13 million people.

4.45 The Mersey Forest has also facilitated and coordinated a common commitment to green infrastructure across the City Region, across the local authorities and a range of businesses, local organisations and other partners.

17.

The LCR authorities will continue to work with partners to make the most of the opportunities and benefits offered by the Mersey Forest and Northern Forest.

Flood and coastal erosion risk management

4.46 Joint working between lead local planning and flood authorities, Coast protection authorities, the Environment Agency and United Utilities and other partners across the City Region and beyond includes strategic, cross-boundary schemes across river catchments. This will continue into the future.

18.

The LCR authorities will continue to work with partners in relation to strategic management of flood risk across river catchments and in relation to other sources of flooding where appropriate.

Air quality

4.47 The Government's UK plan for tackling roadside nitrogen dioxide concentrations (July 2017)²⁰ recognised that air quality has an important effect on public health, the economy, and the environment. Vehicle emissions linked to volumes of traffic movement are an increasingly important cross-boundary issue for the City Region. Nitrogen dioxide (NO₂) is still contributing to pollution levels that continue to be damaging to public health; and older people, children, people with pre-existing lung and heart conditions, and people on lower incomes may be most at risk. A LCR study on air quality has been commissioned to explore what measures need to be delivered and an Air Quality Task Force was established by the Combined Authority at the end of 2018.

19.

The LCR authorities and other partners will work together to address cross-boundary air quality issues and to deliver mitigation and measures to deliver air quality improvements across the City Region.

²⁰ The Air Quality Plan for nitrogen dioxide (NO₂) in UK (2017) is available [here](#) on DEFRA's website.

Waste and Minerals

4.48 The Merseyside and Halton Waste Local Plan was adopted in July 2013. It covers the local authorities of Halton, Knowsley, Liverpool, St. Helens, Sefton and Wirral and sets out a strategy for dealing with waste management planning through to 2027. It aims to facilitate the development of a network of sustainable and modern waste management facilities which enable Merseyside and Halton to be as sustainable and self-sufficient as possible in terms of waste management. West Lancashire is covered by documents forming the Lancashire Minerals and Waste Local Plan, prepared by Lancashire County Council as waste planning authority for that area.

4.49 City Region authorities participate in the NW Aggregates Working Party and subscribe to the national Managed Aggregate Supply System through market monitoring and production of an annual Local Aggregates Assessment (LAA). The LAA is produced jointly with other authorities to reflect an aggregates sub-region defined by Government to include Merseyside, Warrington and Greater Manchester. Matters related to minerals reserves and land banks are monitored and reported annually at this sub-regional level through the LAA. This is the principal component of the evidence base to inform the future role of the City Region authorities in facilitating the appropriate supply of aggregate minerals.

20.

The LCR authorities agree that the Merseyside and Halton Waste Local Plan continues to provide a suitable vision for the management of waste up to 2027 and that the need for any changes to this Plan will be addressed on an on-going basis as required by relevant legislation.

The LCR authorities will maintain their commitment to the Managed Aggregate Supply System through continued representation in the North West Aggregates Working Party, will continue to work with MEAS and each other on minerals issues and will consult with Lancashire County Council as Minerals Planning Authority.

5 Governance and Management

Governance

- 5.1 This Statement of Common Ground has been prepared by the seven local authorities – Halton, Knowsley, Liverpool, St.Helens, Sefton, West Lancashire and Wirral – and by the Liverpool City Region Combined Authority (which covers six of the local authorities – West Lancashire is an associate member).
- 5.2 There is an established mechanism for agreeing City Region-wide documents, and the Statement of Common Ground has followed this procedure. It has been agreed at the Liverpool City Region Housing and Spatial Planning Advisory Board (comprising the Portfolio Holders from each of the 6 constituent local authorities and other stakeholders), and the Liverpool City Region Combined Authority (on which Mayor / Leaders of the 6 constituent local authorities and the Liverpool City Region Mayor have voting rights) which has adopted the LCR Statement of Common Ground.
- 5.3 Each of the 7 local authorities have also agreed to adopt the document through the relevant mechanism. West Lancashire’s status as an associate member of the Combined Authority means that decisions on joint planning work are made by that council’s cabinet.
- 5.4 The LCR Statement of Common Ground will be made publicly available on the local authorities’ and Combined Authority’s websites.

Management

- 5.5 The practical work of preparing the final Statement of Common Ground, and subsequently keeping it up-to-date, will be coordinated by the Combined Authority’s Lead Officer for Spatial Planning, the local authorities’ representatives on the Chief Planners Group, and the supporting staff network across the city region.

6 Timetable for Review and Update

- 6.1 The LCR Statement of Common Ground is a live document and will be regularly reviewed and updated. The timing for review will be determined by the preparation timetables of each authority's Local Plan (as set out Table 2 below) or, if relevant, when new or updated evidence becomes available. As a minimum, the LCR authorities will consider on an annual basis if a review is considered necessary.
- 6.2 Future versions of the statement will be agreed by the Combined Authority and local authorities as outlined above.

Table 2: Local Plan Timetables (as of March 2019)

Authority	Present Plan Adoption Date	Proposed Plan Review Date	Target/Actual Reg. 18 Date	Target/Actual Reg. 19 Date	Target/Actual Submission Date
Halton	2013	Ongoing	Jan 2018	Summer 2019	Dec 2019
Knowsley	2016	TBC			
Liverpool	2002	Ongoing	Sep-Nov 2016	Jan-Mar 2018	May 2018
St.Helens	2012	Ongoing	Dec 2016-Jan 2017	Jan-May 2019	Autumn 2019
Sefton	2017	TBC			
West Lancashire	2013	Ongoing	Oct-Dec 2018	Autumn 2019	Winter 2019
Wirral	2000	Ongoing	Jan 2020	Sep 2020	Nov 2020

Appendix 1: Background Information on the Seven Local Authorities

Information on the development plans of the seven local authorities and the Liverpool City Region Combined Authority SDS is available on the following web pages.

Halton: <https://www4.halton.gov.uk/Pages/planning/policyguidance/planningplans.aspx>

Knowsley: <https://www.knowsley.gov.uk/residents/building-and-planning/local-plan>

Liverpool: <https://liverpool.gov.uk/council/strategies-plans-and-policies/environment-and-planning/plan-making-in-liverpool/current-local-plan-documents/local-plan/>

Liverpool City Region Combined Authority: <https://www.liverpoolcityregion-ca.gov.uk/what-we-do/housing-and-spatial-planning/>

Sefton: <https://www.sefton.gov.uk/localplan>

St.Helens: <https://www.sthelens.gov.uk/localplan>

West Lancashire: <https://www.westlancs.gov.uk/planning/planning-policy/the-local-plan.aspx>

Wirral: <https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-plans>

Appendix 2: Summary of Key Cross-Boundary Spatial Planning Issues

N.B. The individual signatory authorities recognise the need to continue to cooperate and work closely with other neighbouring local authorities and relevant bodies and, where necessary, will prepare separate Statements of Common Ground with these to cover more locally specific cross boundary matters.

	Halton	Knowsley	Liverpool	St.Helens	Sefton	West Lancashire	Wirral
Liverpool John Lennon Airport – expansion and surface access	✓	✓	✓				
Mersey Estuary – protected habitat (with Cheshire West and Chester, Liverpool, and Wirral; also Natural England).	✓		✓				✓
Tidal flood risk from River Mersey	✓		✓		✓		✓
Tidal flood risk from Ditton Brook	✓	✓					
Highways access to key existing and future economic development/employment sites	✓	✓	✓	✓	✓	✓	✓
Housing growth	✓	✓	✓	✓	✓	✓	✓
Employment	✓	✓	✓	✓	✓	✓	✓
Strategic road infrastructure	✓	✓	✓	✓	✓	✓	✓
Public transport connectivity	✓	✓	✓	✓	✓	✓	✓
Sankey Valley river catchment	✓			✓			
Green Belt and strategic green infrastructure	✓	✓	✓	✓	✓	✓	✓
Renewable energy	✓	✓	✓	✓	✓	✓	✓
Strategic access to Port of Liverpool			✓		✓		
Managing impacts on internationally-important nature sites	✓	✓	✓	✓	✓	✓	✓
Flood risk (managing fluvial impacts in Alt and Crossens catchments)		✓	✓		✓	✓	
Agreement of housing and employment land targets	✓	✓	✓	✓	✓	✓	✓

Development and improvement of transport infrastructure to address cross-boundary commuting	✓	✓	✓	✓	✓	✓	✓
Minerals and waste planning	✓	✓	✓	✓	✓	✓	✓
Cross-Mersey movement	✓		✓				✓

Glossary

Key Route Network (KRN): Networks being developed by combined authorities to improve the management of local roads in their area. KRN identify local roads that are strategically important to the growth of the economy. They provide a city region-wide approach to managing strategically important roads, allowing for more efficient maintenance and action to reduce congestion.

Local Aggregate Assessments (LAA): An annual assessment of the demand for and supply of aggregates in a mineral planning authority's area. LAAs can be produced jointly by more than one mineral planning authority.

The LCR authorities: Unless otherwise stated, for the purposes of this Statement of Common Ground, these are the local authorities of Halton, Knowsley, Liverpool, St.Helens, Sefton, West Lancashire and Wirral, along with the Liverpool City Region Combined Authority.

Major Road Network (MRN): Proposed network of roads that will form a middle tier of the country's busiest and most economically important local authority 'A' roads, sitting between the national Strategic Road Network (SRN) and the rest of the local road network. A specific new funding stream will be dedicated to improvements on MRN roads.

Merseyside Environmental Advisory Service (MEAS): Specialist unit jointly funded by the six Liverpool City Region authorities to provide advice on specific environmental matters.

Regulation 18 (Reg 18): As set out in The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The initial stage of consultation on the preparation of a Local Plan where Local Planning Authorities invite comment (representations) from local communities, businesses and other interested stakeholders about what subjects the plan ought to contain.

Regulation 19 (Reg 19): As set out in The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The second stage of the consultation process when forming a Local Plan providing local communities, businesses and other interested stakeholders with the opportunity to make comment (representations) on the policy content of a draft Local Plan, within a specific remit. The remit relates to the 'Tests of Soundness' and also includes legal compliance, as set out in National Planning Policy Framework.

Strategic Housing and Employment Land Market Assessment (SHELMA): Assessment commissioned jointly by the LCR authorities to provide a consistent joint evidence base on housing and employment land needs for the LCR up to 2037.

Strategic Route Network (SRN): Comprises nationally significant roads which connect the main centres of population. These roads provide access to major ports, airports and inter-

modal freight terminals and the main cross-border routes to Scotland and Wales. Highways England operate, maintain, and enhance the SRN.

Appendix 11: Letters to Flintshire Council and Natural Resources Wales

Andy Roberts
Flintshire Council

Wirral Council

Forward Planning Team
PO Box 290
Brighton Street
Wallasey
CH27 9FQ

www.wirral.gov.uk

Date: 28 February 2022

Your Ref:
Our Ref: R&P/FP/LP/REG19
Service: **Regeneration and Place**

Dear Andy

DRAFT WIRRAL LOCAL PLAN

Wirral Council is currently finalising the Regulation 19 version of the draft Wirral Local Plan, which is scheduled to be published in Spring 2022. The Wirral Local Plan sets out the strategy, policies and proposals for meeting the Borough's development needs in a sustainable and transformational manner from 2021 up to 2037. The Local Plan will shape how the Borough develops, attracting and guiding investment from the private sector, the Council, and other public bodies.

The Regulation 19 Local Plan will present the version of the Plan which the Council intends to submit to the Secretary of State for Examination in Public. The Council will therefore be seeking representations on the soundness and legal compliance of the Plan proposed for submission.

The Council has undertaken extensive consultation and ongoing engagement with relevant stakeholders to support and inform the production of the Plan, and the Council remains keen to ensure that all stakeholders have had the opportunity to engage appropriately in the production and progression of the Plan. Therefore, if you feel that further engagement with the Council may be helpful in your consideration of the emerging Regulation 19 Local Plan, we would be pleased to schedule a meeting with you. This can be arranged by contacting John Entwistle, johnentwistle@wirral.gov.uk, 0151 691 8221.

Yours sincerely

Andrew Fraser
Forward Planning Manager

Mr C Jones
Senior Development Planning Advisor
National Resources Wales

Wirral Council

Forward Planning Team
PO Box 290
Brighton Street
Wallasey
CH27 9FQ

www.wirral.gov.uk

Date: 28 February 2022

Your Ref:
Our Ref: R&P/FP/LP/REG19
Service: **Regeneration and Place**

Dear Mr Jones

DRAFT WIRRAL LOCAL PLAN

Wirral Council is currently finalising the Regulation 19 version of the draft Wirral Local Plan, which is scheduled to be published in Spring 2022. The Wirral Local Plan sets out the strategy, policies and proposals for meeting the Borough's development needs in a sustainable and transformational manner from 2021 up to 2037. The Local Plan will shape how the Borough develops, attracting and guiding investment from the private sector, the Council, and other public bodies.

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Yours sincerely

Andrew Fraser
Forward Planning Manager

Appendix 12: Agreed Duty to Cooperate Statements of Common Ground

Wirral Local Plan

Duty to Cooperate Statement of Common Ground with Sport England

February 2022

1. Introduction

1. The following table lists the signatories to this Statement of Common Ground, and outlines their role, responsibility, or interest in the production of the Wirral Local Plan.

Parties	Role, responsibility, or interest in the production of the Wirral Local Plan
Wirral Council	The local planning authority responsible for the production of the Wirral Local Plan.
Sport England	Local Plan consultee specialising in the provision of sports facilities for existing and future residents. Sport England are a statutory consultee on all planning applications that affect playing fields.

2. This Statement of Common Ground (SoCG) has been jointly produced by the parties listed above, to outline how the parties have cooperated to consider strategic and cross boundary matters associated with the production of the Wirral Local Plan. This Statement details:
 - Duty to Cooperate related activities which have taken place between the parties in relation to the production and progression of the Wirral Local Plan.
 - Relevant strategic and cross boundary matters between the parties.
 - How any identified strategic and cross boundary matters have been considered to date in relation to the production and progression of the Wirral Local Plan, and the outcomes of this engagement.
 - Any outstanding matters which the parties are continuing to cooperate on, proposed actions / next steps associated with any outstanding actions, and consideration of any implications on the production and progression of the Wirral Local Plan.
3. A DtC Statement of Compliance is being produced to support the submission of the draft Wirral Local Plan, which outlines how the Council has met the requirements of the DtC throughout the production of the Local Plan. The Statement will be submitted to the Secretary of State as a supporting document to the Wirral Local Plan. This DtC SoCG will be submitted alongside the draft Local Plan and the DtC Statement of Compliance, to provide further evidence of how Wirral Council has sought to meet the requirements of the DtC.

4. This Statement of Common Ground focuses on the strategic and cross boundary matters which are relevant to the parties and is produced without prejudice to other matters of detail that the parties may wish to raise during the Local Plan examination.

2. Engagement and cooperation

Duty to Cooperate activities

5. The following table lists the Duty to Cooperate related activities which have taken place between the parties to support the production and preparation of the Wirral Local Plan.

Date	Brief description of the activity	Key outputs	Is a note of the activity included within the DtC Statement of Compliance?
January 2020	Regulation 18 consultation on the Local Plan	<p>Draft Plan shared with Sport England, and a representation was provided in April 2020 which referred to:</p> <ul style="list-style-type: none"> • The consideration of separating outdoor sports from generic open space, and the use of standards for calculating needs for outdoor sports is inappropriate. • The need for updates to sports related evidence base documents supporting the Local Plan, in particular the 2016 Playing Pitch Strategy. • The need for an indoor / outdoor sports policy within the Local Plan. • Ensuring that all pitches identified within the Playing Pitch Strategy are protected through Local Plan policies. • Encouraging the principles contained within Sport England’s ‘Active Design’ to be incorporated as an overarching principle throughout the Local Plan. 	Yes – summary of the Reg 18 consultation
December 2020	Duty to Cooperate workshop	<ul style="list-style-type: none"> • Updated attendees on the emerging Wirral Local Plan. • Confirmation of the strategic cross boundary matters affecting the area. • Agreement that a SoCG should be produced between the parties to support the progression of the Local Plan. 	Yes
February 2021	Meeting with Wirral Council and Sport England	<ul style="list-style-type: none"> • Provided an update on the production of the Wirral Local Plan. • Discussed sports related evidence base documents. • Agreement to share relevant draft policies. 	Yes
March 2021	Consultation on the Birkenhead Regeneration Framework	<p>Sport England responded to the consultation, commenting on:</p> <ul style="list-style-type: none"> • The prominence of active design and the creation of active environments within the Framework. 	Yes – summary of responses included

Date	Brief description of the activity	Key outputs	Is a note of the activity included within the DtC Statement of Compliance?
		<ul style="list-style-type: none"> The need for further engagement on active design and the provision of formal and informal sport and recreation facilities. 	
April 2021	Meeting with Wirral Council and Sport England	<ul style="list-style-type: none"> Provided a Local Plan growth and regeneration strategy update. Discussed the outcomes of the Indoor and Built Facilities Strategy and the Playing Pitch and Outdoor Sports Strategy, and the use of the Sport England Sports Facility and Playing Pitch Calculators. Discussed the approach to monitoring and the approach to considering national policy on active design. Agreement to consider undertaking further assessment work regarding the sports requirements of proposed Local Plan allocations. 	Yes
June 2021	Local Plan update letter sent to all Duty to Cooperate bodies and key stakeholders.	Ensuring that all DtC bodies and key stakeholders were prepared to review the emerging draft Local Plan and associated SoCG, and to continue with further engagement.	Yes
August 2021	Circulation of draft Local Plan for informal consultation on the Draft Regulation 19 Local Plan	Comments received from Sport England in September 2021.	Yes – summary of responses included

6. In addition to the above formal engagement, the Council and Sport England have worked closely throughout the production of the Plan to support the production of sports related evidence base documents including the Indoor and Built Facilities Strategy, and the Playing Pitch and Outdoor Sports Strategy for which agreed ongoing monitoring arrangements are required.

3. Outcomes of the cooperation

a) [Comments provided on the draft Regulation 19 version of the Local Plan](#)

6. Sport England was invited to informally review the draft Regulation 19 version of the emerging Local Plan, in advance of the formal Regulation 19 publication.

Sport England provided comments to the Council regarding:

- The calculation of developer contributions for open space, with regard to the provision for sport.
- The inclusion of information in the Plan from the Playing Pitch and Outdoor Sports Strategy.
- The approach to Local Green Space Designations, with regard to the impact on sports facilities.
- The process for achieving outdoor sports provision, to be included in Policy WS 5.1, WS 10.5, or a new policy.
- Reference to active design in Policy WS 6.1.
- Reference to design principles within Policy WS 6.3.
- The wording of Policy WS 10.4.
- The approach to monitoring sports needs in Policy WS 12.
- Increasing access to healthy food sources through Policy WD 12.
- Reference to a recently published Health Impact Assessment Guidance tool within Policy WD 18.

7. The Council has taken these comments into account through the production of the Regulation 19 version of the Wirral Local Plan. Following the publication of the Plan, the Council will continue to engage with Sport England to ensure that these comments have been appropriately considered.


b) [Meeting the requirements of the Duty to Cooperate](#)


8. The parties agree that through the engagement which has taken place, as summarised in section 2 above, to date the requirements of the Duty to Cooperate have been met between the parties in support of the production of the Wirral Local Plan.

4. Conclusions

9. While it is acknowledged that further engagement is required between the parties to continue to support the progression of the Wirral Local Plan, all parties are satisfied that the production of the Wirral Local Plan to date has appropriately considered strategic and cross boundary matters, and has met the requirements of the Duty to Cooperate.

5. Signatories

Name	Fiona Pudge
Position	Planning Manager (North West)
Organisation	Sport England
Signature	
Date	25 th February 2022

Name	Alan Evans
Position	Director of Regeneration Place
Organisation	Wirral Council
Signature	
Date	3 rd March 2022

Wirral Local Plan

Draft Statement of Common Ground with Sefton Council

Duty to Cooperate

March 2022

1. Introduction

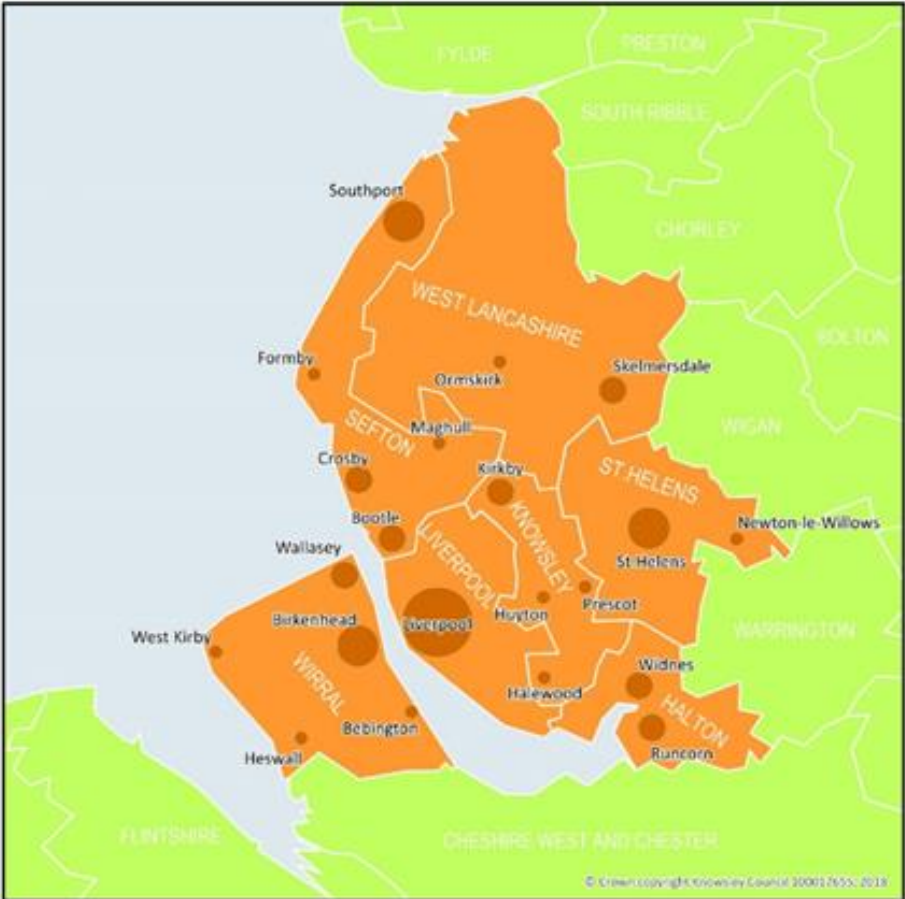
1. The following table lists the signatories to this Statement of Common Ground, and outlines their role, responsibility, or interest in the production of the Wirral Local Plan.

Parties	Role, responsibility, or interest in the production of the Wirral Local Plan
Wirral Council	The local planning authority responsible for the production of the Wirral Local Plan.
Sefton Council	Local planning authority within the Liverpool City Region (LCR).

2. This Statement of Common Ground (SoCG) has been jointly produced by the parties listed above, to outline how the parties have cooperated to consider strategic and cross boundary matters associated with the production of the Wirral Local Plan. This Statement details:
 - Duty to Cooperate related activities which have taken place between the parties in relation to the production and progression of the Wirral Local Plan.
 - Relevant strategic and cross boundary matters between the parties.
 - How any identified strategic and cross boundary matters have been considered to date in relation to the production and progression of the Wirral Local Plan, and the outcomes of this engagement.
 - Any outstanding matters which the parties are continuing to cooperate on, proposed actions / next steps associated with any outstanding actions, and consideration of any implications on the production and progression of the Wirral Local Plan.
3. A DtC Statement of Compliance is being produced to support the submission of the draft Wirral Local Plan, which outlines how the Council has met the requirements of the DtC throughout the production of the Local Plan. The Statement will be submitted to the Secretary of State as a supporting document to the Wirral Local Plan. This DtC SoCG will be submitted alongside the draft Local Plan and the DtC Statement of Compliance, to provide further evidence of how Wirral Council has sought to meet the requirements of the DtC.

4. This Statement of Common Ground focuses on the strategic and cross boundary matters which are relevant to the parties and is produced without prejudice to other matters of detail that the parties may wish to raise during the Local Plan examination.

Figure 1: Liverpool City Region Local Planning Authorities



2. Context

a) Duty to Cooperate activities

4. The following table lists the Duty to Cooperate related activities which have taken place between the parties to support the production and preparation of the Wirral Local Plan.

Date	Brief description of the activity	Key outputs	Is a note of the activity included within the DtC Statement of Compliance?
October 2019	Publication of the LCR SoCG	Statement which outlines how authorities within the LCR will cooperate on cross boundary strategic planning matters.	Yes – SoCG appended.
January 2020	Regulation 18 consultation on the Local Plan	<ul style="list-style-type: none"> • Draft Plan shared with the Council. • Sefton Council outlined its support for the growth strategy presented within the draft Wirral Local Plan relating to housing, employment and retail. • Recommendation that Wirral’s policy framework for assessing the impact of development (not just from recreational pressure) on internationally important sites and the integrity of such sites and networks should be explicit that it applies to all internationally important sites across the Liverpool City Region and beyond, and should refer specifically to the sites on the Sefton Coast. 	Yes – summary of the Reg 18 representations from DtC bodies.
March 2020	Letter inquiring about the ability of other areas to assist Wirral Council in meeting its housing needs.	Sefton Council stated that they are unable to assist Wirral Council in meeting its housing needs, highlighting that there would be insufficient land in the Sefton authority area after meeting local housing needs, and the housing linkages between the authorities are limited.	Yes – letter appended.
December 2020	Duty to Cooperate workshop held with all LCR authorities.	<ul style="list-style-type: none"> • Updated all LCR authorities on the emerging Wirral Local Plan. • Confirmation of the strategic cross boundary matters affecting the area. 	Yes

		<ul style="list-style-type: none"> • Confirmation that no additional engagement is required beyond the Councils planned programme of engagement with LCR authorities to support the production of the Wirral Local Plan. 	
February 2021	Duty to Cooperate proforma circulated to all LCR authorities.	<ul style="list-style-type: none"> • Confirmation that the Councils March 2020 position regarding assisting in meeting Wirral Councils housing needs remains unchanged. • Confirmation that the Council cannot assist Wirral Council in any short-term deficit in housing delivery. • Confirmation of the strategic cross boundary matters jointly affecting the authority areas (see section 2b below for further details). • Recommendation of amended wording regarding the 'approach to protection of internationally protected habitats', which has been included within section 2b below. • Confirmation that the LCR Rights of Way Improvement Plan and the LCR Local Cycling and Walking Infrastructure Plan have been approved. This is also reflected within the section 2b below. • Confirmation that the Council would participate in the production of a SoCG in relation to the draft Wirral Local Plan. 	Yes – proforma appended.
June 2021	Local Plan update letter sent to all Duty to Cooperate bodies and key stakeholders.	Ensuring that all DtC bodies and key stakeholders were prepared to review the emerging draft Local Plan and associated SoCG, and continue with further engagement.	Yes – letter appended.

b) Relevant strategic and cross boundary matters

5. The following strategic and cross boundary matters have been identified and considered by the parties during the production and progression of the Wirral Local Plan.

Strategic cross boundary matters	Description / summary of issues
Planning for housing needs	The Liverpool City Region (LCR) authorities agree that there is no unmet housing need to be redistributed among or beyond the seven local authorities during current local plan periods.
Planning for employment needs	The LCR authorities agree that they will work collaboratively to identify the minimum proportions of the need for strategic B8 uses which should be accommodated within each local authority.
Approach to the Green Belt	The LCR authorities agree to continue involving each other closely when considering the case for localised changes to the Green Belt.
Approach to town centres, meeting retail needs and the retail hierarchy	The LCR authorities agree that there is a need to promote regeneration and successful place making in each centre in the City Region within the context of the current retail hierarchy.
Impacts of strategic site allocations and the proposed uses	Neighbouring authorities may need to consider the impacts of proposed allocations within the Wirral LP on their areas.
Planning for transport infrastructure and addressing impacts	The LCR authorities agree to work collaboratively to support delivery of the key initiatives set out in the Transport for the North Strategic Transport Plan including Northern Powerhouse Rail. The LCR authorities agree that a key priority is to consider a number of options with respect to Central Station capacity enhancements and identifying the preferred solution to be taken forward. The LCR authorities will continue to develop a number of other large-scale cross boundary schemes with city region-wide impact.
Cross Mersey movement	<p>The LCR authorities agree to work collaboratively with other relevant bodies to identify and address required improvements to the Strategic Road Network and Major Route Network.</p> <p>Additionally, the Liverpool City Region partners have agreed a LCR Key Route Network to support new housing and employment development across the Liverpool City Region and unlock growth, and the Lancashire Key Route Network will be consistent with this in relation to their network in West Lancashire.</p> <p>The LCR authorities agree to work collaboratively to implement the LCR Rights of Way Improvement Plan and LCR Local Cycling and Walking Infrastructure Plan.</p>

Strategic cross boundary matters	Description / summary of issues
Port of Liverpool	The LCR authorities support measures to support the growth of the Port and its aspirations set out in the Port Master Plan through investment in infrastructure, education, training, skills and the environment. The LCR authorities will continue to work together to address capacity issues on the A5036 Dunnings Bridge Road corridor linking the port to the motorway network. The LCR authorities agree that there are junction bottlenecks along the A580, and will continue to work together to address these issues.
Liverpool John Lennon Airport	The LCR authorities will support the Airport through investment in infrastructure improvements, including the Eastern Access Transport Corridor, education, training and skills.
Approach to digital inclusion	The LCR authorities agree that the city region must develop its own investment plans to accelerate investment and deployment in shared infrastructure to maximise development of digital and tech businesses, to support rapid public sector transformation and provide improved digital connectivity for residential properties and businesses.
Planning for utilities	<p>The LCR authorities agree to identify areas where improvements to utilities infrastructure are needed to support schemes of city region significance, and will broadly set out working arrangements to deal with cross-boundary issues.</p> <p>Providing clarification to utilities companies on strategic allocations within the emerging Plan, to ensure the deliverability of the allocations and to inform future investment decisions.</p>
Approach to coastal change management and flood risk	The LCR authorities will continue to work with partners in relation to strategic management of flood risk across river catchments and in relation to other sources of flooding where appropriate.
Tidal flood risk from River Mersey	Monitor tidal flood risks from the River Mersey
Renewable energy	The LCR authorities will work together to generate a new evidence base regarding renewable energy, including wind.
Approach to protection of internationally protected habitats	The LCR authorities agree to work towards a co-ordinated interim policy approach for mitigating impacts on the LCR coast, pending completion of the Recreation Mitigation Strategy. The LCR authorities and other partners will work towards implementation and delivery of the strategy across the City Region.
European wildlife sites across the Liverpool City Region	Consideration of impacts from proposed allocations in proximity to designated sites on the Mersey Estuary.

Strategic cross boundary matters	Description / summary of issues
Approach to air quality	The LCR authorities and other partners will work together to address cross-boundary air quality issues and to deliver mitigation and measures to deliver air quality improvements across the City Region.
Approach to waste management	The LCR authorities agree that the Merseyside and Halton Waste Local Plan continues to provide a suitable vision for the management of waste up to 2027 and that the need for any changes to this Plan will be addressed on an on-going basis as required by relevant legislation.
Approach to minerals	The LCR authorities will maintain their commitment to the Managed Aggregate Supply System through continued representation in the North West Aggregates Working Party, will continue to work with the Merseyside Environmental Advisory Service (MEAS) and each other on minerals issues and will consult with Lancashire County Council as Minerals Planning Authority.
Approach to planning for community facilities, including healthcare, education and cultural infrastructure	The LCR authorities will continue to work with partners to take opportunities for development to improve health, wellbeing and quality of life across the City Region. The LCR authorities will continue to work with Clinical Commissioning Groups, hospital and health trusts regarding health needs, future housing and other development and the estate management programmes of these trusts.
Green and blue infrastructure	The LCR authorities will continue to work with a range of partners to protect, enhance and where possible extend the strategic natural assets of the City Region.
Northern Forest and Mersey Forest	The LCR authorities will continue to work with partners to make the most of the opportunities and benefits offered by the Mersey Forest and Northern Forest.

3. Outcomes of the cooperation

a) Strategic and cross boundary matters identified within the LCR SoCG

6. The Duty to Cooperate Proforma completed by Sefton Council in February 2021 confirmed that the identified strategic cross boundary matters listed in section 2b above appropriately represent the Councils understanding of the strategic cross boundary matters jointly affecting the authority areas. The Proforma also confirmed that the identified matters are appropriately addressed within the LCR SoCG, and do not therefore need to be considered further within this Statement subject to any detailed matter considered further below.

7. Wirral Council agrees with this approach.


b) Planning for employment needs


8. Sefton Council's response to the Regulation 18 Local Plan consultation referred to the delivery of strategic B8 uses referenced within the LCR SoCG.
9. The achievement of the aims within the LCR SoCG regarding strategic B8 uses has been raised within regular Planning Policy Managers meetings within the Region, however, to date no agreement has been reached on how to address this issue at a regional level.
10. The LCR Strategic Housing and Employment Land Market Assessment (GL Hearn, 2018) concluded that, due to the Borough's position relative to logistics demands, there is no need to allocate additional large scale B8 uses in the Borough. However, the draft Local Plan does support B8 uses within port related uses in the Borough, including at West Float and within designated employment areas.
11. The parties agree that this is a matter which should be explored further at city region level.

4. Conclusions

12. While it is acknowledged that further engagement is required between the parties to continue to support the progression of the Wirral Local Plan, all parties are satisfied that the production of the Wirral Local Plan to date has met the requirements of the Duty to Cooperate.

5. Signatories

Name	Derek McKenzie
Position	Chief Planning Officer
Organisation	Sefton MBC
Signature	
Date	3 March 2022

Name	Alan Evans
Position	Director of Regeneration and Growth
Organisation	Wirral Council
Signature	
Date	4 th March 2022

Wirral Local Plan

Duty to Cooperate Statement of Common Ground with Natural England

March 2022

1. Introduction

1. The following table lists the signatories to this Statement of Common Ground, and outlines their role, responsibility, or interest in the production of the Wirral Local Plan.

Parties	Role, responsibility, or interest in the production of the Wirral Local Plan
Wirral Council	The local planning authority responsible for the production of the Wirral Local Plan.
Natural England	Statutory Local Plan consultee relating to the conservation, enhancement, and management of the natural environment.

2. This Statement of Common Ground (SoCG) has been jointly produced by the parties listed above, to outline how the parties have cooperated to consider strategic and cross boundary matters associated with the production of the Wirral Local Plan. This Statement details:
 - Duty to Cooperate related activities which have taken place between the parties in relation to the production and progression of the Wirral Local Plan.
 - Relevant strategic and cross boundary matters between the parties.
 - How any identified strategic and cross boundary matters have been considered to date in relation to the production and progression of the Wirral Local Plan, and the outcomes of this engagement.
 - Any outstanding matters which the parties are continuing to cooperate on, proposed actions / next steps associated with any outstanding actions, and consideration of any implications on the production and progression of the Wirral Local Plan.
3. A DtC Statement of Compliance is being produced to support the submission of the draft Wirral Local Plan, which outlines how the Council has met the requirements of the DtC throughout the production of the Local Plan. The Statement will be submitted to the Secretary of State as a supporting document to the Wirral Local Plan. This DtC SoCG will be submitted alongside the draft Local Plan and the DtC Statement of Compliance, to provide further evidence of how Wirral Council has sought to meet the requirements of the DtC.

4. This Statement of Common Ground focuses on the strategic and cross boundary matters which are relevant to the parties up to Regulation 19 Publication of the Wirral Local Plan and is produced without prejudice to other matters of detail that the parties may wish to raise during the Local Plan examination. If necessary, an updated version of this Statement of Common Ground will be prepared to address any additional matters arising during the Examination of the Local Plan.

2. Engagement and cooperation

Duty to Cooperate activities

5. The following table lists the Duty to Cooperate related activities which have taken place between the parties to support the production and preparation of the Wirral Local Plan.

Date	Brief description of the activity	Key outputs	Is a note of the activity included within the DtC Statement of Compliance?
May 2019	Scoping of Sustainability Appraisal and EqIA	<p>The Council consulted Natural England on the Scoping of the Sustainability Appraisal and EqIA on 25 March 2019. Comments can be summarised as follows:</p> <ul style="list-style-type: none"> • Advise that the Liverpool Bay SPA should be included • Suggest key features of sites are provided to explain the baseline environment • Consideration of functionally linked land should be considered • Consideration should be given to current impacts from recreational disturbance, as part of the baseline evidence base. • Further consideration to whether impacts may be regarded as short or long term and whether these are temporary or permanent. • Highlight further mitigation required by the Habitats Regulations, with regard to Wirral Waters. • The Liverpool City Region Ecological Network Report by MEAS (2015) should be considered as part of the evidence base within the SA. • Consideration to Blue-Green Infrastructure should be made • Ensure consistency across the emerging HRA and SA. The documents should inform each other and influence the development of the plan. • Monitoring the significant environmental effects of implementing the local plan, as set out in the Planning Practice Guidance. • Consider the information and evidence available in the National Seascape Character Assessment for England (MMO 1134) • Expect the plan to consider the marine environment and apply an Integrated Coastal Zone Management Approach 	Y

Date	Brief description of the activity	Key outputs	Is a note of the activity included within the DtC Statement of Compliance?
		<ul style="list-style-type: none"> Consideration and linkages to strategic plans including the Rights of Way Improvements Plans and the England Coastal Path. 	
October 2019	Wirral Local Plan Engagement Meeting	<p>Provided an update on the Local Plan progress and timetable:</p> <ul style="list-style-type: none"> Reg. 18 consultation planned for the first week of January. Discussed engagement processes NE confirmed that they would not need to see the Interim Position Statement at Reg18. The acknowledgement of the recreational pressure issue in the SA Scoping Report is sufficient at this stage. Interim position would, however, need to be in place for Reg. 19. 	Y
January 2020	Regulation 18 consultation on the Local Plan	<p>Draft Plan shared with Natural England. The representation from Natural England commented on:</p> <ul style="list-style-type: none"> The vision and strategy for the Plan. The production of the Habitats Regulation Assessment. Natural England's position regarding recreational pressure on coastal designated sites, and the approach to considering mitigation for housing growth proposed in the Plan. The content of the Sustainability Appraisal. The potential impacts of proposed growth in the Local Plan on locally designated sites. 	Yes – summary of the Reg 18 consultation
December 2020	Duty to Cooperate workshop	<ul style="list-style-type: none"> Updated attendees on the emerging Wirral Local Plan. Confirmation of the strategic cross boundary matters affecting the area. Agreement that a SoCG should be produced between the parties to support the progression of the Local Plan. Agreement that further meetings should be undertaken to seek to address recreational disturbance issues in the area. 	Yes
February 2021	Meeting with Wirral Council and Natural England	<ul style="list-style-type: none"> Provided an update on the production of the Wirral Local Plan. Discussion on the approach to producing a SoCG to support the progression of the Local Plan. Agreement that Natural England will review draft emerging Local Plan policies and proposed growth locations. 	Yes

Date	Brief description of the activity	Key outputs	Is a note of the activity included within the DtC Statement of Compliance?
March 2021	Consultation on the Birkenhead Regeneration Framework	Natural England responded in May, commenting on: <ul style="list-style-type: none"> • Recommendations for the vision and objectives relating to existing and future greenspace provision. • The impacts of waterfront development on designated sites. • Recommendations on the approach for considering likely impacts on a Site of Special Scientific Interest. • The consideration of urban green infrastructure networks. • The approach to considering biodiversity net gain. 	Yes – summary of responses included
June 2021	Local Plan update letter sent to all Duty to Cooperate bodies and key stakeholders.	Ensuring that all DtC bodies and key stakeholders were prepared to review the emerging draft Local Plan and associated SoCG, and to continue with further engagement.	Yes
July 2021	Correspondence with Natural England to review proposed Local Plan housing and employment allocations.	Comments from Natural England on proposed Local Plan site allocations, for consideration in the finalisation of the draft Regulation 19 Local Plan.	Yes
August 2021	Circulation of draft Local Plan for informal consultation on the Draft Regulation 19 Local Plan	Comments received from Natural England in December 2021, further details provided below.	Yes – summary of responses included
December 2021	Consultation on the draft Habitats Regulations Assessment (HRA)	Comments on the draft HRA were provided in February 2022, further details are provided below.	Yes
February 2022	Consultation on the draft Interim Approach	Comments on the draft Interim Approach were provided on 11 February 2022, further details are provided below.	Yes

3. Outcomes of the cooperation

a) [Comments provided on the draft Regulation 19 version of the Local Plan](#)

6. Natural England was invited to informally review the draft Regulation 19 version of the emerging Local Plan in advance of the formal Regulation 19 publication.

Natural England provided comments to the Council regarding:

- The presentation of policies within the Plan and the inclusion of additional mapping.
- Proposed wording changes to the strategic objectives of the Plan.
- The need for additional reference to the North West Marine Plan within strategic policies.
- Reference to the need for a Local Development Order relating to Wirral Waters to be subject to environmental regulations.
- Amendments to text relating to ports within Policy WS4.
- The inclusion of additional text on wider environmental gains, and the consideration of Natural England's Habitat Network Maps.
- The need to review the Wirral Recreation Mitigation and Avoidance Strategy (RMS) Interim Approach to assist in review the draft Local Plan and Habitats Regulation Assessment (HRA).
- Reference to the effects of light pollution on nature conservation.
- Inclusion of an additional policy regarding the protection of best and most versatile agricultural land.
- The importance of considering air pollution, particularly nitrogen emissions, from additional traffic resulting from growth allocated in the Local Plan.
- The inclusion of an additional climate-specific policy setting out climate related targets and commitments for the Plan.
- The inclusion of further information within the Plan habitats and protected sites that are particularly vulnerable to the impacts of climate change.
- The inclusion of a nature recovery policy.

7. The Council and its consultants have taken these comments into account through the production of the Regulation 19 version of the Wirral Local Plan. Following the publication of the Plan, the Council will continue to engage with Natural England to ensure that these comments have been appropriately considered.

b) [Production and review of the Local Plan Habitats Regulation Assessment](#)

8. Wirral Council is currently finalising the Habitats Regulation Assessment (HRA) supporting the draft Wirral Local Plan. A draft HRA has been shared with Natural England, and comments were provided regarding the:

- Consideration of the Liverpool Bay Special Protection Area (SPA), Mersey Estuary SPA, the Dee Estuary Special Area of Conservation (SAC), Mersey Narrows and North Wirral Foreshore SPA / Ramsar,
 - Approach to considering recreational pressures on designated areas.
 - Consideration of functionally linked habitats.
 - Approach to considering visual and noise distribution from construction works.
 - Approach to considering atmospheric pollution.
 - Consideration of other plans, including the Liverpool City Region Spatial Development Strategy and the Shoreline Management Plan.
 - Support for the mitigation contained in the Local Plan.
9. The Council and its consultants have taken these comments into account in finalising the draft HRA to inform the completion of the Regulation 19 version of the Local Plan.
10. The Council will continue to work with Natural England following Regulation 19 publication to address any post-publication issues relating to the Local Plan or HRA prior to submission to the Secretary of State and thereafter during the Local Plan Examination, for example if additional HRA is required for any proposed main modifications to the Local Plan.

c) [Production and review of the Wirral Recreation Mitigation and Avoidance Strategy Interim Approach](#)

11. Wirral Council is currently finalising the LCR Recreation Mitigation and Avoidance Strategy Interim Approach supporting the draft Wirral Local Plan. A draft Interim Approach was shared with Natural England in December 2021, and comments were provided in February 2022, as summarised below¹:
- Include reference to West Lancashire Council relating to the Liverpool City Region (LCR) Recreational Mitigation Strategy (RMS)
 - Clarify/explain that the Wirral IA will be in place only in the intervening period before the LCR RMS is finalised and adopted.
 - Clarify that the LCR Interim Approach was a draft document to set out the template approach for each LPA to adapt for their own district, it is not an IA that covers the LCR.
 - Check and clarify in the document that references are consistent to both the Habitats Regulations and internationally designated sites. State which internationally designated sites fall within the scope of this Interim Approach. Check for repetition of this information and ensure it is concise and clear.

¹ It should be noted that Natural England refer to the draft Interim Approach as the “Wirral IA” in its response. Therefore, this term is used in the summary

- Undertake a review of the use of terminology within the Wirral IA in relation to references to the stages of the Habitats Regulations Assessment.
- Clarify that the RMS is being jointly prepared and produced by the Local Planning Authorities of the LCR and West Lancashire.
- Amend reference to the 'draft LCR RMS' to the LCR Evidence Report².
- Reference the timeframe for completion and adoption of the LCR RMS (June 2023) and include this deadline for the LCR RMS implementation in the Wirral IA, as well as Local Plan policies and the Wirral Local Plan HRA.
- Further information is required to justify exclusion of supported living facilities from the Wirral IA.
- Discounting of the Wirral IA tariff has the potential to risk undermining the strategic approach set out in the Wirral IA if all the monies for all the mitigation measures required are not collected.
- Advise that the charging schedule should be subject to change in line with annual inflation.
- Additional commentary is required in relation to the mitigation options that relate to Strategic Access Management and Monitoring (SAMM) measures.
- Further commentary regarding how mitigation measures are prioritised and how this aligns with subsequent LCR RMS mitigation measures should be provided.
- Further detail is required on mitigation measures that will be deployed and at which locations to help direct monies collected and prioritises delivery of mitigation measures.
- Natural England would welcome further engagement on the monitoring framework to be set out within the Wirral IA.

12. Following the receipt of Natural England's response to the Draft Interim Approach, the Council is actioning each point to inform the preparation of the Local Plan and Interim Approach.

13. The Council will continue to work with Natural England following Regulation 19 publication to address any post-publication issues relating to the Wirral Interim Approach prior to submission to the Secretary of State and thereafter during the Local Plan Examination. The Council will also continue to participate in the LCR RMS Steering Group and related activity.

d) Meeting the requirements of the Duty to Cooperate

14. The parties agree that through the engagement which has taken place to date, as summarised in section 2 above, the requirements of the Duty to Cooperate

² [LCR RMS EvidenceReport v24 Optv2.pdf \(meas.org.uk\)](#)


have been met between the parties in support of the production of the Wirral Local Plan.

4. Conclusions

15. While it is acknowledged that further engagement is required between the parties to continue to support the progression of the Wirral Local Plan, all parties are satisfied that the production of the Wirral Local Plan to date has appropriately considered all relevant strategic and cross boundary matters and has met the requirements of the Duty to Cooperate.

5. Signatories

Name	Angela Leigh
Position	Planning and Development Lead Adviser
Organisation	Natural England
Signature	AJ Leigh
Date	01/03/2022

Name	Alan Evans
Position	Director of Regeneration & Place
Organisation	Wirral Council
Signature	
Date	3 rd March 2022

Project:	Wirral Local Plan, M53 Junction Review		
Our reference:	100408026		
Prepared by:	Kevin Blakey, James Whitehead	Date:	4 November 2021
Approved by:	Eddie Mellor	Checked by:	Duncan Crockett
Subject:	Statement of Common Ground: Wirral Borough Council & National Highways		

1 Introduction

Wirral Borough Council are preparing a new Local Plan. National Highways as the government-owned company responsible for operating, maintaining and improving England's motorways and major A roads are a key stakeholder in this process. The requirement for Local Authorities and National Highways to collaborate in this way is set out in the National Planning Policy Framework, DfT Circular 02/2013, and the National Highways Guidance 'The Strategic Road Network: Planning for the Future'.

The consultation period has involved numerous meetings and the submission of technical notes to national Highways, mainly concerning the impact of Local Plan development for review and comment.

This Statement of Common Ground document (SoCG) sets out the areas of agreement between Wirral Borough Council and National Highways established through this engagement in terms of the proposed Local Plan and its impact on the Strategic Road Network.

It is worth noting the Wirral Borough Council are pursuing the option of Urban Intensification for their Local Plan update. This option will deliver their land-use requirements on brownfield land or through higher density developments in existing urban centres. Consequently, the new developments will be able to take advantage of both existing infrastructure (rail stations; bus, walking, cycling and highway networks), and also help support planned infrastructure proposals (such as new transit systems and new and improved active travel facilities). Alternate Local Plan options that were more reliant of greenfield and green belt release may not have had these sustainable travel opportunities.

1.1 Scope of Document

The document provides the following information:

- Summary of Meetings held, and Reports issued to National Highways;
- Points of Agreement resulting from Consultation.

1.2 The Strategic Road Network in Wirral

For the avoidance of doubt, the Strategic Road Network (SRN) within the Wirral Borough Council Local Authority Area consists of the M53 between and including Junction 5 to the south at Eastham and Junction 1 to the north at Wallasey. Note, Junction 6, which is within Cheshire West and Chester has also been included at the request of National Highways.

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2 Meetings and Reports Issued

2.1 Meetings

The dates of meetings and the purpose of the meeting & points of discussion are listed below

Date	Organisations	Purpose
01/04/20	WBC & NH	Introduction to NH of the Wirral Local Plan and early modelling undertaken
19/06/20	WBC & NH	Discussion of NH's consultants review of Local Plan Modelling.
01/10/20	WBC, NH & Cheshire West & Chester Council	Cross boundary issues arising from Local Plan development.
17/02/21	WBC & NH	Local Plan timetable update, strategic transport modelling and local junction modelling.
09/06/21	WBC & NH	Junction assessment review
16/08/21	WBC & NH	Procedural matters

2.2 Reports Issued

The following key documents have been submitted by Wirral Borough Council to National Highways.

Date	Organisation	Title / Purpose
Feb 2021	Mott MacDonald	Report A: Wirral Local Plan, Preferred Option Modelling Report Rev A
Aug 2021	Mott MacDonald	Report B: Wirral Local Plan – M53 Junction Appraisal: Assessment Results Summary: August 2021 Update

Note, these documents were the final versions following comments received.

The following review notes have been provided by National Highways through the consultation process, and informed the production of the above key documents.

Date	Organisation	Title / Purpose
Feb 2020	WSP/National Highways	Wirral Local Plan 2020-2035 Issues And Options – Consultation Documentation Review
May 2020	WSP/National Highways	Technical Note 1 – Wirral Traffic Model Base Model Review Technical Note 2 – Wirral Local Plan – Strategic Spatial Options Modelling Report 2020 Review
October 2020	WSP/National Highways	Review of Mott MacDonald 'Wirral Local Plan M53 Junction Impact Review
March 2021	WSP/National Highways	Technical Note 3 – Wirral Local Plan – Preferred Option Report Model Outputs Review
June 2021	WSP/National Highways	Review of Wirral Local Plan M53 Junction Assessment (email)
September 2021	WSP/National Highways	Wirral Local Plan Proposals: Junction Analysis Review

3 Points of Agreement

This section sets out the points of agreement between Wirral Borough Council and National Highways.

3.1 Local Plan Content and Timeframe

The basis of agreement on the quantum of development and strategic modelling of the Local Plan developments is contained in the Mott MacDonald report 'Wirral Local Plan Preferred Option Report: February 2021 Rev A'. (Report A).

The report sets out four highway forecasts (Baseline and Preferred Option Local Plan for both 2025 and 2037) that will account for traffic changes associated with proposed housing and employment scenarios together with any committed network updates.

The modelling includes the following quanta of new housing development and employment for the 2025 and 2037 assessment years.

Development Type	Baseline 2025	Local Plan 2025	Baseline 2037	Local Plan 2037
Housing (Units)	7,700	8,622	14,014	21,802
Employment (Jobs)	3,069	3,069	3,966	3,966

The Emerging Local Plan timeframe runs until 2037, accordingly it is agreed that the horizon year for the strategic modelling is appropriate.

3.2 Modelling Parameters

It is agreed that the strategic modelling methodology and parameters as set out in Report A are appropriate and provide a robust high-level assessment of the operation of the Strategic Road Network in future years.

The Mott MacDonald Report 'Wirral Local Plan - M53 junction appraisal' (Report B) assesses the impact of the Local Plan allocations against the baseline situation in 2037 using standalone local junction models of junctions on the M53 (Junctions 1 – 6). This report is included as Appendix A to this note. This modelling was requested by National Highways so that the impact of the Local Plan could be reviewed in detail on the junctions themselves, and also the merge / diverge slip road arrangements on the M53 mainline.

It is agreed that the standalone models are appropriate tools to review the detailed impacts of the proposed Local Plan.

3.3 Results of Modelling (Strategic)

The primary findings from the strategic modelling of the proposed Local Plan indicate that, on the Strategic Road Network:

- There is only one junction (J1 M53) that is forecast to have a V/C ratio that increases to at least 85% with the introduction of the Local Plan in 2037, when compared with the equivalent Baseline scenario. This increase in the V/C ratio occurs during the PM period only. There are no significant changes in junction V/C ratios on the Strategic Road Network in either the AM or IP periods.

The results of the Strategic Modelling demonstrates that impact from the Wirral Local Plan on the Strategic Road Network is not significant.

3.4 Results of Modelling (Local Junctions)

It is agreed that the operation of all junctions on the SRN within Wirral shall be monitored through the local plan period. Dialogue will remain open between WBC and National Highways on new planning applications and potential impact on the SRN junctions.

3.4.1 M53 Junction 1

It is agreed that the A554 (North) arm of the junction can be expected to operate considerably over capacity by 2037 without the Local Plan developments in place. The M53 off-slip arms are shown to operate within capacity and implementation of the LP proposals have a broadly negligible effect on operation of these arms. It is therefore considered that the impact of the Local Plan proposals on Junction 1 would be acceptable to National Highways.

It is agreed that National Highways will be consulted on any proposed improvements at the junction as they may develop to ensure these are not detrimental to the operation of the SRN at this location.

3.4.2 M53 Junction 2

It is agreed that the junction can be expected to operate within capacity in all future scenarios. It is therefore considered that the impact of the Local Plan proposals on Junction 2 would be acceptable.

3.4.3 M53 Junction 3

It is agreed that the junction can be expected to operate considerably over capacity in the peak hours by 2037 without the Local Plan proposals in place. Implementation of the Local Plan proposals take the junction further over capacity in the AM Peak and Inter Peak:

Options for improvement at the junction have been investigated by WBC. WBC will include a mitigation scheme at this junction in the Infrastructure Delivery plan. It is agreed that National Highways will be consulted on the proposed improvements as they are developed.

3.4.4 M53 Junction 4

It is agreed that the junction is expected to operate considerably above capacity in all base scenarios tested. Implementation of the LP proposals are then shown to take it further over capacity.

Options for improvement at the junction have been investigated by WBC. WBC will include a mitigation scheme at this junction in the Infrastructure Delivery plan. It is agreed that National Highways will be consulted on the proposed improvements as they are developed.

3.4.5 M53 Junction 5

It is agreed that the junction can be expected to operate considerably over capacity in all peaks by 2037 without the LP proposals in place. Implementation of the Local Plan proposals are then shown to take it slightly further over capacity in each period:

Options for improvement at the junction have been investigated by WBC. WBC will include a mitigation scheme at this junction in the Infrastructure Delivery plan. It is agreed that National Highways will be consulted on the proposed improvements as they are developed.

3.5 Future Actions

The following future actions are recommended:

- Ongoing liaison between National Highways and Wirral Borough Council during the lifespan of the Local Plan and the stages required to adopt it.
- Consultation with National Highways on significant planning applications within the borough with the potential to impact on the Strategic Road Network.
- Wirral Borough Council will ensure that the Infrastructure Delivery Plan is kept up to date as a live document, reflecting the mitigation needs and timescales for delivery ahead of further development. Wirral Borough Council remain responsible for progressing the Infrastructure Delivery Plan to meet the needs of the Local Plan even where funding is not yet identified

- Ongoing review of the implementation of the adopted Local Plan with National Highways.

This SoCG has been developed and agreed between National Highways and Wirral Council

**A. Report B: Wirral Local Plan – M53 Junction Appraisal:
Assessment Results Summary: August 2021 Update**

Project:	Wirral Local Plan – M53 Junction Appraisal		
Our reference:	100408026-008		
Prepared by:	James McManus	Date:	4 November 2021
Approved by:	Duncan Crockett	Checked by:	Sean Williamson
Subject:	M53 Junction Appraisal: Assessment Results Summary: November 2021 Update		

1 Introduction

Mott MacDonald is supporting Wirral Borough Council with the update to their Local Plan, and in particular, are assisting with the transport appraisal of the proposed land-use mix. During this process, Highways England have been a key stakeholder and have been consulted with during 2020 on the emerging options for the Local Plan – from which Highways England have provided guidance on how the potential impact of the Plan should be assessed on the Strategic Road Network.

The latest correspondence on this issue was provided by Highways England’s consultant for this project on 16th October 2020 which included the following request:

Highways England has requested that given the knowledge of the network and the proposed pattern of development, the following analysis is undertaken to assess the potential impact of the Local Plan on the M53 junctions (Baseline and Option 1A 2035):

- *The impact is assessed for each of junctions 1-6 of the M53 through the use of Junctions 9/LINSIG, as appropriate. If Wirral Council consider there is justification to exclude any of the junctions in the analysis we would need appropriate justification to eliminate them*
- *This should include an assessment of impacts on the M53 mainline including merge and diverge facilities*

This note seeks to satisfy the above request following the approval of a scope and method note issued by Mott MacDonald on the 11th February 2021.

1.1 Scope

The scope of the analysis encompasses all 5 of the M53 junctions (Junctions 1-5) within the Wirral Borough, as well as Junction 6 which lies in Cheshire West and Chester to include consideration of cross-boundary movements (refer to **Table 1.1** and **Figure 1.1**).

The following time periods have been considered:

- AM peak: 08:00-09:00
- Inter peak: 10:00-16:00
- PM peak: 17:00-18:00

1.2 Assessment Methodology

The assessment of the six M53 junctions has been agreed to comprise the following analysis:

- Signalised Junction Modelling:
 - LinSig and Junctions9 junction models have been built to assess the operation of the grade separated junctions 1, 2, 3, 4 and 5.
 - *Note: Junction 6 has not been modelled as it operates as a free-flow junction.*
- Merge/ Diverge Assessment:
 - A merge/ diverge configuration assessment has also been undertaken for all merges and diverges at all six M53 junctions, utilising an in-house spreadsheet developed to evaluate layout configuration requirements based on DMRB CD122 (rev 1) Geometric design of grade separated junctions.

Traffic flows have been sourced directly from the calibrated Wirral SATURN Model for the following three assessment scenarios:

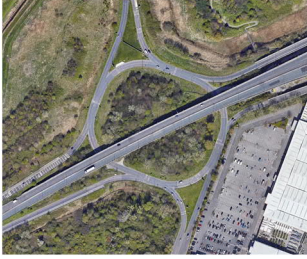





- 2015 Base: To represent the existing (pre-Covid) traffic situation
- 2037 Do Minimum: To represent the forecasted development trip growth excluding the Local Plan
- 2037 Do Something: To measure the traffic impact of the preferred Local Plan development scenario

Note: The Local Plan land-use scenario considered in the 2037 Do Something traffic modelling has been confirmed as Option 1A – Urban Intensification, which is primarily based around utilising vacant/low performing brownfield land.

It should be noted that, in order to assess the relative impact of the change in traffic flows on the operation of each motorway junction, signal timings are consistent in the 2015 Base and 2037 Future Year scenarios.

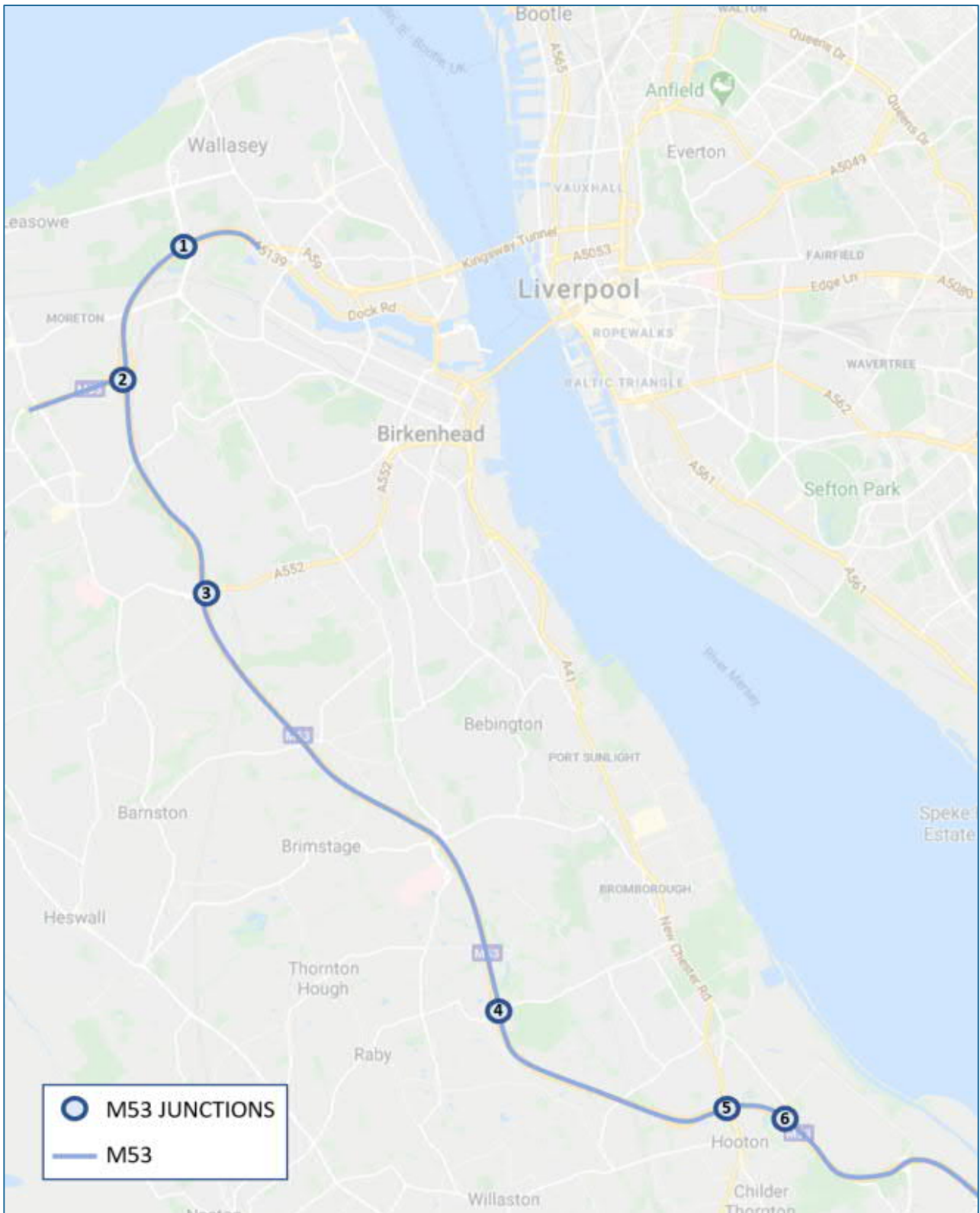
Following this, **Section 4** provides the results for a number of tests which have been undertaken to enhance junction performance. These options are restricted to the reconfiguration of signal timings and road markings to better manage predicted traffic patterns. No physical infrastructure upgrades have been considered at this time. It should be stressed that the options presented are 'ideas' as opposed to 'proposals'.

Table 1.1: M53 Junction Assessment Scope Summary

Junctions	Satellite Imagery	Description	Junction Modelling Assessments Undertaken	
			LinSig	Merge/ Diverge
M53 – Junction 1		<p>All movement, signalised roundabout junction</p> <ul style="list-style-type: none"> Arm A (N): A554 Arm B (E): A5193 Arm C (S): A554 Arm D (W): M53 	Yes	Yes
M53 – Junction 2		<p>All movement, free-flow junction:</p> <ul style="list-style-type: none"> Arm A (N): M53 Arm B (S): M53 Arm C (W): M53 	Yes	Yes
Junction 3		<p>All movement, partially signalised roundabout junction</p> <ul style="list-style-type: none"> Arm A (N): M53 Arm B (E): A552 Arm C (S): P. Way Arm D (S): M53 Arm E (W): A552 	Yes	Yes
M53 – Junction 4		<p>All movement, signalised roundabout junction</p> <ul style="list-style-type: none"> Arm A (N): Mount Rd Arm B (E): B5137 Arm C (S): M53 Arm D (S): Mount Rd Arm E (W): A5137 Arm 6 (W): M53 	Yes	Yes
M53 – Junction 5		<p>All movement, partially signalised roundabout junction</p> <ul style="list-style-type: none"> Arm A (N): New Chester Rd Arm B (E): M53 Arm C (S): New Chester Rd Arm D (W): M53 	Yes	Yes
M53 – Junction 6		<p>All movement, free-flow junction</p> <ul style="list-style-type: none"> Arm A (E): M53 Arm B (S): M53 Arm C (W): M53 	No <i>Junction free-flow</i>	Yes

Source: Mott MacDonald/ Google Maps

Figure 1.1: M53 junctions 1-6 – location plan



Source: Mott MacDonald/ Google Maps

2 Junction Modelling Results

Junction models have been built for the four signal-controlled M53 junctions (1, 3, 4 and 5), as well as Junction 2 spur, using LinSig, to assess operational performance with respect to the 2015 base year and both 2037 future year traffic flow scenarios. It should also be noted that the priority roundabout to the west of J2 spur has also been modelled using Junctions 9 software.

This section sets out a brief methodology before presenting a summary of the modelling results.

2.1 Methodology

The modelling software LinSig has been used to carry out the operational modelling. LinSig is the industry standard tool for evaluating the operation of signal-controlled junctions.

The four key LinSig output statistics used to compare the operation of each junction within the following subsections are defined below:

- **PRC:** Practical reserve capacity is a measure of the remaining capacity at a signalised junction which is normally a proxy of the worst performing approach. A value of 5% or more indicates that a junction is operating within its available capacity and is likely able to accommodate additional traffic demand.
- **Delay:** Delay is a measurement of average delay incurred by each vehicle on each approach to the junction (measured in seconds per vehicle).
- **DoS:** Degree of saturation is the ratio of flow over capacity for a particular lane expressed as a percentage (%). A DoS value of 90% or above indicates that the arm has exceeded theoretical operational capacity.
- **MMQ:** Mean maximum queue length represents the average maximum queue during each cycle of the traffic signals, averaged over all cycles within the modelled period (measured in pcu (passenger car units)).

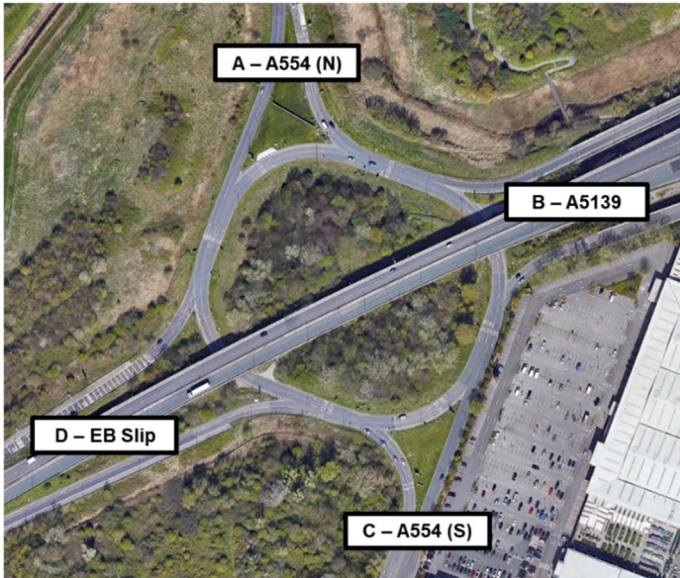
2.2 Assessment Results

This section summarises the results of the LinSig assessments for M53 Junction 1, 2, 3, 4 and 5.

2.2.1 Junction 1

M53 Junction 1 comprises a four-arm signalised roundabout junction, as described below.

Figure 2.1: M53 Junction 1 satellite imagery



Source: Mott MacDonald/ Google Maps

The LinSig modelling results for this junction are summarised in the following table:

Table 2.1: M53 Junction 1 – LinSig modelling results summary

Scenario	AM Peak Results		IP Peak Results		PM Peak Results	
	PRC (%)	Delay (pcu/hr)	PRC (%)	Delay (pcu/hr)	PRC (%)	Delay (pcu/hr)
2015 Base Year	3.5	36.72	0.9	26.61	3.1	30.60
2037 Do Minimum	-58.6	247.67	1.4	37.90	-36.5	134.84
2037 Do Something	-58.2	246.29	1.4	33.92	-35.5	129.64

Source: Mott MacDonald

The above modelling results indicate that the junction currently operates within its available capacity under all 3 peak hours with respect to the 2015 base year traffic flows.

However, all peak hour demands in both 2037 future year scenarios force the overall junction PRC values below 5%, suggesting the existing layout is insufficient to accommodate forecasted traffic flows.

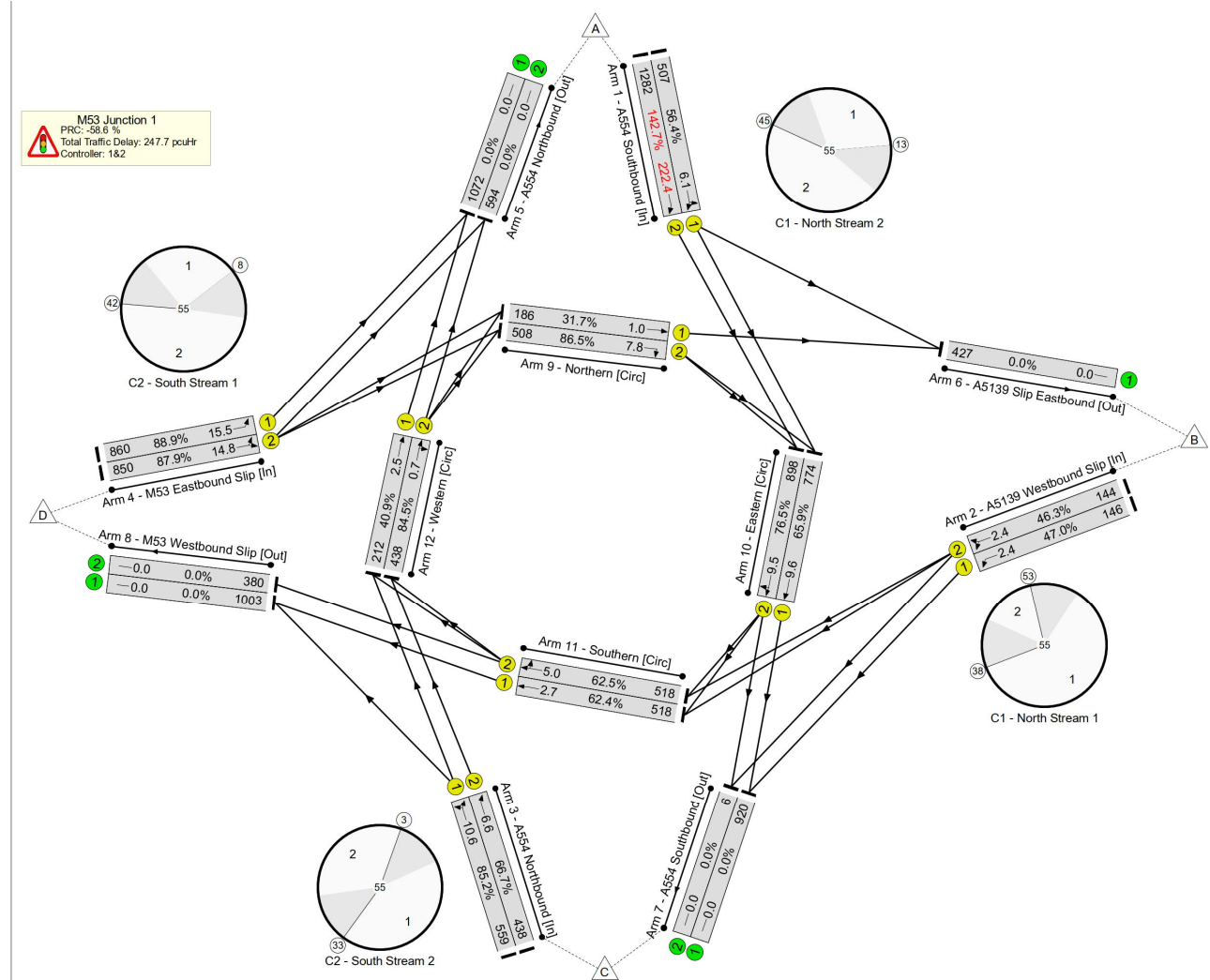
In particular, flow increases in the AM and PM peak hours see PRC values increase to up to -58.6% and -36.5% respectively. This results in delay increases of up to 247.67 pcu/hr, as seen in the 2037 Do Minimum AM peak.

However, comparison between the 2037 Do Minimum and Do Something scenario suggests this impact is not as a result of the Local Plan development accounted for within the Do Something scenario. In fact, the junction is indicated to perform marginally better under the 2037 Do Something traffic flows, suggesting the future year performance issues can be attributed to the background traffic growth forecasted in the Do Minimum scenario and not as a result of the Local Plan impact.

The following four figures below provide a more detailed look at the modelling results for the AM and PM peak hour demands in both the 2037 future year scenarios. This analysis offers further insight into which junction arms are expected to operate poorly and may require mitigation.

Figure 2.2 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Minimum AM Peak traffic scenario.

Figure 2.2: M53 Junction 1 – Model overview – 2037 AM Do Minimum

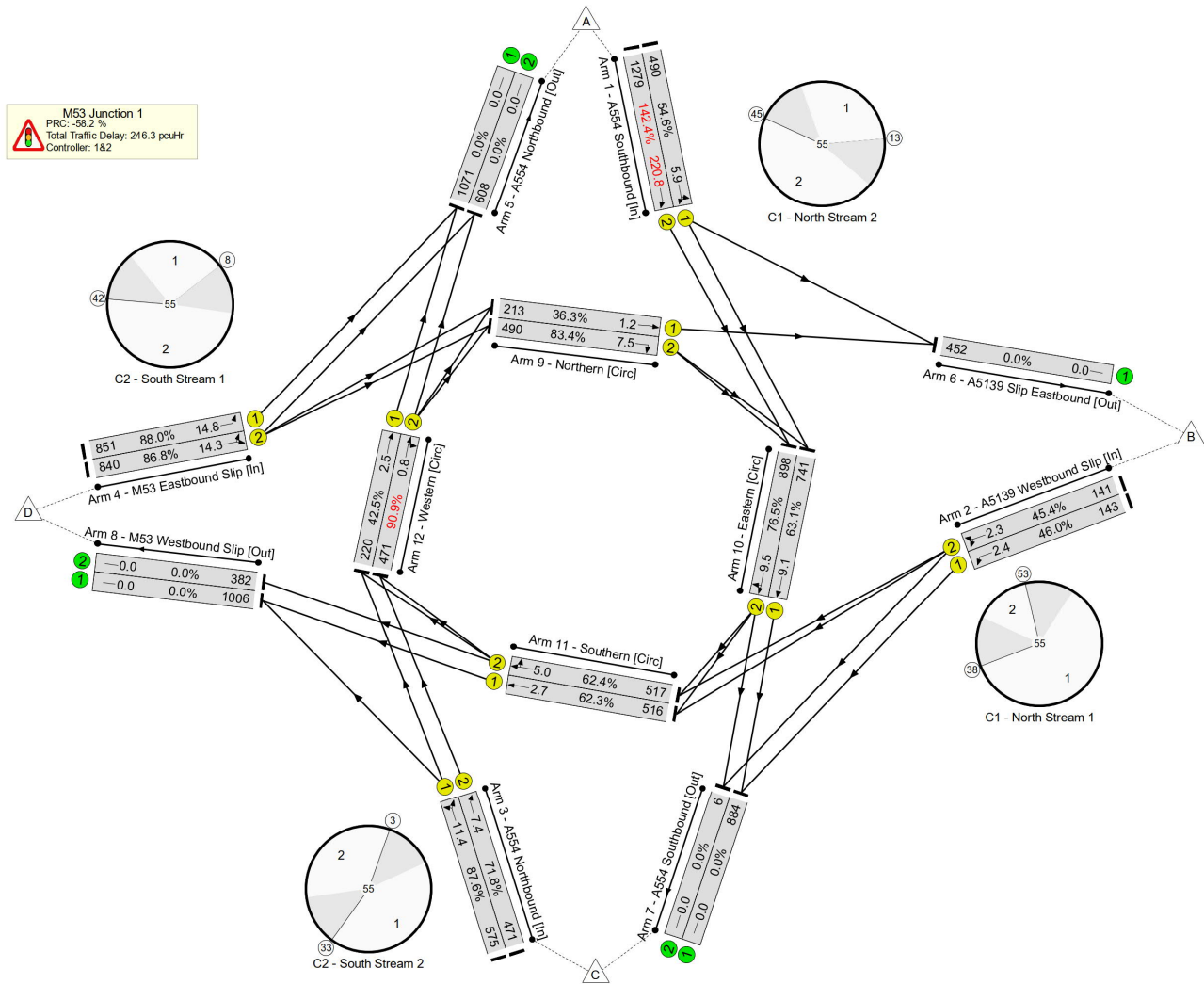


Source: Mott MacDonald

It can be seen that the overall junction PRC value of -58.6% results largely from the indicated capacity issue on the northern arm (arm A - A554). The offside lane describes a DoS of 142.7%, suggesting this arm would be forced above its operational capacity under 2037 traffic flows. This is expected to result in a MMQ of 222.4 PCUs. All other arms are anticipated to remain below a 90% DoS, suggesting they would still operate within capacity.

Figure 2.3 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Something AM Peak traffic scenario.

Figure 2.3: M53 Junction 1 – Model overview – 2037 AM Do Something

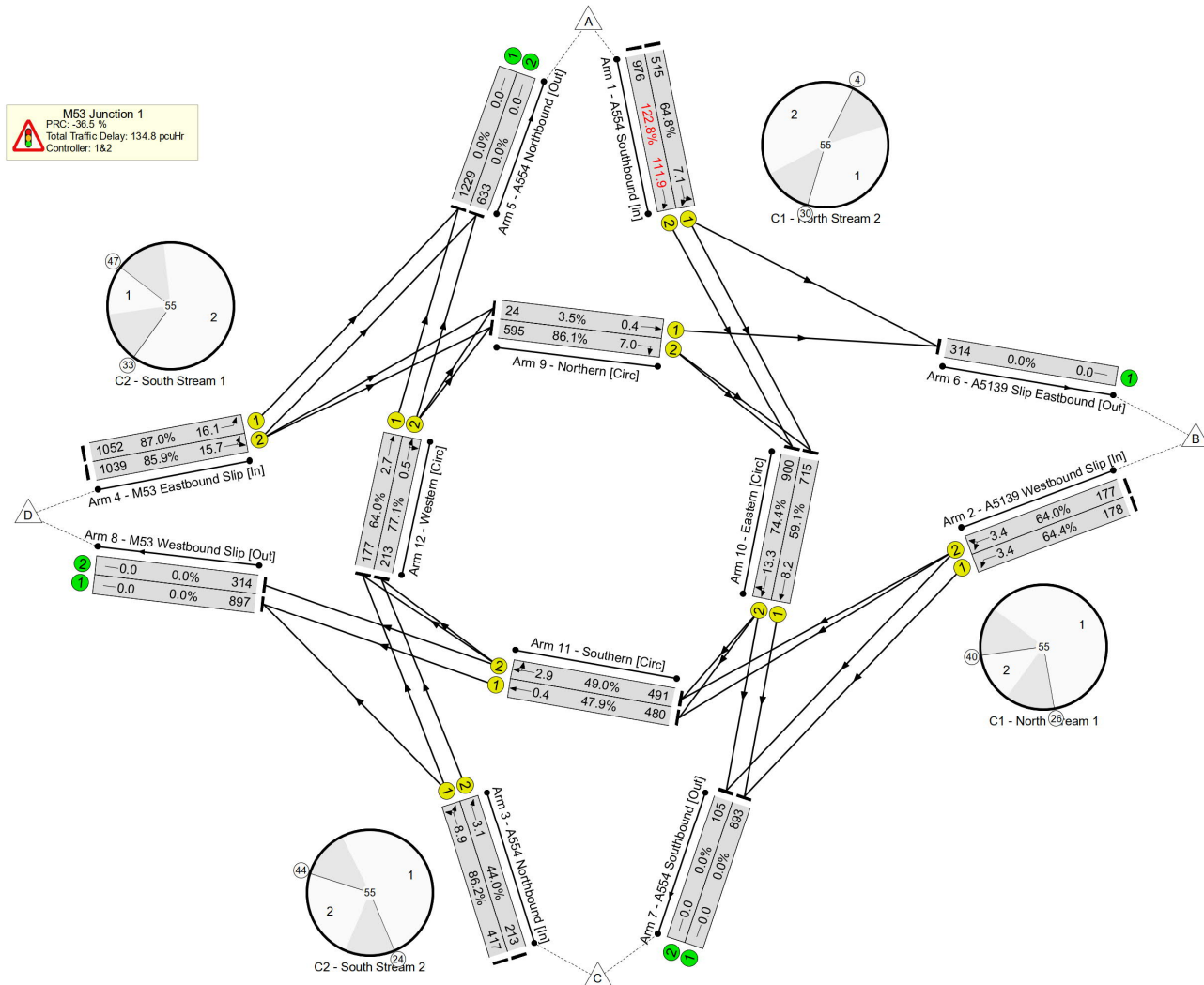


Source: Mott MacDonald

The results are seen to be very similar to those of the 2037 Do Minimum, with all arms other than arm A anticipated to operate within their operational capacity. As mirrored in overall junction PRC (-58.2%), the 2037 Do Something scenario describes marginally improved DoS and MMQ values of 142.4% and 220.8 PCUs respectively.

Figure 2.4 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Minimum PM Peak traffic scenario.

Figure 2.4: M53 Junction 1 – Model overview – 2037 PM Do Minimum

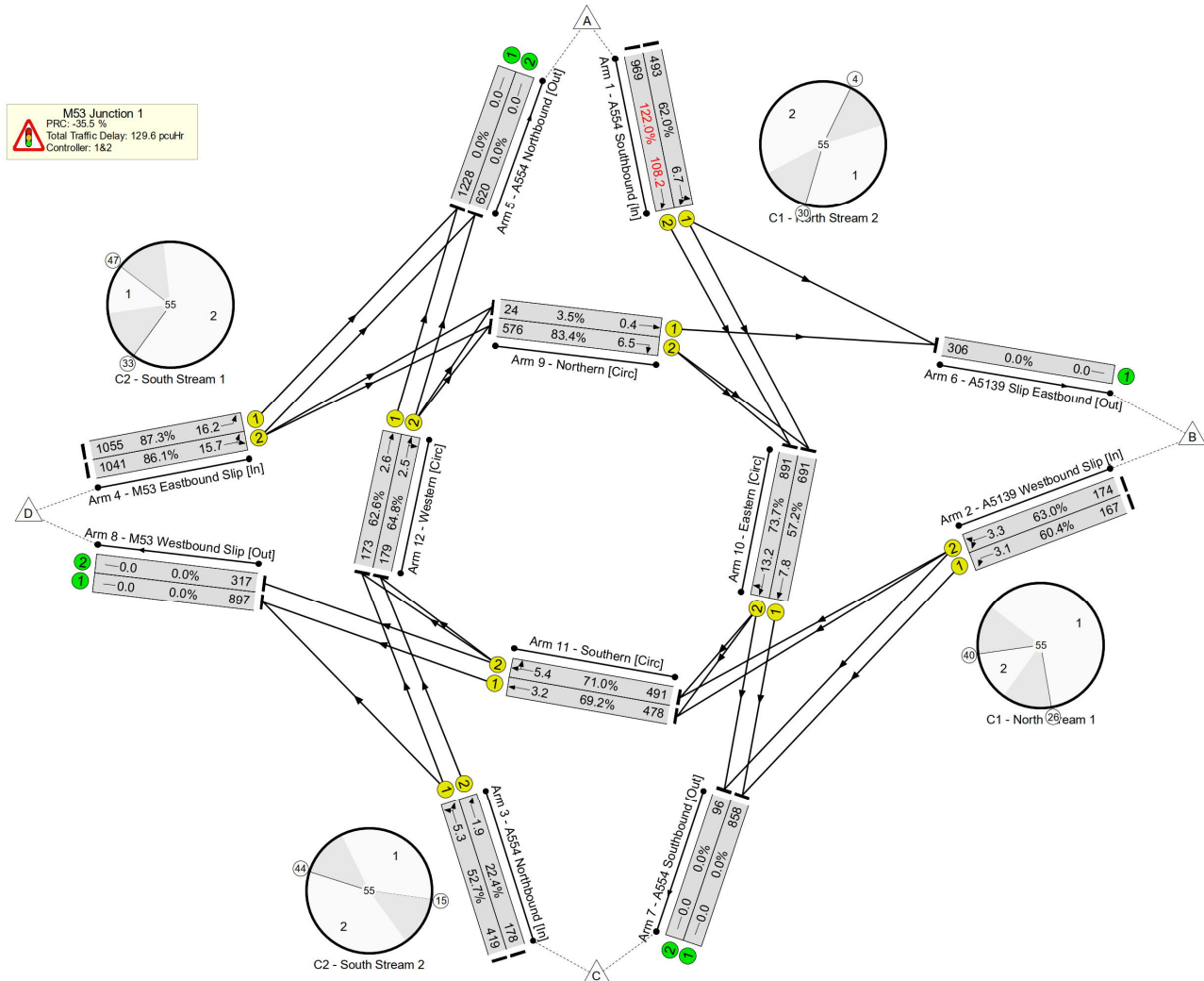


Source: Mott MacDonald

As seen in the AM peak, the PM peak traffic flows are also anticipated to result in arm A (A554) operating over capacity with a DoS of 122.8%. The resultant MMQ value is lower in the PM peak at 111.9 PCUs. All other arms are again anticipated to remain below a 90% DoS, suggesting they would still operate within capacity.

Figure 2.5 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Something PM Peak traffic scenario.

Figure 2.5: M53 Junction 1 – Model overview – 2037 PM Do Something



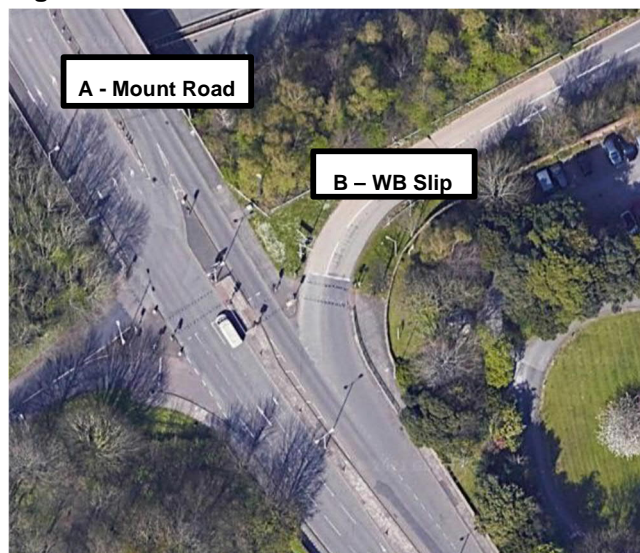
Source: Mott MacDonald

The results are seen to be very similar to those of the 2037 Do Minimum, with all arms other than arm A anticipated to operate within their operational capacity. As mirrored in the overall junction PRC (-35.5%), the 2037 Do Something scenario describes marginally improved DoS and MMQ values of 122.0% and 108.2 PCUs respectively.

2.2.2 Junction 2A

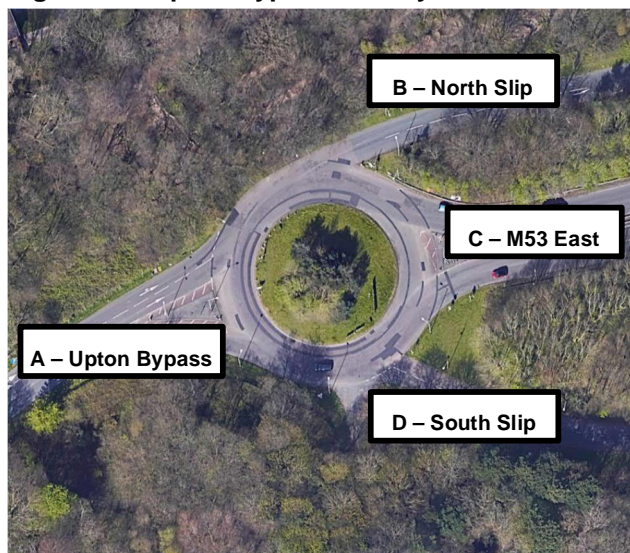
The modelling for M53 Junction 2A comprises of the signalised node between Moreton Spur and Moreton Road, as well as the priority roundabout to the west. This is described in the figures below.

Figure 2.6: M53 Junction 2A



Source: Mott MacDonald/Google Maps

Figure 2.7: Upton Bypass Priority Roundabout



Source: Mott MacDonald/Google Maps

LinSig has been utilised to model the junction between Mount Road/M53 westbound slip, whereas Junctions 9 software (ARCADY) has been used to model the western priority roundabout. Modelling results are provided in **Table 2.2** and **Table 2.3** below.

Table 2.2: M53 Junction 2A – LinSig modelling results summary

Scenario	AM Peak Results		IP Peak Results		PM Peak Results	
	PRC (%)	Delay (pcu/hr)	PRC (%)	Delay (pcu/hr)	PRC (%)	Delay (pcu/hr)
2015 Base Year	449.1	2.07	482.3	1.85	256.2	1.46
2037 Do Minimum	364.2	2.41	321.9	2.74	200.6	1.74
2037 Do Something	346.2	2.52	315.	2.80	203.5	1.73

Source: Mott MacDonald

Table 2.4 indicates that the junction will operate with significant reserve capacity in both Future Year Scenarios. The Local Plan development traffic will not have an adverse impact upon the operation of the junction.

Table 2.3: Upton Bypass Roundabout – ARCADY modelling results summary

Scenario	AM Peak Results		IP Peak Results		PM Peak Results	
	NRC (%)	Delay (s)	NRC (%)	Delay (s)	NRC (%)	Delay (s)
2015 Base Year	13	7.33	111	2.60	5	14.98

Scenario	AM Peak Results		IP Peak Results		PM Peak Results	
	NRC (%)	Delay (s)	NRC (%)	Delay (s)	NRC (%)	Delay (s)
2037 Do Minimum	6	9.88	21	5.98	2	20.40
2037 Do Something	6	9.99	21	6.03	1	21.75

Source: Mott MacDonald

Network Residual Capacity (NRC) is the measure of how much additional traffic the junction can accommodate before issues start to arise. **Table 2.5** indicates that the Upton Bypass Roundabout will operate within capacity in all scenarios.

It should be noted that, particularly in the PM peak, the junction is approaching capacity in the Base and Future year scenarios. NRC decreases to 1% in the 2037 Do Something PM scenario, with an associated delay of 21.75 seconds. However, when compared with the metrics for the 2037 Do Minimum scenario, the additional traffic associated with the Do Something scenario has a negligible impact upon the operation of the junction. Therefore, it is not envisaged that any mitigation will be required at this junction in the future.

2.2.3 Junction 3

M53 Junction 3 comprises a five-arm partially signalised roundabout junction, as described below:

Figure 2.8: M53 Junction 3 satellite imagery



Source: Mott MacDonald/ Google Maps

The LinSig modelling results for this junction are summarised in the following table:

Table 2.4: M53 Junction 3 – LinSig modelling results summary

Scenario	AM Peak Results		IP Peak Results		PM Peak Results	
	PRC (%)	Delay (pcu/hr)	PRC (%)	Delay (pcu/hr)	PRC (%)	Delay (pcu/hr)
2015 Base Year	-26.4	60.41	5.1	11.50	1.9	24.94
2037 Do Minimum	-35.6	155.95	-40.1	82.31	-99.8	251.91
2037 Do Something	-41.5	174.50	-42.6	86.18	-104.9	279.08

Source: Mott MacDonald

The above modelling results indicate that the junction currently operates above its available capacity in the 2015 Base Year AM (-24.4 PRC/60.41 pcu/hr). The junction operates within capacity in the 2015 Base Year IP and PM peak scenarios

In the 2037 Future Year scenarios, PRC and delay worsen, with -35.6%/155.95 pcu/hr recorded in the Do Minimum scenario, and -41.5%/174.50 pcu/hr in the Do Something.

In the PM peak, performance is noted to be significantly poorer in the 2037 Future Year scenarios when compared with the 2015 Base Year. The Do Minimum scenario records a PRC of -99.8% and associated delay of 251.91 pcu/hr. In the Do Something scenario, PRC decreases to -104.9%, with an associated delay of 279.08 pcu/hr.

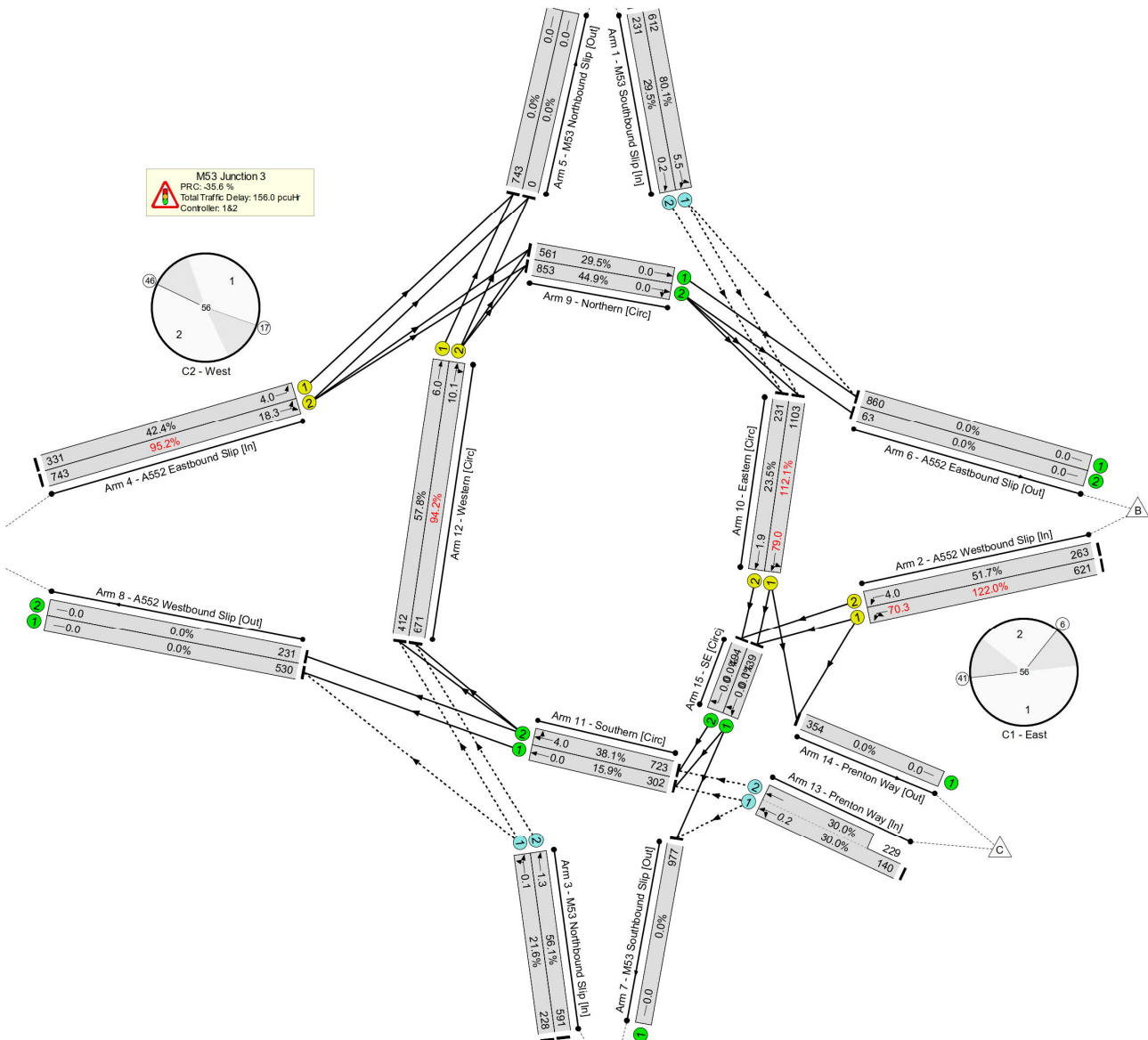
Comparison between the 2037 Do Minimum and Do Something scenarios suggest some additional impact on operation as a result of the additional Local Plan flows accounted for in the Do Something scenario.

However, the most significant change is again seen between the 2015 Base Year and 2037 Do Minimum scenarios, suggesting the majority of the impact is attributed to the background traffic growth and not that of the Local Plan.

The following four figures below provide a more detailed look at the modelling results for the AM and PM peak hour demands in both the 2037 future year scenarios. This analysis offers further insight into which junction arms are expected to operate poorly and may require mitigation.

Figure 2.9 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Minimum AM Peak traffic scenario.

Figure 2.9: M53 Junction 3 – Model overview – 2037 AM Do Minimum

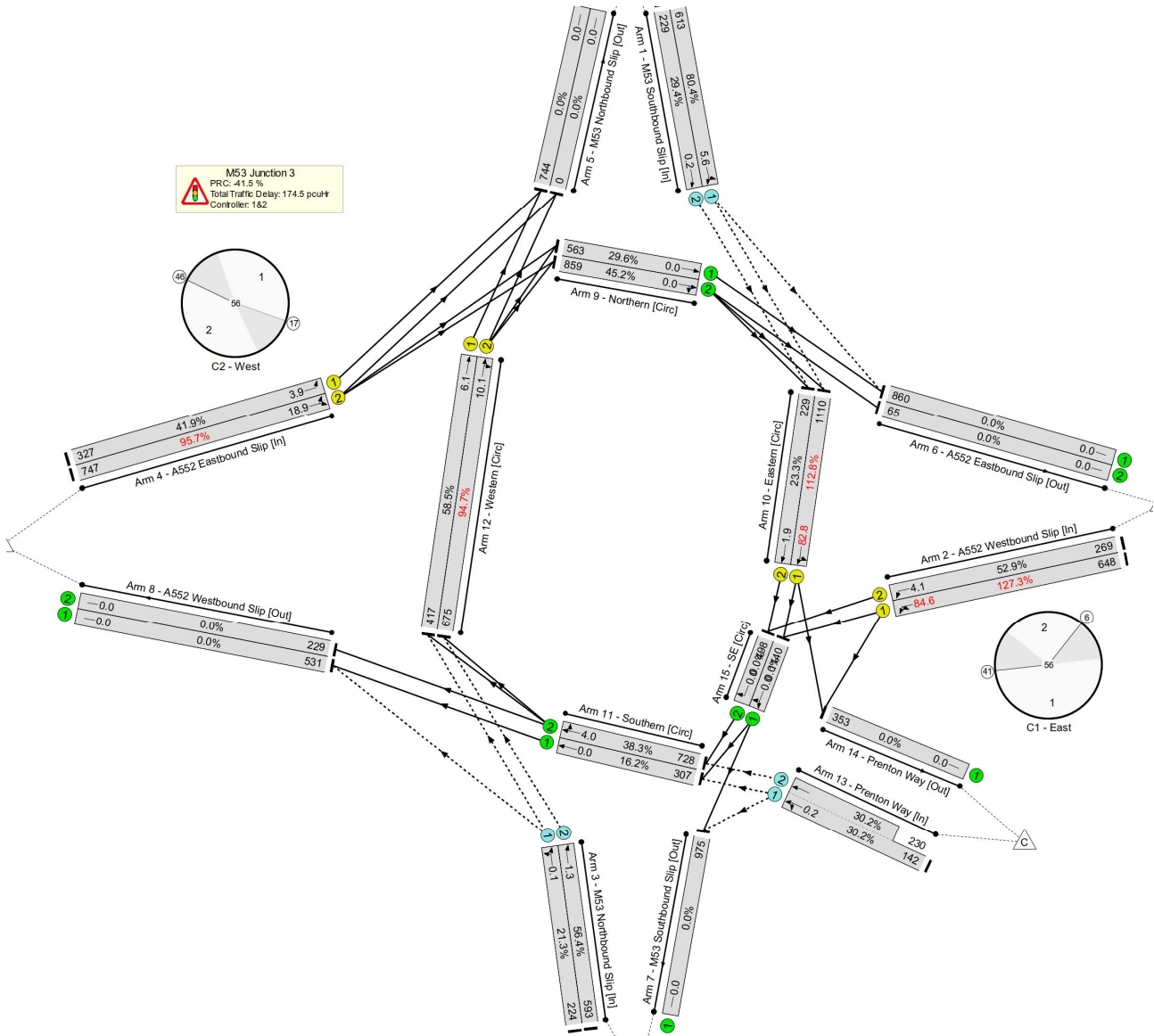


Source: Mott MacDonald

It can be seen above that both of the signalised approach arms are anticipated to operate above capacity. The westbound approach depicts a DoS of 122.0% while the eastbound approach describes a DoS of 95.2%. This results in an MMQ of 70.3 /18.3 PCUs respectively.

Figure 2.10 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Something AM Peak traffic scenario.

Figure 2.10: M53 Junction 3 – Model overview – 2037 AM Do Something

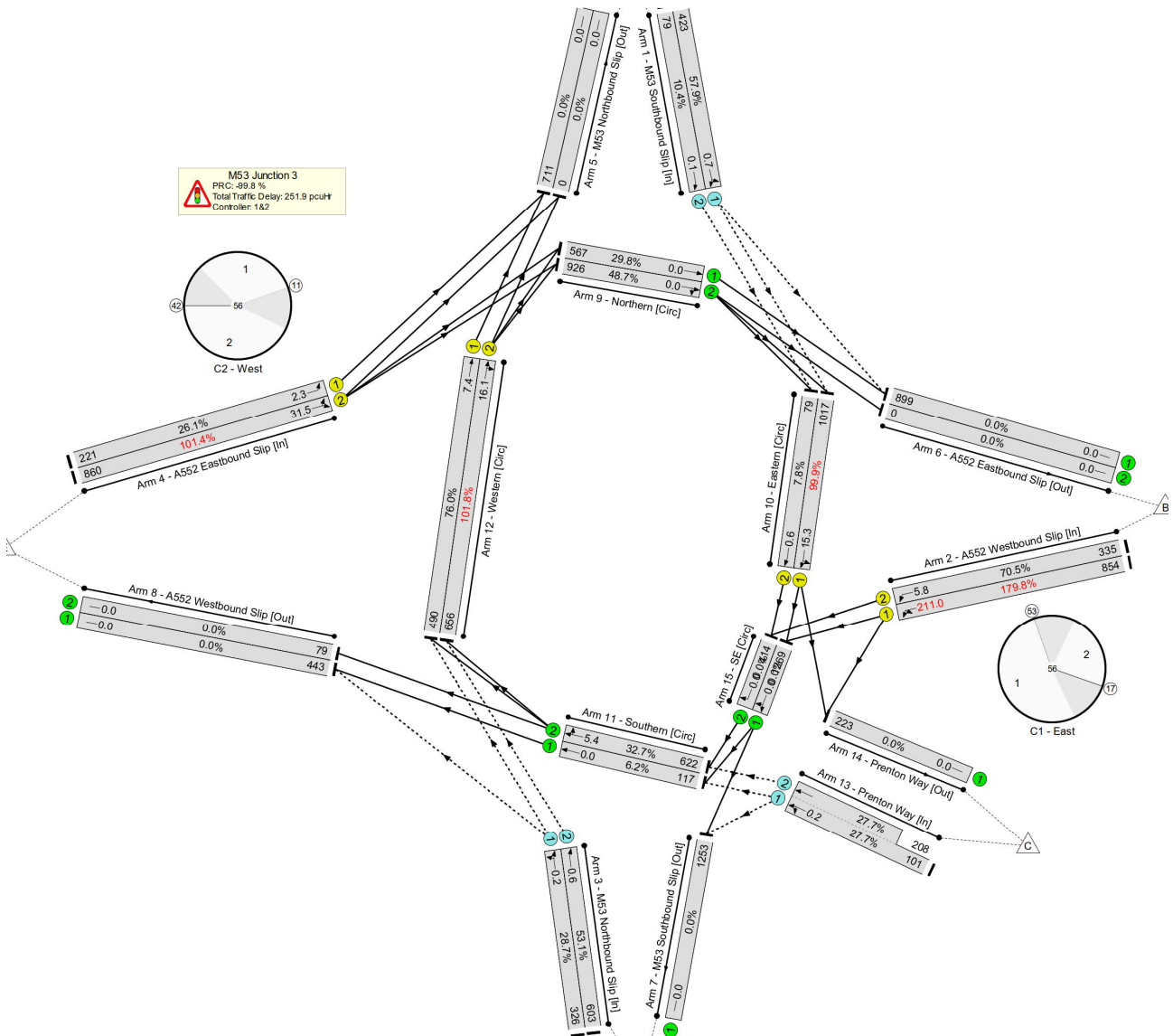


Source: Mott MacDonald

The results above are similar to those of the 2037 Do Minimum scenario, again with both the eastern and western approach arms exceeding their operational capacity. The DoS on the westbound approach is noted to be marginally higher than those observed under the Do Minimum traffic flows, suggesting a small potential additional impact as a result of the Local Plan development accounted for in the Do Something traffic flows.

Figure 2.11 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Minimum PM Peak traffic scenario:

Figure 2.11: M53 Junction 3 – Model overview – 2037 PM Do Minimum

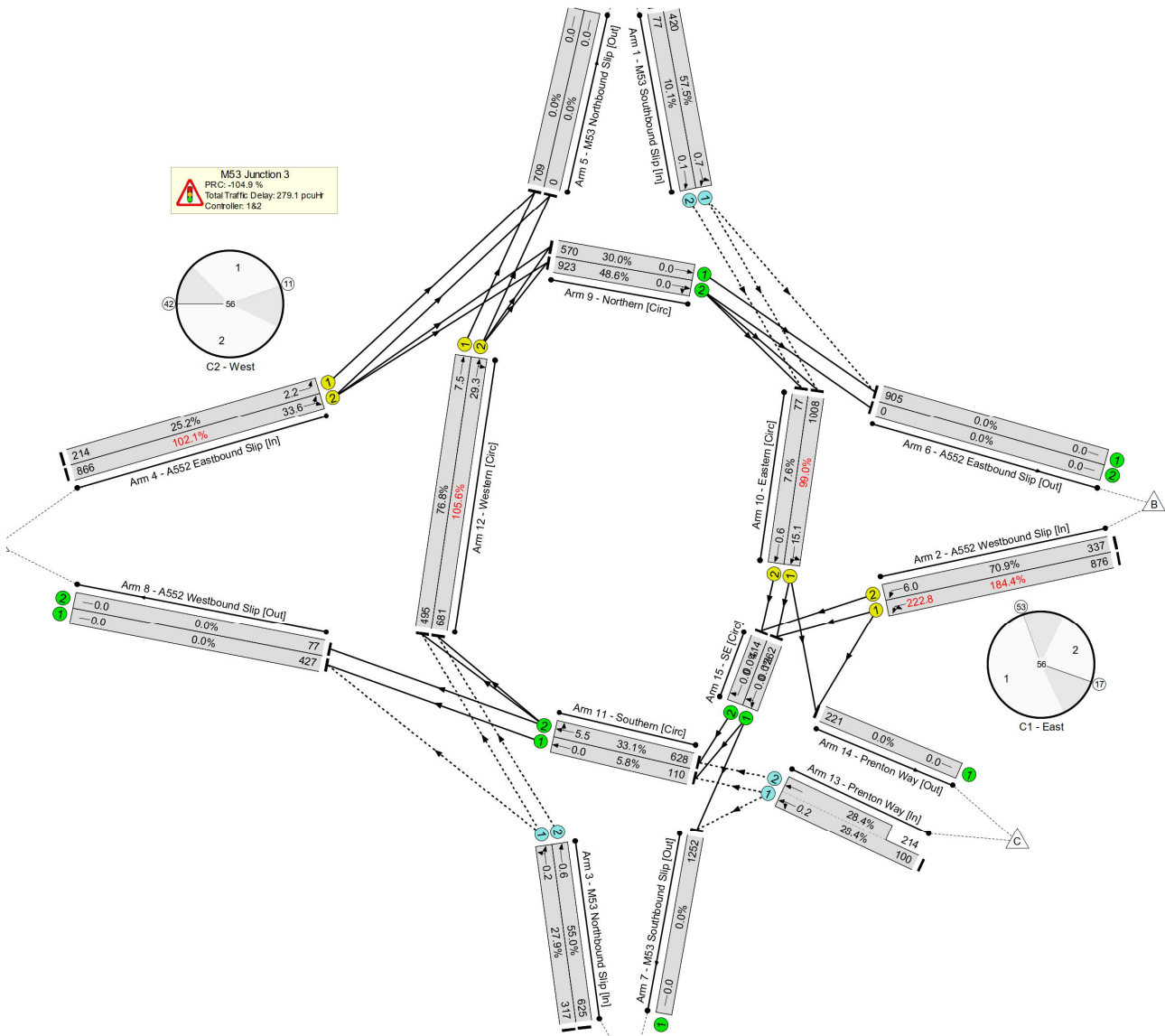


Source: Mott MacDonald

The PM peak traffic flows are anticipated to result in the A552 Westbound Slip (arm B) and A552 Eastbound (arm E) operating over capacity with a DoS of 179.8% and 101.4% respectively. As seen in the overall junction PRC results, the PM peak DoS values are higher than those described in the AM peak, particularly on arm B as a result of higher westbound movements in the PM peak. The MMQ on arm B also increases to 211 PCUs while the MMQ on arm E increases to 31.5 PCUs.

Figure 2.12 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Something PM Peak traffic scenario:

Figure 2.12: M53 Junction 3 – Model overview – 2037 PM Do Something



Source: Mott MacDonald

The above results are seen to be similar to those of the 2037 Do Minimum scenario, with the 2 over-capacity signalised arms showing slightly worse DoS at 184.4% and 102.1% on arms B and E respectively. This is mirrored with slight increases in MMQ to 222.8 PCUs and 33.6 PCUs respectively. Again, suggesting a small potential additional impact as a result of the Local Plan development accounted for in the Do Something traffic flows.

2.2.4 Junction 4

M53 Junction 4 comprises a six-arm signalised roundabout junction, as described below:

Figure 2.13: M53 Junction 4 satellite imagery



Source: Mott MacDonald/ Google Maps

The LinSig modelling results for this junction are summarised in the following table.

Table 2.5: M53 Junction 4 – LinSig modelling results summary

Scenario	AM Peak Results		IP Peak Results		PM Peak Results	
	PRC (%)	Delay (pcu/hr)	PRC (%)	Delay (pcu/hr)	PRC (%)	Delay (pcu/hr)
2015 Base Year	-17.4	74.81	29.3	31.10	-40.7	228.96
2037 Do Minimum	-68.4	554.94	-10.4	86.08	-50.4	353.53
2037 Do Something	-72.2	430.73	-53.8	222.31	-50.4	365.76

Source: Mott MacDonald

The above modelling results indicate that the junction currently operates above its available capacity under both the AM and PM peak hours with respect to the 2015 base year traffic flows. Performance is noted to be poorest in the PM with a PRC value of -40.7% while a value of -17.4% is noted in the AM peak.

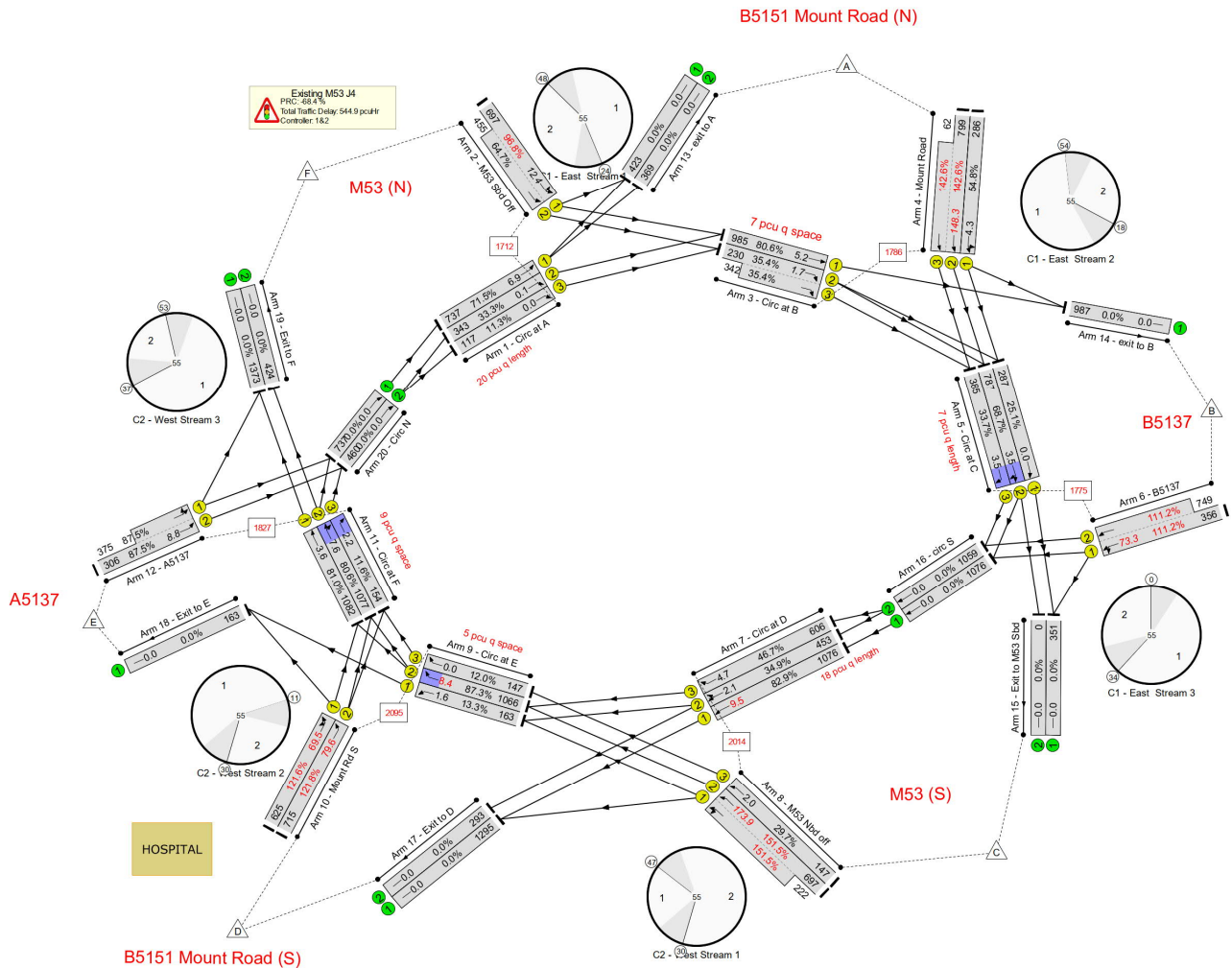
The increased traffic demands forecasted within both 2037 future year scenarios are seen to impact the junction operation across all 3 peak hours, decreasing PRC values to -72.2%, -53.8% and -43.3% respectively. The worst performance is noted to shift to the AM peak which results in anticipated delays of 554.94 and 430.73 pcu/hr in the Do Minimum and Do Something scenarios respectively.

Comparison between the 2037 Do Minimum and Do Something scenarios suggest some additional impact on operation as a result of the additional Local Plan flows accounted for in the Do Something scenario, particularly in the inter peak. However, the most significant change is generally again seen between the 2015 Base Year and 2037 Do Minimum scenarios, suggesting the majority of the impact is attributed to the background traffic growth and not that of the Local Plan.

The following four figures below provide a more detailed look at the modelling results for the AM and PM peak hour demands in both the 2037 future year scenarios. This analysis offers further insight into which junction arms are expected to operate poorly and may require mitigation.

Figure 2.14 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Minimum AM Peak traffic scenario.

Figure 2.14: M53 Junction 4 – Model overview – 2037 AM Do Minimum



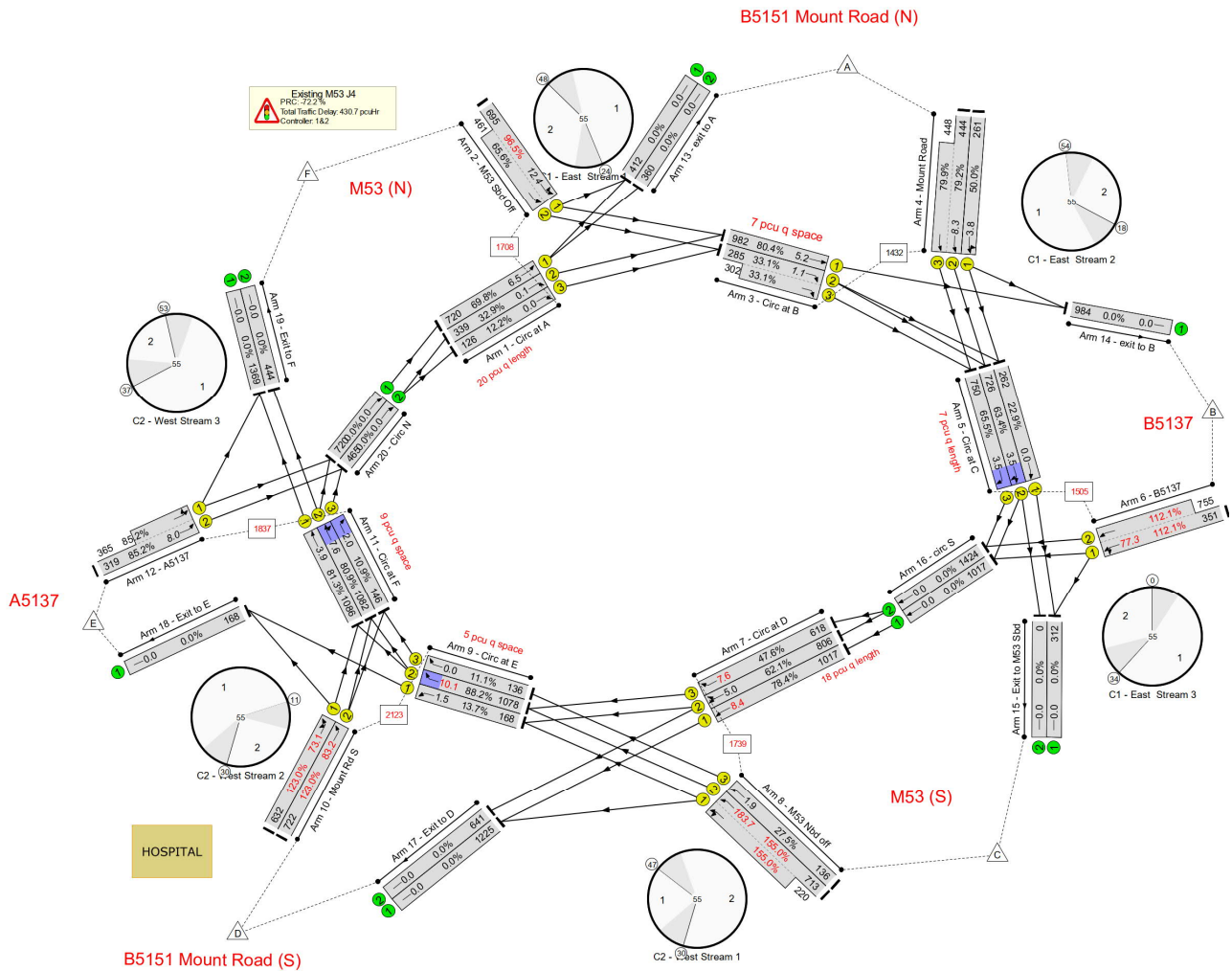
Source: Mott MacDonald

The above outputs indicate that 4 of the 6 approach arms will exceed operational capacity under the AM peak flows in the Do Minimum scenario as summarised below:

- Arm A – Mount Road (N): 142.6% DoS, 148.3 pcu MMQ
- Arm B – B5137: 111.2% DoS, 73.3 pcu MMQ
- Arm C – M53 (S): 151.6% DoS, 179.3 pcu MMQ
- Arm D – Mount Road (S): 121.8% DoS, 79.6 pcu MMQ

Figure 2.15 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Something AM Peak traffic scenario.

Figure 2.15: M53 Junction 4 – Model overview – 2037 AM Do Something



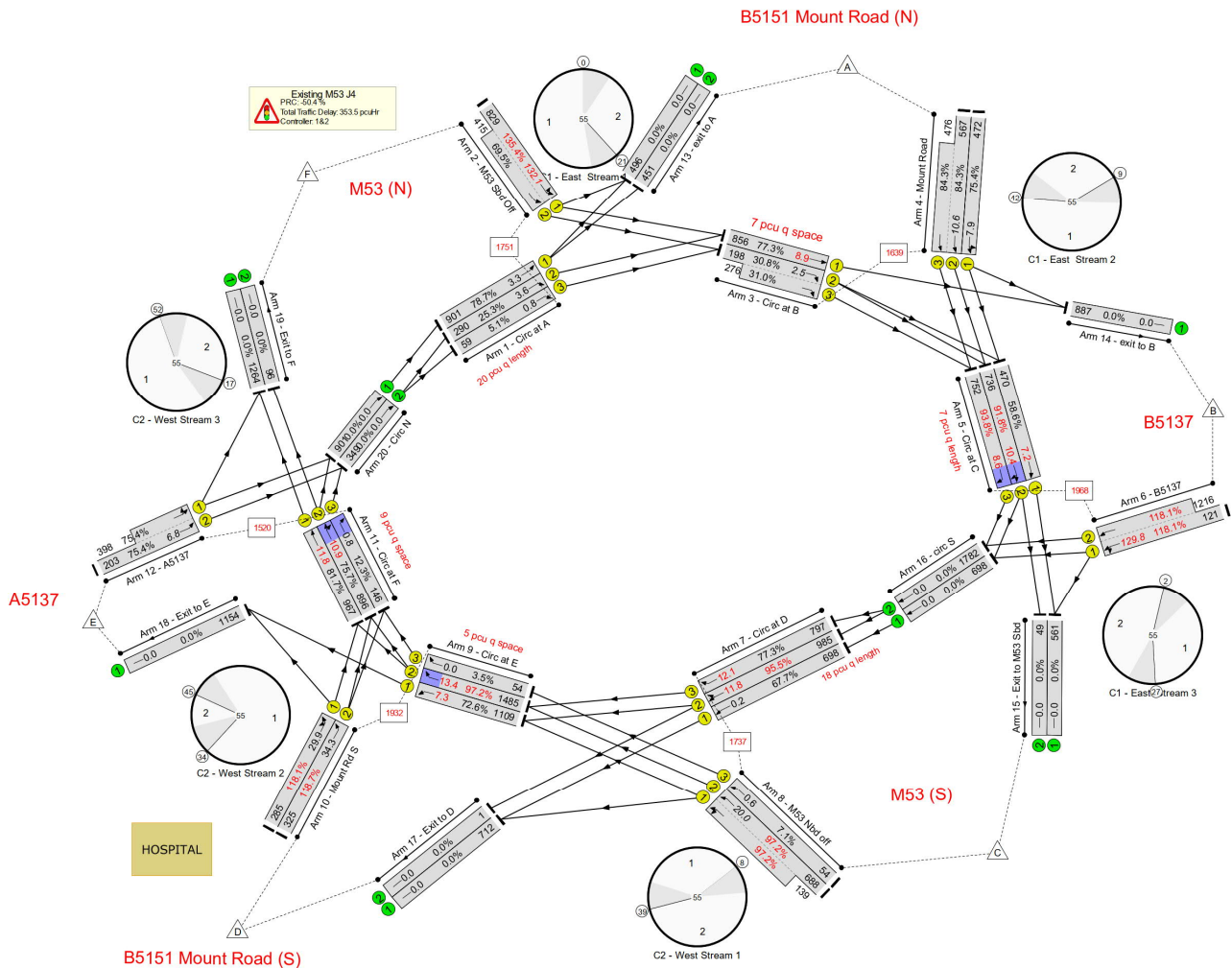
Source: Mott MacDonald

The above results are generally similar to those seen in the Do Minimum AM peak scenario with the exception of arm A (Mount Road) which sees an ease in pressure allowing it to operate within capacity. The other 3 approach arms expected to exceed capacity in the Do Minimum scenario conversely all observe a slight additional impact as summarised below:

- Arm B – B5137: 112.1% DoS, 77.3 pcu MMQ (increase of 0.9% DoS, 4 pcu MMQ)
- Arm C – M53 (S): 155% DoS, 183.7 pcu MMQ (increase of 3.4% DoS, 9.8 pcu MMQ)
- Arm D – Mount Road (S): 123% DoS, 83.2 pcu MMQ (increase of 1.2% DoS, 3.6 pcu MMQ)

Figure 2.16 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Minimum PM Peak traffic scenario.

Figure 2.16: M53 Junction 4 – Model overview – 2037 PM Do Minimum



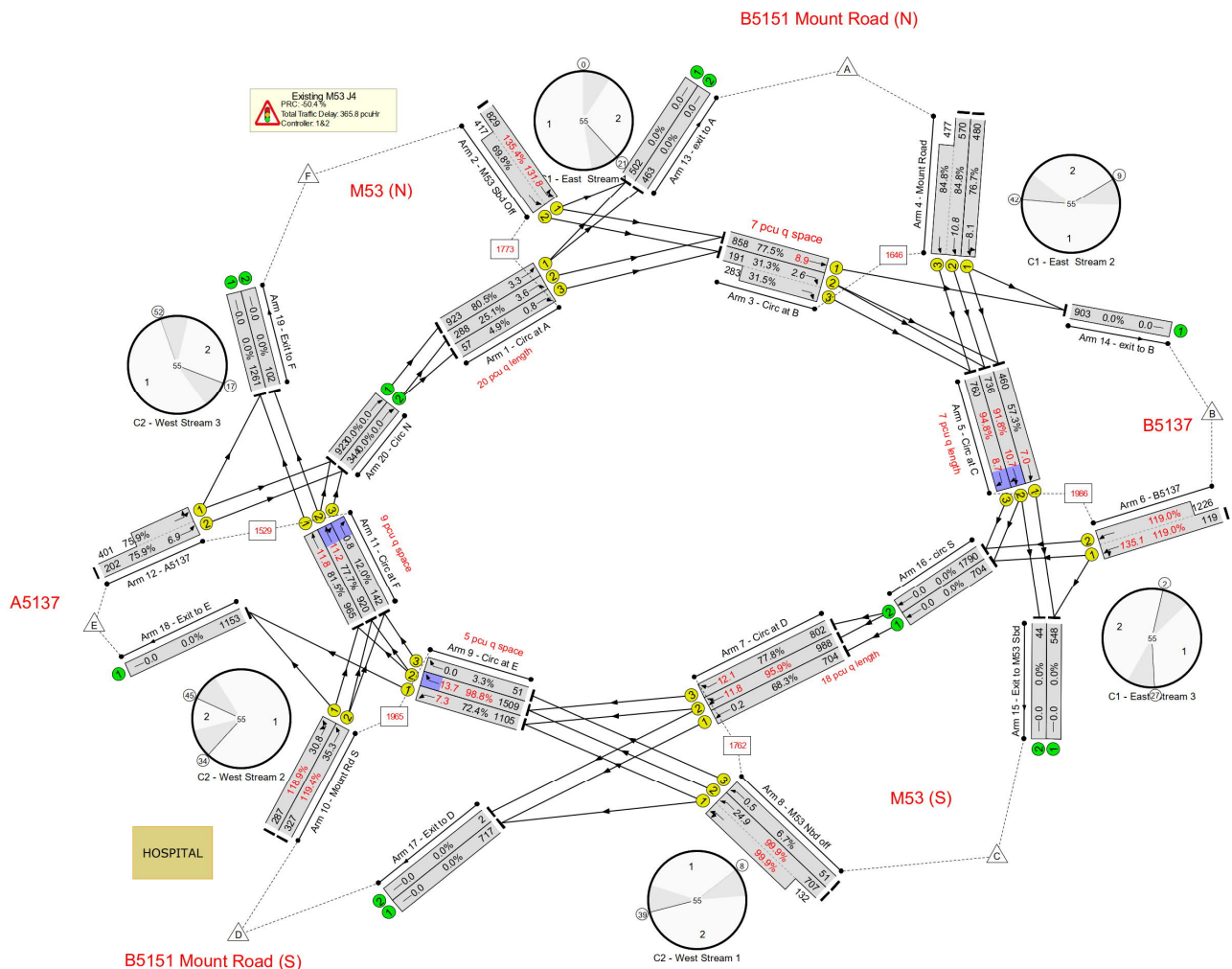
Source: Mott MacDonald

The above outputs indicate that 4 of the 6 approach arms will exceed operational capacity under the PM peak flows in the Do Minimum scenario as summarised below:

- Arm B – B5137: 118.1% DoS, 129.8 pcu MMQ
- Arm C – M53 (S): 97.2% DoS, 20 pcu MMQ
- Arm D – Mount Road (S): 118.1% DoS, 34.3 pcu MMQ
- Arm F – M53 (N): 135.4% DoS, 132.1 pcu MMQ

Figure 2.17 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Something PM Peak traffic scenario.

Figure 2.17: M53 Junction 4 – Model overview – 2037 PM Do Something



Source: Mott MacDonald

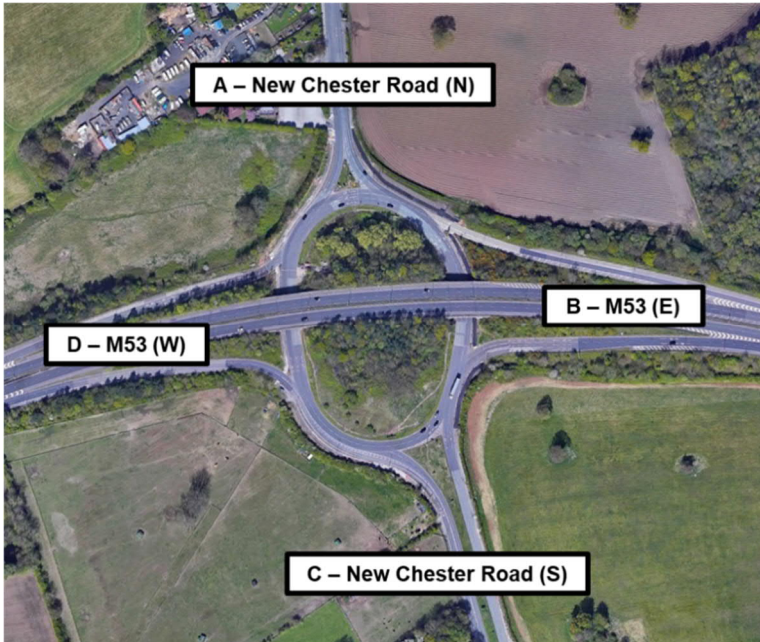
The above results are generally similar to those seen in the Do Minimum AM peak scenario with the same 4 approach arms exceed operational capacity and observing a slight additional impact as summarised below:

- Arm B – B5137: 119% DoS, 135.1 pcu MMQ (increase of 0.9% DoS, 5.3 pcu MMQ)
- Arm C – M53 (S): 99.9% DoS, 24.9 pcu MMQ (increase of 2.7% DoS, 4.9 pcu MMQ)
- Arm D – Mount Road (S): 119.4% DoS, 35.3 pcu MMQ (increase of 0.7% DoS, 1 pcu MMQ)
- Arm F – M53 (N): 135.4% DoS, 131.8 pcu MMQ (increase of 0% DoS, decrease 0.3 pcu MMQ)

2.2.5 Junction 5

M53 Junction 5 comprises a four-arm partially signalised roundabout junction, as described below.

Figure 2.18: M53 Junction 5 satellite imagery



Source: Mott MacDonald/ Google Maps

The LinSig modelling results for this junction are summarised in the following table.

Table 2.6: M53 Junction 5 – LinSig modelling results summary

Scenario	AM Peak Results		IP Peak Results		PM Peak Results	
	PRC (%)	Delay (pcu/hr)	PRC (%)	Delay (pcu/hr)	PRC (%)	Delay (pcu/hr)
2015 Base Year	1.6	30.07	1	20.21	3.9	27.96
2037 Do Minimum	-13	69.39	-63.2	205.87	-117.3	455.98
2037 Do Something	-15	78.85	-64.4	208.9	-121.9	475.07

Source: Mott MacDonald

The above modelling results indicate that the junction is currently operating within theoretical capacity under both the AM and PM peak hours with respect to the 2015 base year traffic flows. Performance is noted to be marginally worse in the AM peak with a PRC value of 1.6% while a value of 3.9% is noted in the PM peak.

The increased traffic demands forecasted within both 2037 future year scenarios are seen to impact the junction operation across AM, IP and PM peak hours, decreasing PRC values to up to -15%, -64.4% and -121.9% respectively. The worst noted PRC and largest delays are observed in the PM peak at 117.3% PRC/455.98 pcu/hr and -121.9% PRC/475.07 pcu/hr in the Do Minimum and Do Something scenarios respectively.

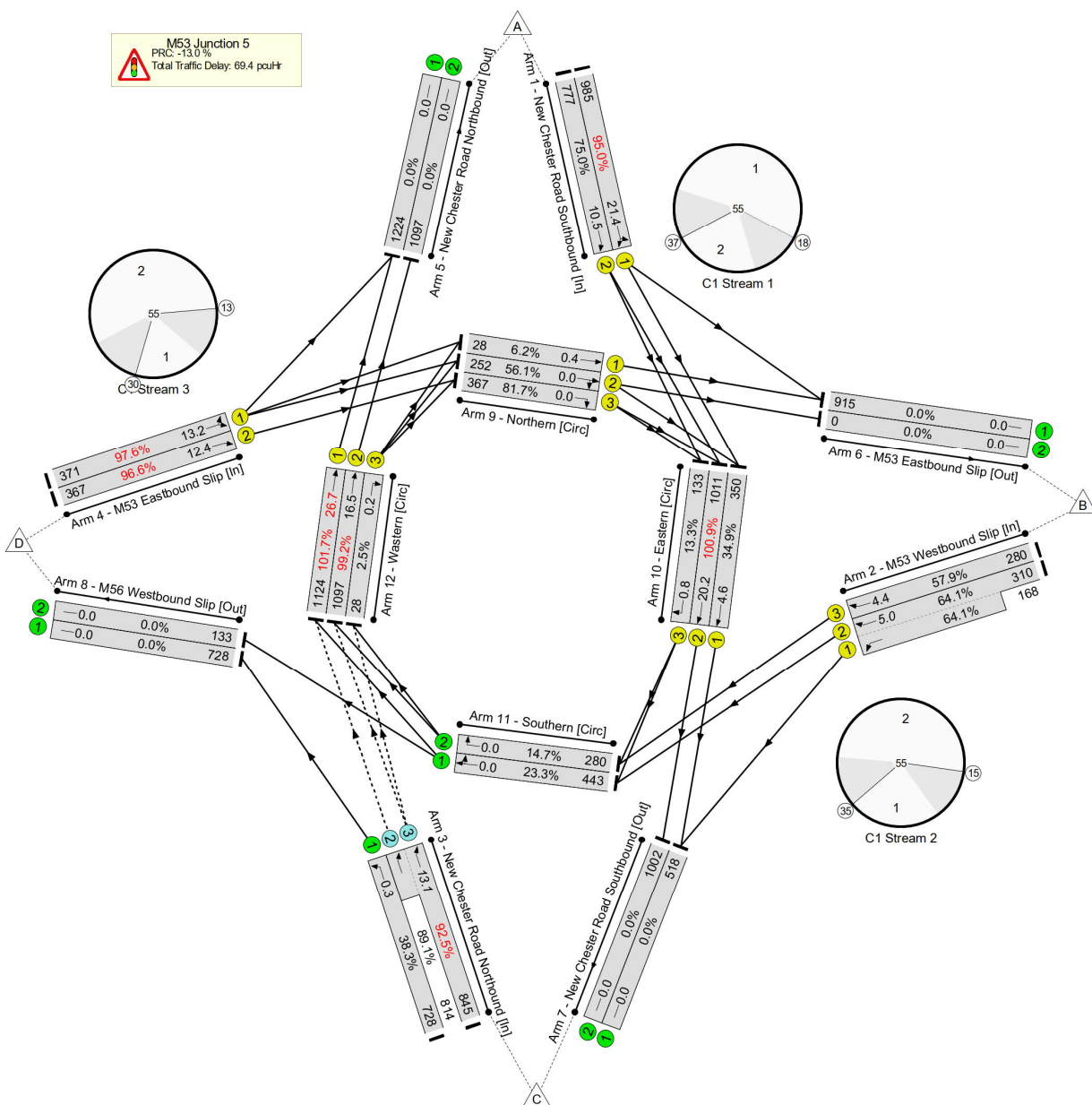
Comparison between the 2037 Do Minimum and Do Something scenarios suggest some additional impact on operation as a result of the additional Local Plan flows accounted for in the Do Something scenario in

both the AM and PM peak hours. However, the most significant change is generally again seen between the 2015 Base Year and 2037 Do Minimum scenarios, suggesting the majority of the impact is attributed to the background traffic growth and not that of the Local Plan. It should also be noted that PRC in the 2037 Do Something AM scenario marginally improves when compared with the 2037 Do Minimum.

The following four figures below provide a more detailed look at the modelling results for the AM and PM peak hour demands in both the 2037 future year scenarios. This analysis offers further insight into which junction arms are expected to operate poorly and may require mitigation.

Figure 2.19 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Minimum AM Peak traffic scenario.

Figure 2.19: M53 Junction 5 – Model overview – 2037 AM Do Minimum



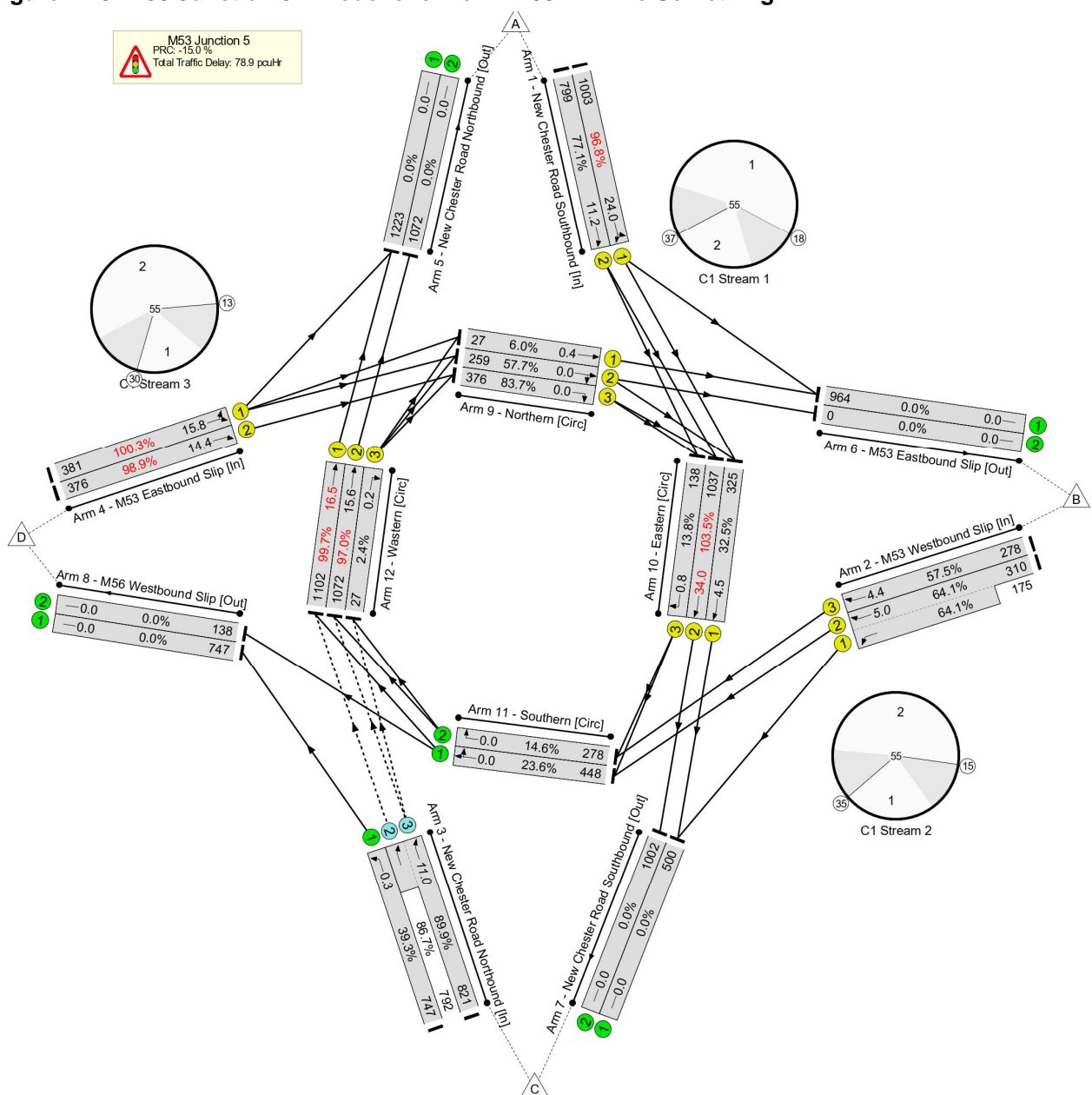
Source: Mott MacDonald

It can be seen that the overall junction PRC value of -13.0% are derived from capacity issue noted on the western circulatory, describing a DoS of 101.7%. This is anticipated to result in an MMQ of 26.7 PCUs.

Chester Road Southbound, Chester Road Northbound, and M53 Eastbound Slip are all approaching capacity with a DoS of 95%, 92.5% and 97.6% respectively. The MMQs associated with these approach arms are 21.4 PCU, 13.1 PCU and 13.2 1 PCU. In addition to this, the eastern circulatory is approaching maximum capacity (99.7% DoS/16.5 MMQ), whilst the western circulatory operates over capacity (103.5% DoS/34 MMQ).

Figure 2.20 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Something AM Peak traffic scenario.

Figure 2.20: M53 Junction 5 – Model overview – 2037 AM Do Something

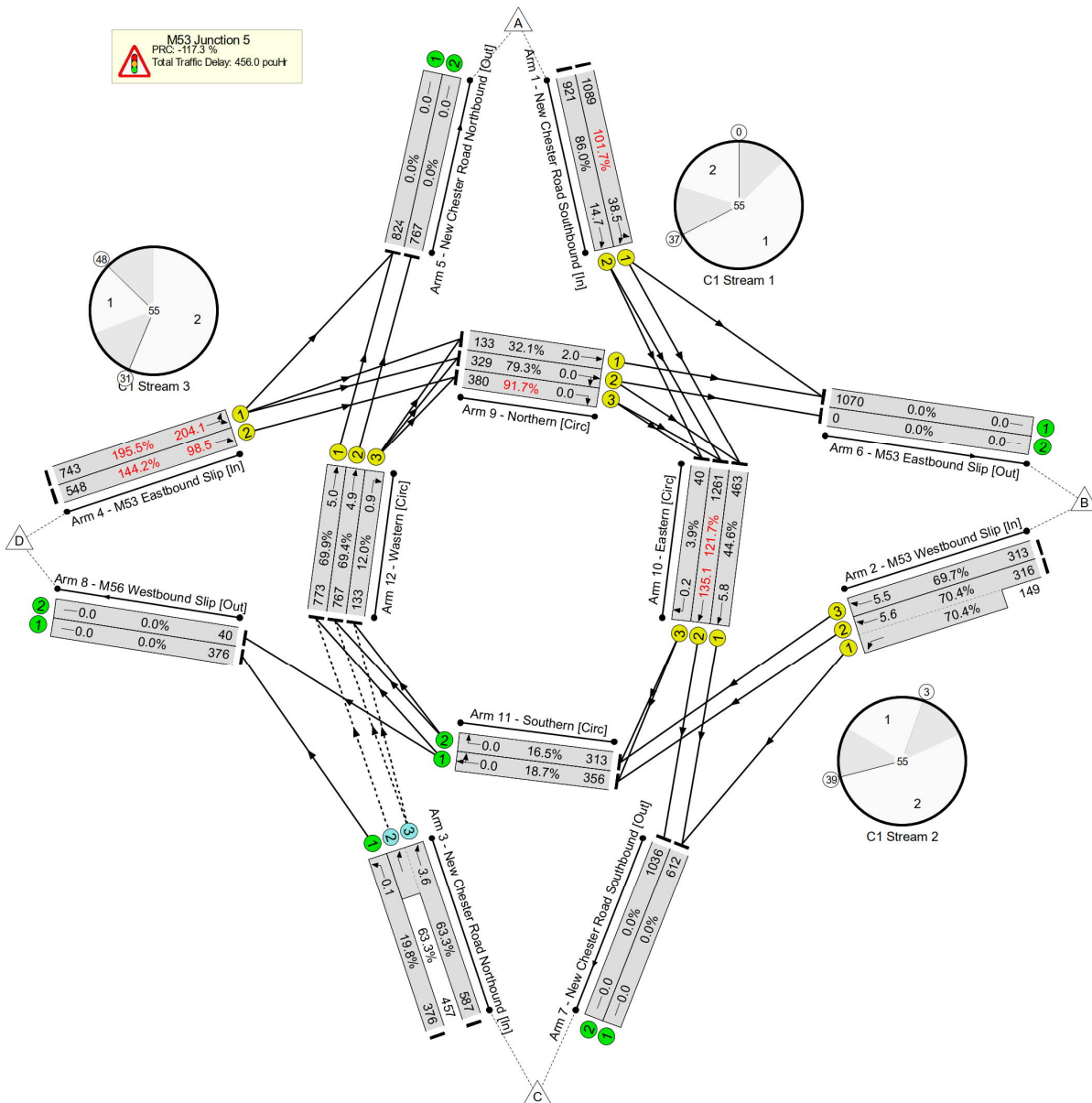


Source: Mott MacDonald

The results are seen to be very similar to those of the 2037 Do Minimum, with A41 New Chester Road Southbound and western circulatory approaching theoretical capacity, and M53 Eastbound Slip and eastern circulatory operating over capacity.

Figure 2.21 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Minimum PM Peak traffic scenario.

Figure 2.21: M53 Junction 5 – Model overview – 2037 PM Do Minimum



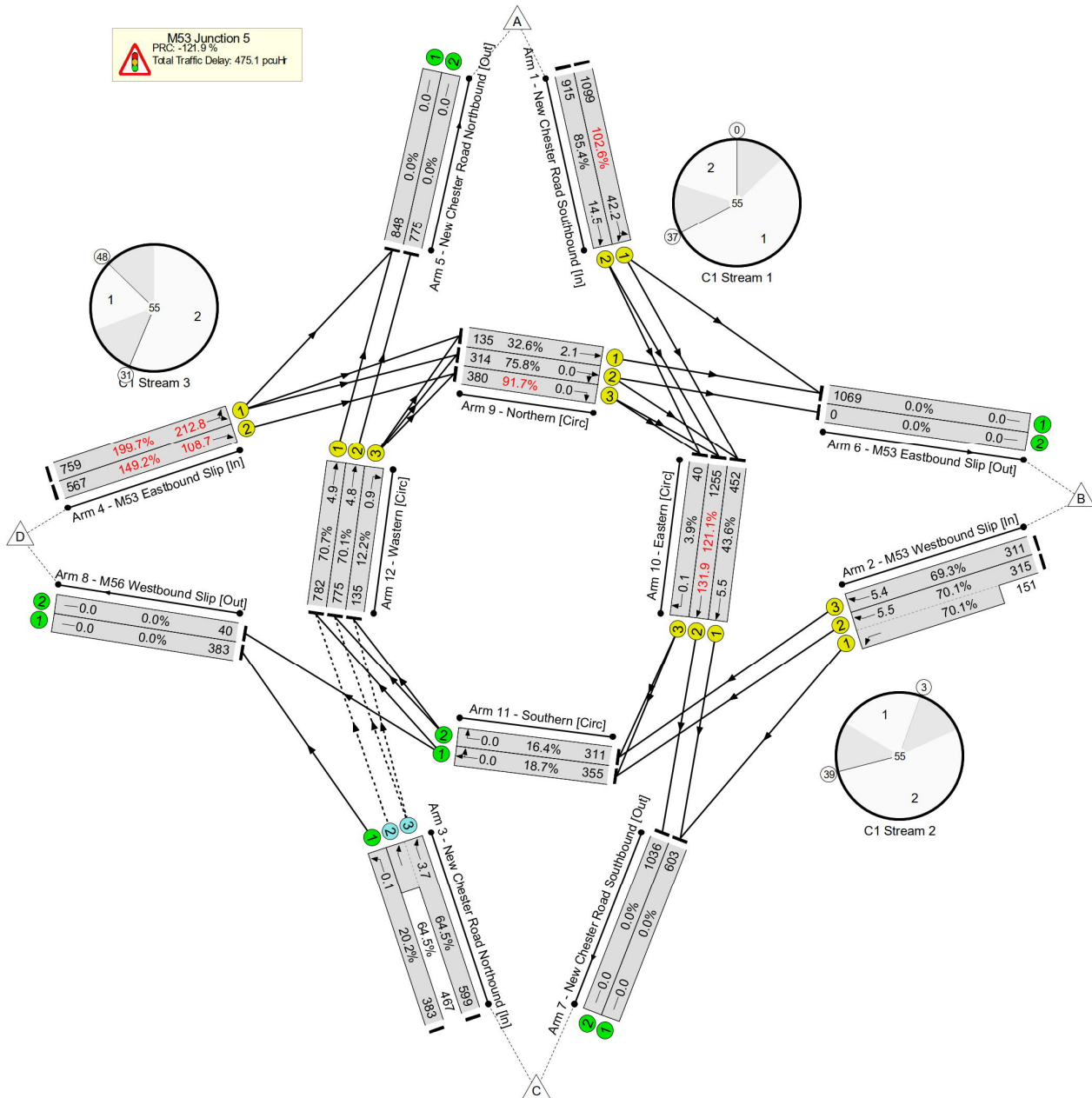
Source: Mott MacDonald

In the Do Minimum PM peak, New Chester Road southbound and M53 Eastbound Slip exceed operational capacity. New Chester Road southbound shows a DoS of 101.7% which results in a MMQ of 38.5 PCU whilst M53 Eastbound Slip shows a DoS of 195.5% resulting in a MMQ of 204.1.

It is also noted that the eastern circulatory arms also exceed capacity with a DoS of 121.7% and resulting MMQs 135.1 PCU.

Figure 2.22 describes the DoS and the MMQ for each link in the junction model under the 2037 Do Something PM Peak traffic scenario.

Figure 2.22: M53 Junction 5 – Model overview – 2037 PM Do Something



Source: Mott MacDonald

The above results are seen to be similar to those of the PM peak 2037 Do Minimum, generally describing a marginally worse operation. The arms which are anticipated to exceed capacity are summarised below:

- New Chester Road Southbound: 102.6% DoS, 42.2 PCU MMQ (increase of 0.9% DoS, 3.7 PCU MMQ)
- M53 Eastbound Slip: 199.7% DoS, 212.8 PCU MMQ (increase of 2.2% DoS, 8.7 PCU MMQ)
- Northern Circulatory: 91.7% DoS, 2.1 PCU MMQ (increase of 0.1 PCU MMQ)
- Eastern Circulatory: 121.1% DoS, 131.9 PCU MMQ (decrease of 0.1% DoS, 3.2 PCU MMQ)

3 Merge/ Diverge Assessment

Merge/ diverge assessments have been undertaken for all six scoped M53 junctions. This section set out a brief methodology before presenting the assessment results in terms of merge/ diverge configuration requirements.

3.1 Methodology

The assessment utilises an in-house spreadsheet developed to evaluate merge/ diverge configuration requirements based on DMRB CD122 (rev 1) Geometric design of grade separated junctions.

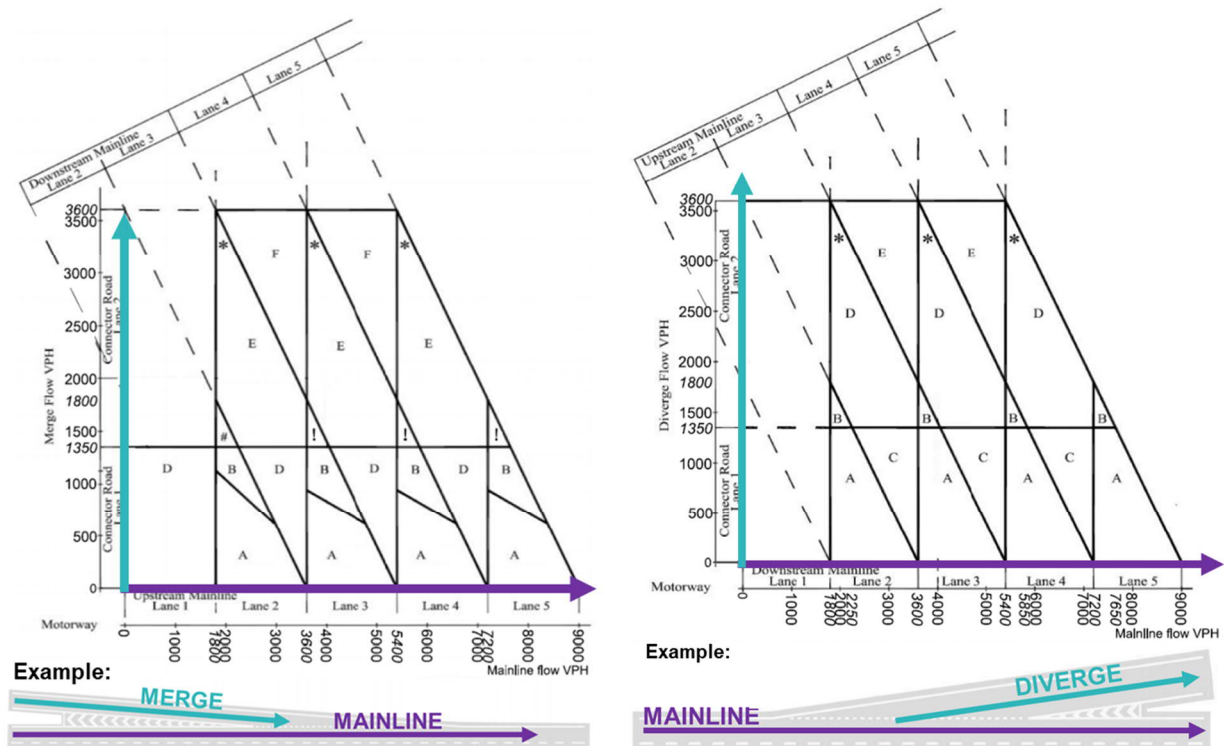
DMRB CD122 (rev 1) provides requirements and advice on the geometrical design of grade separated junctions, including the recommended merge and diverge configurations based on traffic demands. The document provides a diagram for both merge and diverge mainline and slip flows in which different combinations match against the various configurations via the letter references (A-H).

The in-house spreadsheet plots respective mainline and slip road traffic flows onto these graphs for each scenario to determine the DMRB recommended layout.

Figure 3.1 describes the merge and diverge diagrams, while **Appendix A** details all configuration options offered within DMRB CD122 (rev 1).

The M53 Junction 1 westbound merge plot is also provided in **Appendix B** as an example to describe how the results presented in the following sub-sections are derived.

Figure 3.1: Motorway merging and diverging diagrams



Source: Mott MacDonald/ DMRB

The same traffic flows have been used as within the LinSig assessments as sourced directly from the calibrated Wirral SATURN Model. These flows, outputted in pcu per hour, have been converted into vehicles per hour within the merge/ diverge model to account for heavy goods vehicles, in which 1 HGV = 2.4 pcu.

Note: Additional factors accounting for HGV% and mainline gradients have not been applied as HGV% does not exceed 20% while mainline gradient changes within 500 meters of merge or diverge nose tips do not exceed 2%.

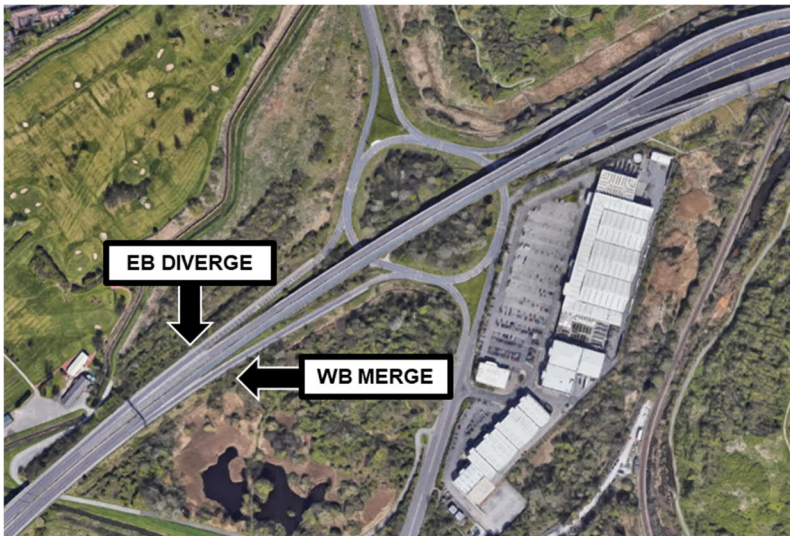
3.2 Assessment Results

This section summarises the merge/ diverge assessment results which set out the exiting layout configurations against the required layouts for each modelling scenario.

3.2.1 Junction 1

M53 Junction 1 comprises 1 motorway merge and 1 motorway diverge, as described below.

Figure 3.2: M53 Junction 1 satellite imagery



Source: Mott MacDonald/ Google Maps

The results of the merge/ diverge assessment for these 2 locations is summarised in the following table:

Table 3.1: M53 Junction 1 – Merge/ diverge assessment summary

Location	Existing Provision	Scenario	Assessment Results – Layout Configuration			Required Provision*
			AM Peak	IP Peak	PM Peak	
WB Merge	D (lane gain)	2015 - BY	D	D	A	D
		2037 - DM	E	D	D	E
		2037 - DS	E	D	D	E
EB Diverge	C (lane drop)	2015 - BY	C	A	A	C
		2037 - DM	D	A	D	D
		2037 - DS	D	A	D	D

Source: Mott MacDonald *Refer to Appendix A for respective layout configurations

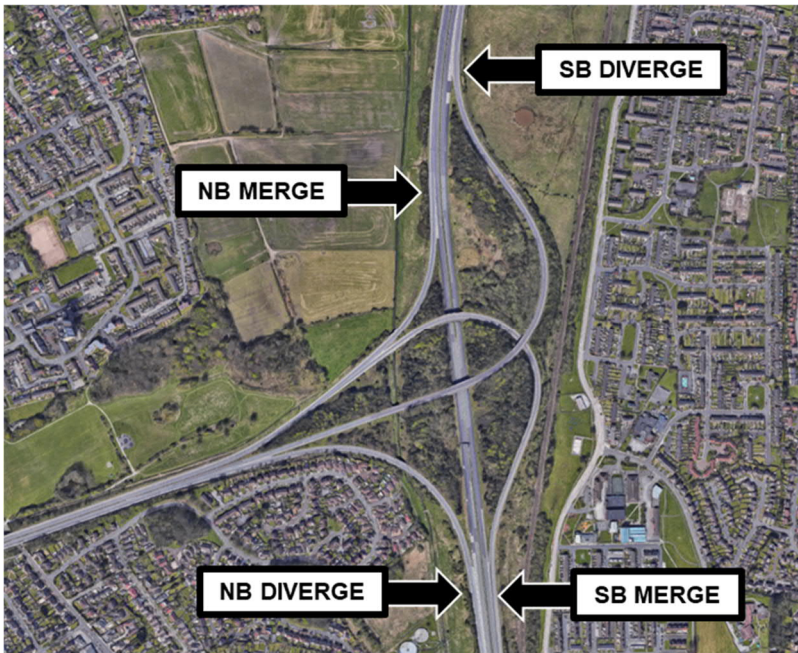
The above analysis indicates that the westbound merge configuration is currently sufficient during all 3 peaks in the 2015 base year scenario. However, the forecasted traffic flows in both the 2037 Do Minimum and Do Something scenarios indicate that the layout should be upgraded from a type D to a type E merge configuration. This is seen to be as a result of increases in the AM Peak flows which are largely attributed to the background traffic growth forecasted in the Do Minimum scenario and not as a result of the Local Plan impact accounted for in the Do Something scenario.

Similarly, the eastbound diverge configuration is shown to be sufficient with respect to the 2015 base year scenario, however, the analysis indicates a need to upgrade the diverge from a type C to a type D configuration for both 2037 scenarios. This is seen to be due to increases in both the AM and PM peak flows which again stems from the committed development impact considered within the Do Minimum scenario and not that of the Local Plan.

3.2.2 Junction 2

M53 Junction 2 comprises 2 motorway merges and 2 motorway diverges, as described below.

Figure 3.3: M53 Junction 2 satellite imagery



Source: Mott MacDonald/ Google Maps

The results of the merge/ diverge assessment for these 4 locations is summarised in the following table.

Table 3.2: M53 Junction 2 – Merge/ diverge assessment summary

Location	Existing Provision	Scenario	Assessment Results – Layout Configuration			Required Provision*
			AM Peak	IP Peak	PM Peak	
NB Merge	D (lane gain)	2015 - BY	E	D	B	E
		2037 - DM	E	A	D	E
		2037 - DS	E	A	D	E
NB Diverge	C (lane drop)	2015 - BY	A	A	A	A
		2037 - DM	A	A	D	D
		2037 - DS	A	A	D	D
SB Merge	D (lane gain)	2015 - BY	B	D	D	D
		2037 - DM	D	A	B	D
		2037 - DS	D	A	B	D
SB Diverge	D – Option 2 (auxiliary lane drop)	2015 - BY	A	A	A	A
		2037 - DM	C	A	D	D
		2037 - DS	C	A	D	D

Source: Mott MacDonald *Refer to Appendix A for respective layout configurations

The above analysis indicates that the northbound merge configuration is inadequate for all three modelling scenarios for the AM peak only. This suggests the existing configuration is insufficient for the flows evaluated in this assessment. It is also noted that no increase in requirement is observed in both 2037 scenarios with respect to the 2015 base year scenario for the AM peak.

The northbound diverge configuration is shown to be sufficient with respect to the 2015 base year scenario, however, the analysis indicates a need to upgrade the diverge from a type C to a type D configuration in both 2037 scenarios. This is seen to be due to increases in the PM peak flows which is largely generated by the committed development impact considered within the Do Minimum scenario and not that of the Local Plan.

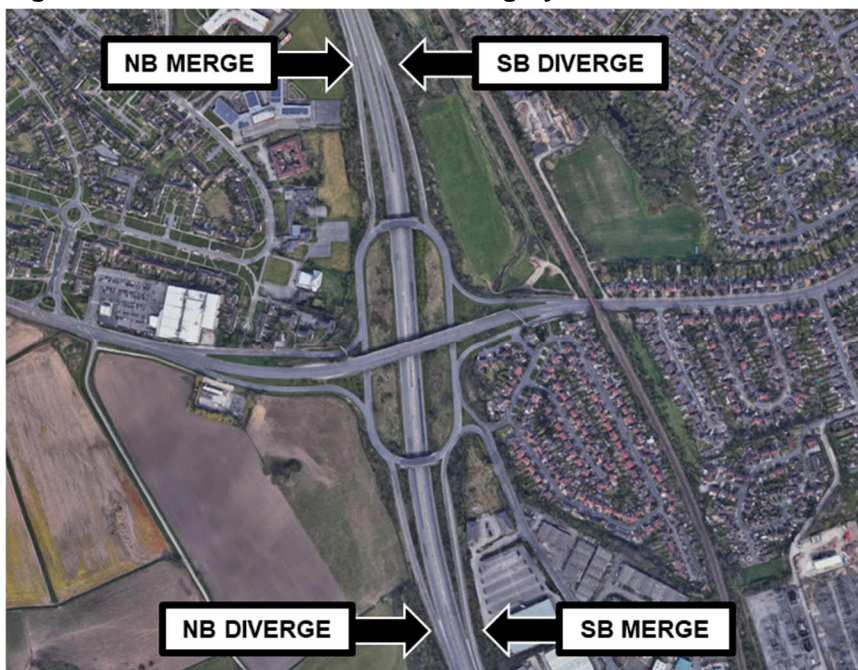
The existing southbound merge (Type D lane gain) configuration is described as sufficient in all three modelling scenarios during all 3 peak hours. This indicates no need to upgrade provision as a result of background or Local Plan traffic growth.

Similarly, the existing southbound diverge configuration (Type D – Option 2 auxiliary lane drop) is described as sufficient in all three modelling scenarios during all 3 peak hours. This again indicates no need to upgrade provision as a result of background or Local Plan traffic growth.

3.2.3 Junction 3

M53 Junction 3 comprises 2 motorway merges and 2 motorway diverges, as described below.

Figure 3.4: M53 Junction 3 satellite imagery



Source: Mott MacDonald/ Google Maps

The results of the merge/ diverge assessment for these 4 locations is summarised in the following table.

Table 3.3: M53 Junction 3 – Merge/ diverge assessment summary

Location	Existing Provision	Scenario	Assessment Results – Layout Configuration			Required Provision*
			AM Peak	IP Peak	PM Peak	
NB Merge	B (parallel merge)	2015 - BY	A	D	A	D
		2037 - DM	B	A	D	D
		2037 - DS	B	A	D	D
NB Diverge	A – Option 2 (single lane auxiliary)	2015 - BY	A	A	C	C
		2037 - DM	A	A	C	C
		2037 - DS	A	A	C	C
SB Merge	B (parallel merge)	2015 - BY	B	D	D	D
		2037 - DM	D	A	E	E
		2037 - DS	D	A	E	E
SB Diverge	A – Option 2 (single lane auxiliary)	2015 - BY	A	A	A	A
		2037 - DM	C	A	A	C
		2037 - DS	C	A	A	C

Source: Mott MacDonald *Refer to Appendix A for respective layout configurations

The above analysis indicates that the northbound merge configuration is insufficient with respect to demands in all three modelling scenarios. Mainline and slip road traffic demands in the 2015 base year inter-peak suggest a type D layout is required while increases in flows seen in both 2037 scenarios during the PM peak also equate to a type D layout. Increase in 2037 flows is again largely attributed to the background traffic growth forecasted in the Do Minimum scenario and not as a result of the Local Plan impact accounted for in the Do Something scenario.

The existing northbound diverge configuration is also seen to be insufficient with the PM peak indicating a need for a type C layout for all 3 modelling scenarios, with a type A layout currently provided.

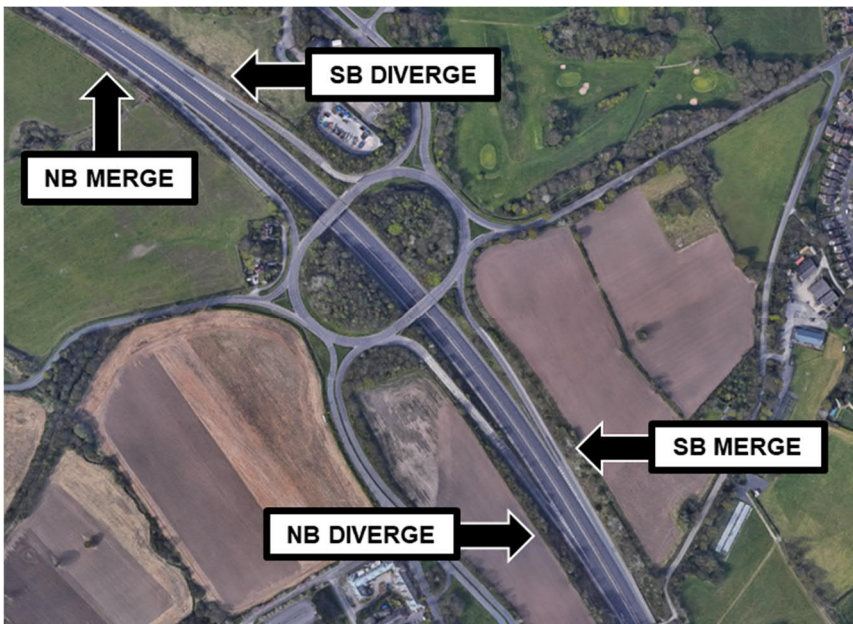
The southbound merge configuration is also seen to be insufficient under all 3 modelling scenarios. The 2015 base year demands suggest a current need for a type D layout in both the inter peak and PM peak. Demand increases in both 2037 scenarios suggest a need to upgrade further to a type E layout as a result of the committed development impact considered within the Do Minimum scenario and not that of the Local Plan.

Finally, the southbound diverge configuration is shown to be sufficient with respect to the 2015 base year scenario, however, the analysis indicates a need to upgrade the diverge from a type A to a type C configuration in both 2037 scenarios. This is seen to be due to increases in the AM peak flows only which again stems from the committed development impact considered within the Do Minimum scenario and not that of the Local Plan.

3.2.4 Junction 4

M53 Junction 4 comprises 2 motorway merges and 2 motorway diverges, as described below.

Figure 3.5: M53 Junction 4 satellite imagery



Source: Mott MacDonald/ Google Maps

The results of the merge/ diverge assessment for these 4 locations is summarised in the following table.

Table 3.4: M53 Junction 4 – Merge/ diverge assessment summary

Location	Existing Provision	Scenario	Assessment Results – Layout Configuration			Required Provision*
			AM Peak	IP Peak	PM Peak	
NB Merge	A – Option 1 (taper merge)	2015 - BY	A	D	D	D
		2037 - DM	E	B	E	E
		2037 - DS	E	B	E	E
NB Diverge	A – Option 1 (taper diverge)	2015 - BY	A	A	C	C
		2037 - DM	C	A	C	C
		2037 - DS	C	A	C	C
SB Merge	A – Option 1 (taper merge)	2015 - BY	A	D	D	D
		2037 - DM	A	A	D	D
		2037 - DS	A	A	D	D
SB Diverge	A – Option 1 (taper diverge)	2015 - BY	A	A	A	A
		2037 - DM	C	A	C	C
		2037 - DS	C	A	C	C

Source: Mott MacDonald *Refer to Appendix A for respective layout configurations

The above analysis indicates that the northbound merge configuration is insufficient with respect to demands in all 3 modelling scenarios. Mainline and slip road traffic demands in the 2015 base year inter peak and PM peak suggest a type D layout is required while increases in flows seen in both 2037 scenarios during the AM and PM peak would require a type E layout. Increase in 2037 flows is again largely attributed to the background traffic growth forecasted in the Do Minimum scenario and not as a result of the Local Plan impact accounted for in the Do Something scenario.

The existing northbound diverge configuration is also seen to be insufficient within all 3 modelling scenarios. With respect to the 2015 base year demands, the PM peak indicates a need for a type C layout while the demand combinations in both 2037 scenarios also indicate a need for a type C layout in both the AM and PM peak hours.

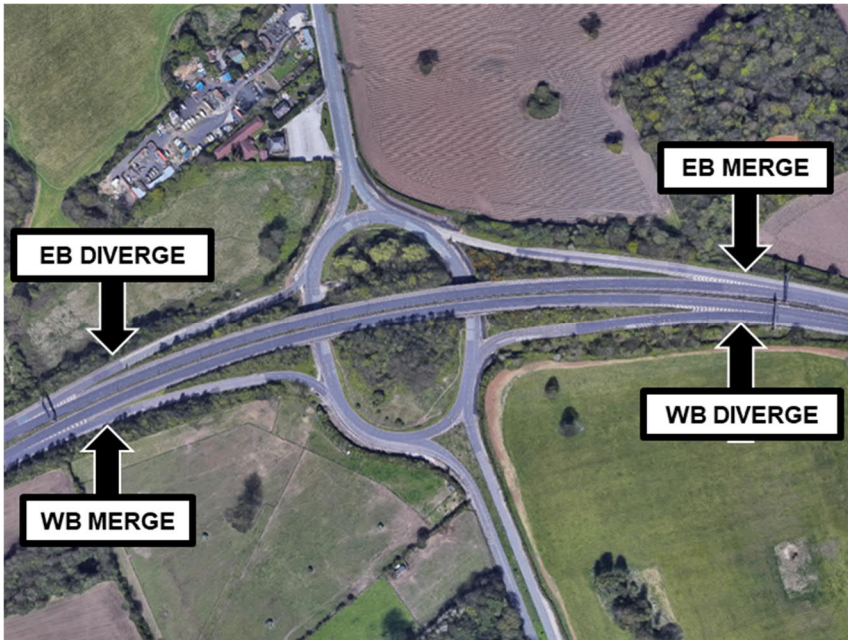
Similarly, the southbound merge configuration is also seen to be insufficient within all 3 modelling scenarios. With respect to the 2015 base year demands, both the inter peak and PM peak hours indicate a need for a type D layout while the demand combinations in both 2037 scenarios also indicate a need for a type D layout, though in the PM peak only.

Finally, the southbound diverge configuration is shown to be sufficient with respect to the 2015 base year scenario, however, the analysis indicates a need to upgrade the diverge from a type A to a type C configuration in both 2037 scenarios. This is seen to be due to increases in both the AM and PM peak flows which again stems from the committed development impact considered within the Do Minimum scenario and not that of the Local Plan.

3.2.5 Junction 5

M53 Junction 5 comprises 2 motorway merges and 2 motorway diverges, as described below.

Figure 3.6: M53 Junction 5 satellite imagery



Source: Mott MacDonald/ Google Maps

The results of the merge/ diverge assessment for these 4 locations is summarised in the following table.

Table 3.5: M53 Junction 5 – Merge/ diverge assessment summary

Location	Existing Provision	Scenario	Assessment Results – Layout Configuration			Required Provision*
			AM Peak	IP Peak	PM Peak	
EB Merge	B (parallel merge)	2015 - BY	B	D	A	D
		2037 - DM	A	A	D	D
		2037 - DS	A	A	D	D
EB Diverge	A – Option 1 (taper merge)	2015 - BY	A	A	A	A
		2037 - DM	A	A	C	C
		2037 - DS	A	A	C	C
WB Merge	A – Option 1 (taper merge)	2015 - BY	A	D	D	D
		2037 - DM	B	A	A	B
		2037 - DS	B	B	A	B
WB Diverge	A – Option 2 (single lane auxiliary)	2015 - BY	A	A	C	C
		2037 - DM	A	A	A	A
		2037 - DS	A	A	A	A

Source: Mott MacDonald *Refer to Appendix A for respective layout configurations

The above analysis indicates that the eastbound merge configuration is insufficient with respect to demands in all 3 modelling scenarios. Mainline and slip road traffic demands in the 2015 base year inter peak suggest a type D layout is required while increases in flows seen in both 2037 scenarios the PM peak would also require a type D layout. Increase in 2037 flows is again largely attributed to the background traffic growth forecasted in the Do Minimum scenario and not as a result of the Local Plan impact accounted for in the Do Something scenario.

The eastbound diverge configuration is shown to be sufficient with respect to the 2015 base year scenario, however, the analysis indicates a need to upgrade the diverge from a type A to a type C configuration in both 2037 scenarios. This is seen to be due to increases in the PM peak flows which again stems from the committed development impact considered within the Do Minimum scenario and not that of the Local Plan.

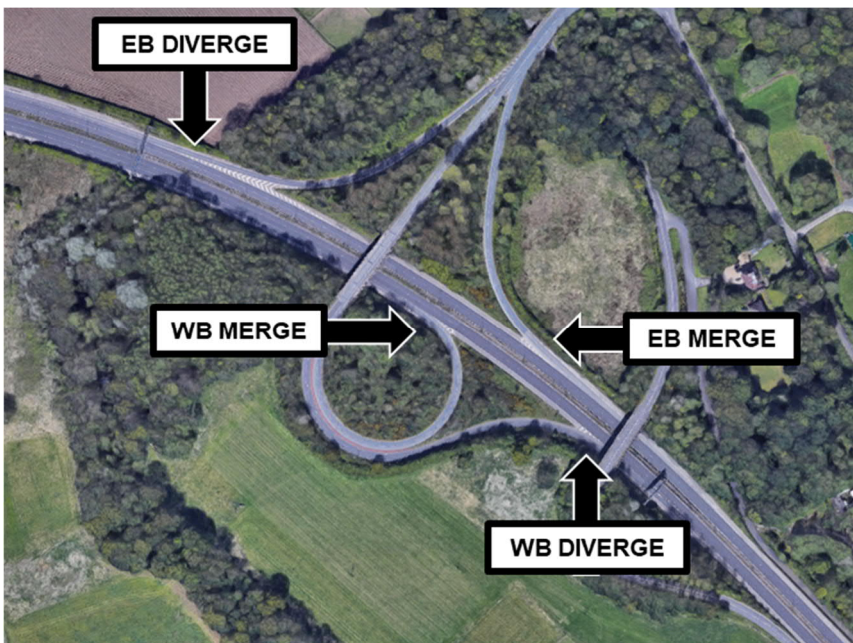
The existing westbound diverge configuration is seen to be insufficient within all 3 modelling scenarios. With respect to the 2015 base year demands, both the inter peak and PM peak indicates a need for a type D layout while the demand combinations in both 2037 scenarios indicate a need for a type B layout. It is noted that, while the AM peak requirement is the same for both 2037 scenarios, the interpeak requirement is higher in the 2037 Do Something scenario, however, this variation has no impact on overall requirement meaning the Do Something impact does not result in any additional requirement relative to the Do Minimum.

Finally, the westbound diverge configuration is shown to insufficient under 2015 base year traffic flows in the PM peak. However, the existing configuration does remain sufficient with respect to both 2037 scenario during all 3 peak hours, indicating no upgrades are required.

3.2.6 Junction 6

M53 Junction 6 comprises 2 motorway merges and 2 motorway diverges, as described below.

Figure 3.7: M53 Junction 6 satellite imagery



Source: Mott MacDonald/ Google Maps

The results of the merge/ diverge assessment for these 4 locations is summarised in the following table.

Table 3.6: M53 Junction 6 – Merge/ diverge assessment summary

Location	Existing Provision	Scenario	Assessment Results – Layout Configuration			Required Provision*
			AM Peak	IP Peak	PM Peak	
EB Merge	A – Option 1 (taper merge)	2015 - BY	A	A	A	A
		2037 - DM	A	A	A	A
		2037 - DS	A	A	A	A
EB Diverge	A – Option 2 (single lane auxiliary)	2015 - BY	A	A	A	A
		2037 - DM	A	A	A	A
		2037 - DS	A	A	A	A
WB Merge	B (parallel merge)	2015 - BY	A	D	A	D
		2037 - DM	A	A	A	A
		2037 - DS	A	A	A	A
WB Diverge	A – Option 1 (taper diverge)	2015 - BY	A	A	A	A
		2037 - DM	A	A	A	A
		2037 - DS	A	A	A	A

Source: Mott MacDonald *Refer to Appendix A for respective layout configurations

The above analysis indicates that all 4 existing configurations are currently sufficient with the exception of the westbound merge. The analysis suggests a layout type D is required in the 2015 base year inter peak as a result of the mainline and slip road flow distribution. However, it is noted that all 4 existing configurations are shown to be sufficient with respect to both 2037 scenarios across all peak hours indicating no upgrades are required.

4 Junction Improvement Review

4.1 Introduction

Options for improving the performance of the M53 Junctions 1, 3, 4 and 5 have been reviewed.

Options have been limited to the reconfiguration of signal timings and road markings to better manage predicted traffic patterns. It should be noted that no physical infrastructure improvements have been considered at this point. Additionally, the options presented are 'ideas' as opposed to 'proposals', and this review has been undertaken to determine whether issues at the aforementioned junctions can be mitigated.

Where appropriate, junctions may be subject to a Transport Assessment when certain developments associated with the Local Plan are brought forward.

Also, subject to agreement with Highways England, monitoring of the performance and operation M53 junctions during the course of the Wirral Local Plan period is likely to be undertaken. This would be reinforced through on-going regular discussions between Wirral Borough Council, Highways England and neighbouring authorities to review network performance.

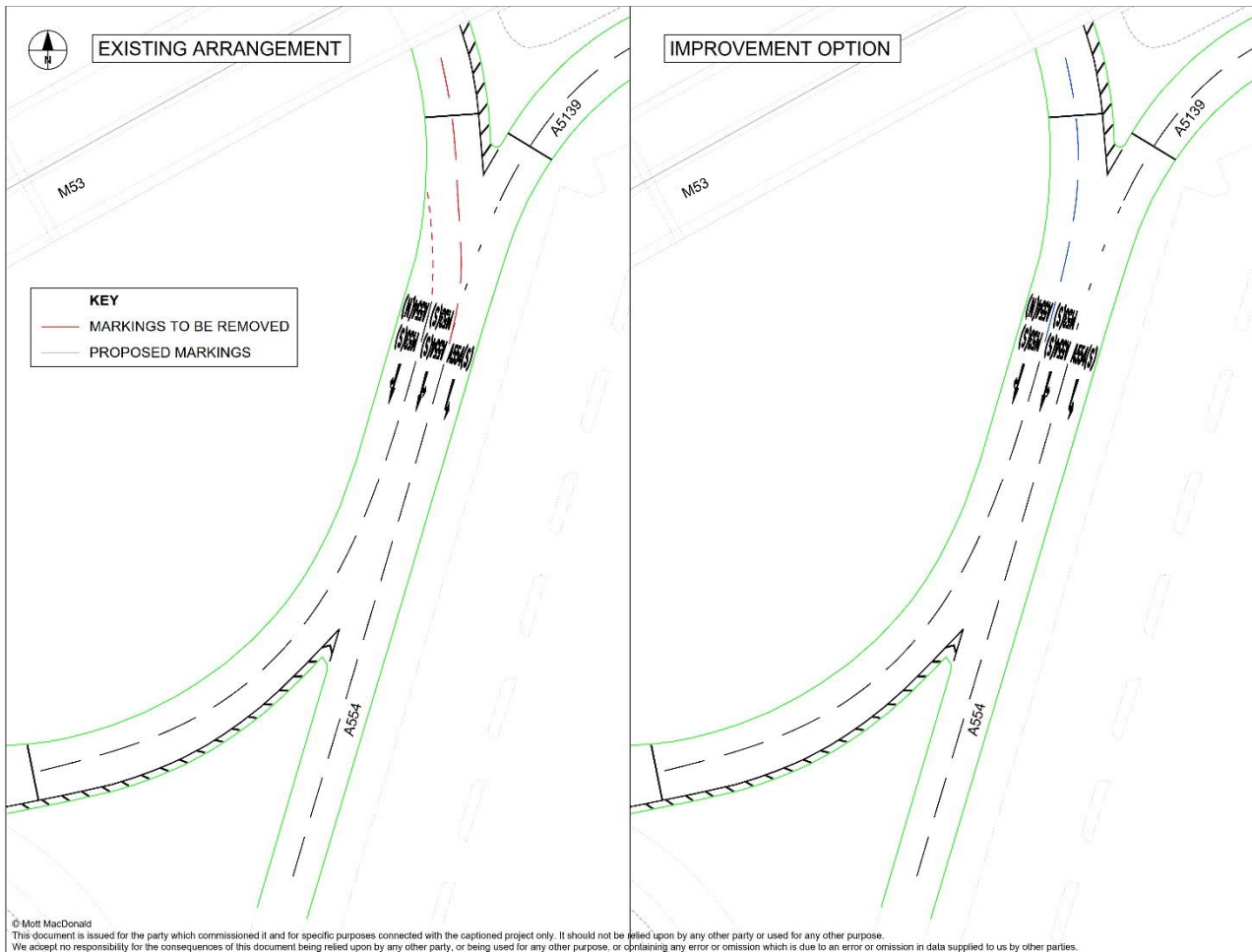
This section provides a comparison between existing and options for alternate junction layouts, focussing mainly on where the biggest impacts have been forecast to occur from this assessment.

4.2 M53 Junction 1

As illustrated in **Table 2.1**, M53 Junction 1 is expected to operate over capacity in the 2037 Do Minimum and Do Something AM and PM peak scenarios. In particular, the northern arm of the junction (A554 Southbound) is forecast to experience queuing and delay due to an imbalance of traffic between the two approaching lanes.

To better balance the traffic flows between the two available lanes on A554 Southbound, alterations to lane designations has been tested allowing two lanes of traffic to circulate the junction from the A554 northern arm to M53 southbound. In addition to this, signal timings have been optimised. This is illustrated in **Figure 4.1** below.

Figure 4.1: M53 Junction 1: Improvement Option



Source: Mott MacDonald

Consequently, the northern arm still operates over capacity, however there is a substantial improvement when compared with the existing arrangement. Whilst this measure helps to balance traffic flows on the approach arm, the alteration to lane designation results in the propagation of delays and congestion on A554 south. A comparison of the metrics is provided in **Table 4.1** below. It should be noted that the comparison is for the 'worst-case' (2037 Do Something) AM and PM peak scenarios.

Table 4.1: M53 Junction 1 Improvement Comparison: 2037 Do Something

Arm	Existing Layout		Improvement Option	
	Deg Sat (%)	MMQ (PCU)	Deg Sat (%)	MMQ (PCU)
AM Peak				
A554 Southbound	142.4	220.8	105.7	46.8
A554 Northbound	87.6	11.4	117.8	52.3
PRC	-58.2%		-30.9%	
Delay	246.3 pcuHr		158.3 pcuHr	
PM Peak				
A554 Southbound	122.0	108.2	90.8	15.1
A554 Northbound	52.7	5.3	93.3	11.3
PRC	-35.5%		-3.7%	
Delay	129.6 pcuHr		45.2 pcuHr	

Source: LinSig/Mott MacDonald

The results illustrate how the scheme would have a beneficial impact upon the A554 Southbound in the AM and PM peaks, but an adverse impact upon the operation of the A554 Northbound. However, it would have a positive impact upon PRC and total delay operational statistics, indicating the junction as a whole performs more efficiently, and therefore it is deemed that the scheme could be analysed in more detail in the future should operational issues be prevalent.

4.3 M53 Junction 3

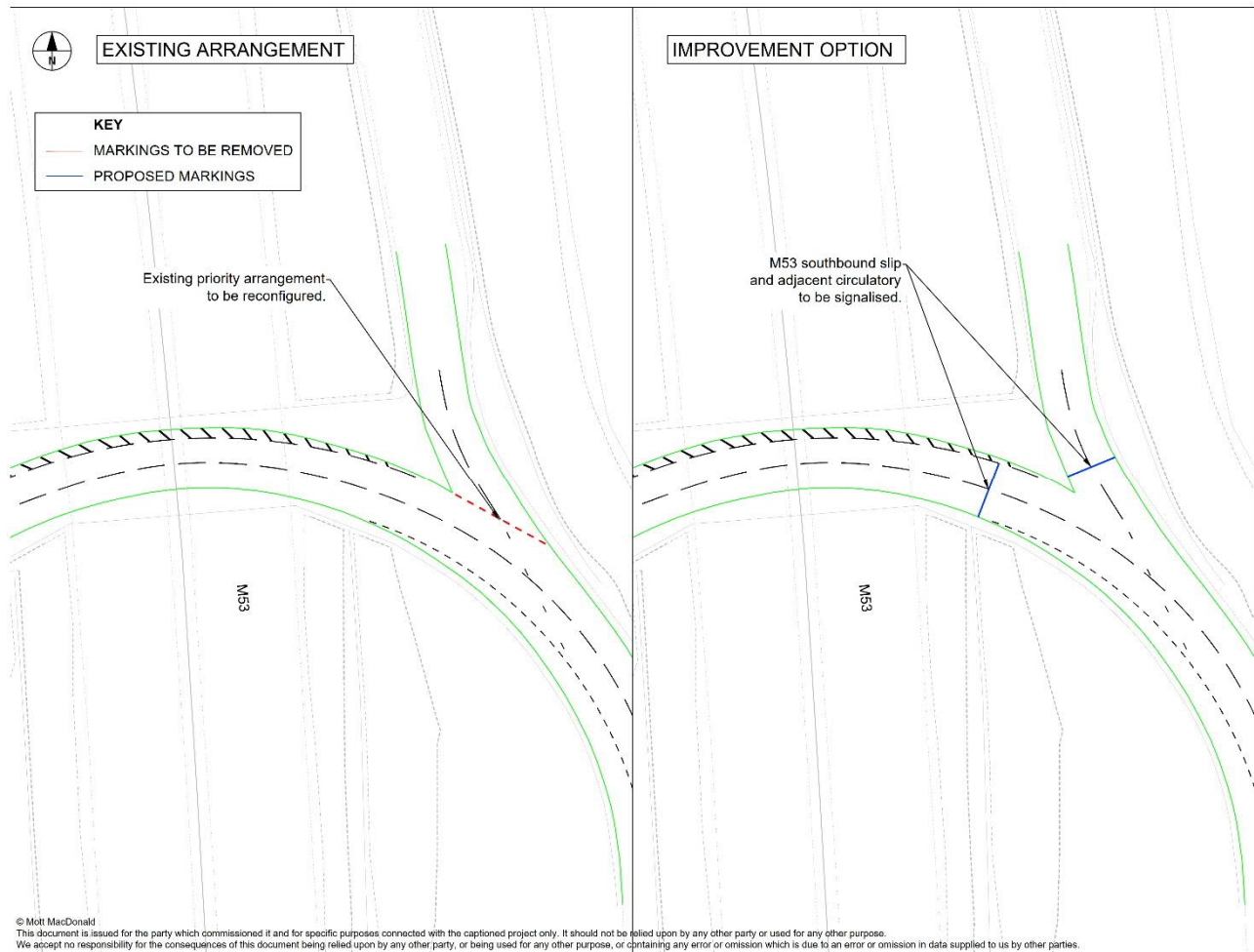
Table 2.4 illustrates that, in addition to the 2015 Base AM scenario, Junction 3 is expected to operate over capacity in the 2037 Do Minimum and Do Something AM and PM peak scenarios. In particular, the A552 westbound and eastbound approaches and circulatory arms are expected to experience an increase in queuing and delays. Queuing and delays on the eastern circulatory can be attributed to an imbalance of traffic flows over the two lanes, caused by the single lane exit to the M53 southbound on-slip, which essentially acts as a bottleneck.

Two options were tested at this junction, of which details are provided below:

- Option 1: signalling both the northern (M53 Southbound off-slip) and southern (M53 Northbound off-slip) arms, with optimised signal timings.
- Option 2: signalling only the northern arm, and retaining the give way priority arrangement on the southern arm, with optimised signal timings.

Whilst signalling the northern arm helps to alleviate congestion on the eastern circulatory, the statistics indicate signalling the southern would result in the junction operating over capacity in the 2037 Future Year AM peak scenarios. Therefore, Option 2 (signalising just the M53 southbound off-slip junction node) provides for the most efficient operation for the traffic demand assessed in this analysis, as illustrated in **Figure 4.2** below.

Figure 4.2: M53 Junction 3: Improvement Option 2



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Source: Mott MacDonald

A comparison of the metrics for the 'worst case' scenario (2037 Do Something) against the existing layout is provided in **Table 4.2** below.

It should be noted that the table below only includes the results for 'Option 2'.

Table 4.2: M53 Junction 3 Improvement Comparison: 2037 Do Something

Arm	Existing Layout		Improvement Option 2	
	Deg Sat (%)	MMQ (PCU)	Deg Sat (%)	MMQ (PCU)
AM Peak				
M53 Southbound Slip	80.4	5.6	99.8	16.9
A552 Westbound Slip	127.3	84.6	127.3	84.6
A552 Eastbound Slip	95.7	18.9	95.7	18.9
Northern Circulatory	45.2	0	92.3	3.7
Eastern Circulatory	112.8	82.8	91.2	13.6
Western Circulatory	94.7	10.1	102.7	21.4
PRC	-41.5%		-41.5%	
Delay	174.5 pcuHr		136.5 pcuHr	
PM Peak				
M53 Southbound Slip	57.5	0.7	88.7	8.8
A552 Westbound Slip	184.4	222.8	172.1	205.6
A552 Eastbound Slip	102.1	33.6	121.5	95.3
Northern Circulatory	48.6	0	72.9	9.4
Eastern Circulatory	99	15.1	83.1	2.1
Western Circulatory	105.6	29.3	87.3	9.6
PRC	-104.9%		-91.3%	
Delay	279.1 pcuHr		307.4 pcuHr	

Source: LinSig/Mott MacDonald

Whilst signalling the northern arm allows traffic to be controlled at that node, there is the inevitable consequence of introducing minor delays on the northern circulatory, which is free flow in the current layout. The main benefit of signalling the northern arm is the operation of the eastern circulatory, where significant queues are predicted for the existing layout which has the potential to block back to the southbound off-slip. Total junction delay statistics decrease in the AM peak, but increase for the PM peak, which will be partly due to inducing delay through signalling a priority controlled node.

4.4 M53 Junction 4

Table 2.5 illustrates that M53 Junction 4 operates over capacity in both Base and Future Year scenarios. The 2037 Do Something AM peak is effectively the 'worst-case' with the lowest PRC value, however when compared with the 2037 Do Minimum scenario the difference in the results is negligible. Queuing and delays are predicted to increase, particularly on B5137 Brimstage Road, M53 northbound off-slip and Mount Road South.

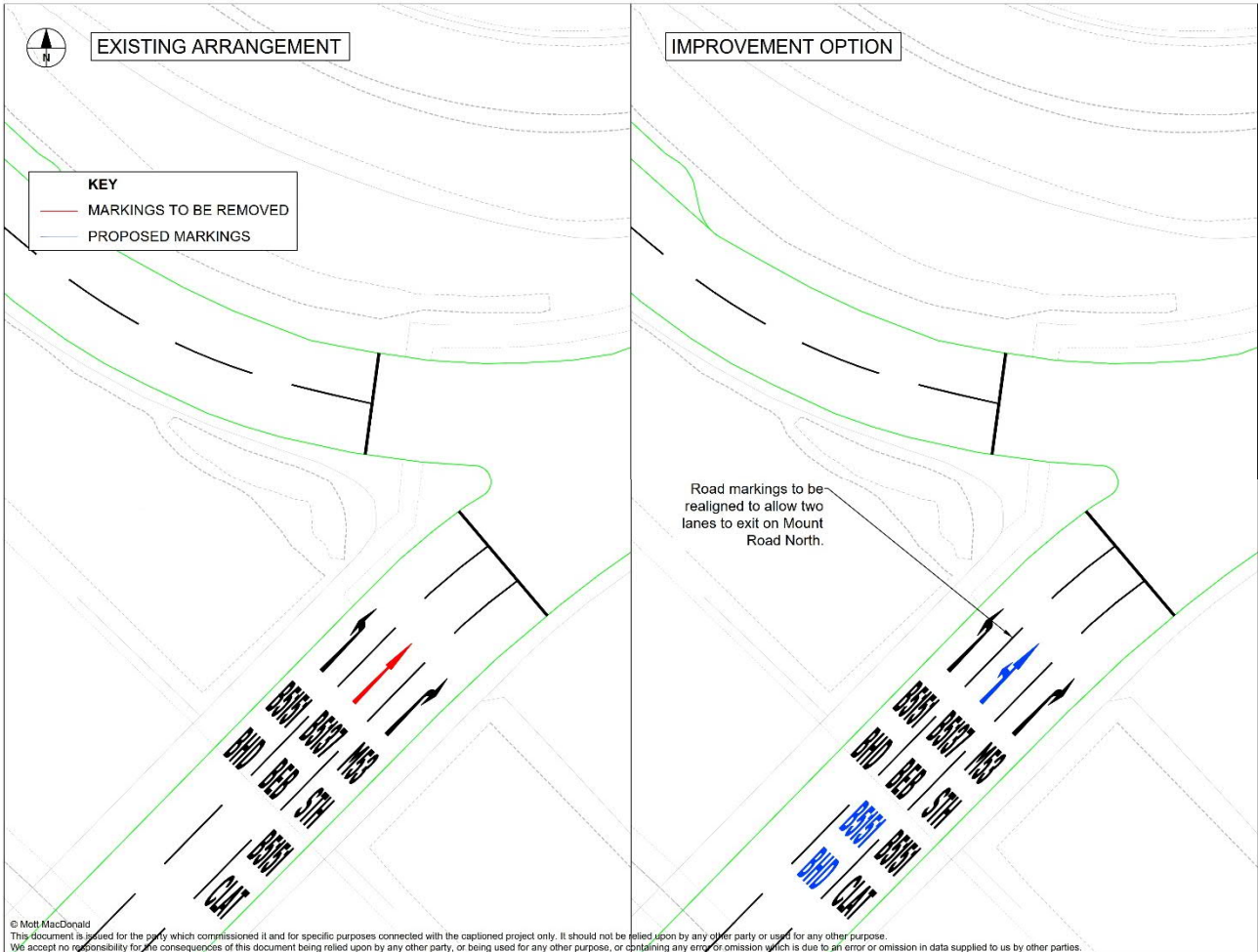
Two options have been explored, reconfiguring signal timings and alteration to lane designations to better accommodate the predicted changes to traffic flow patterns on the operation of the junction:

- Option 1: Existing arrangement with two circulating lanes available to exit to B5151 Mount Road North (illustrated in **Figure 4.3** below), with optimised signal timings.
- Option 2: As per Option 1, plus removing signal control on A5137 Brimstage Road (west) and reverting to give-way control, with optimised signal timings.

Whilst Option 2 has a beneficial impact upon the operation of the circulatory lanes adjacent to A5137 Brimstage Road, the results indicate the arm would remain operating over capacity in all forecast year scenarios, with additional queuing and delay over the current signalised arrangement. The results indicate a DoS of 133.9%/83.6 MMQ in the 2037 Do Min AM scenario, compared with 85.2% DoS/8.0 MMQ with the

existing arrangement. Therefore, Option 2 has not been considered further, with Option 1 likely to provide a more efficient junction operation as a whole.

Figure 4.3: M53 Junction 4: Improvement Option 1



Source: Mott MacDonald

A comparison of the metrics for the 'worst case' scenario (2037 Do Something) against the existing layout is provided in **Table 4.3** below. The results are presented for the M53 Northbound off-slip only, as this is the main location where operational betterment is realised for this layout.

Table 4.3: M53 Junction 4 Improvement Comparison: 2037 Do Something

Arm	Existing Layout		Improvement Option 1	
	Deg Sat (%)	MMQ (PCU)	Deg Sat (%)	MMQ (PCU)
AM Peak				
M53 Northbound Off - Slip	155	183.7	89.1	9.9
PRC	-72.2%		-37.6%	
Delay	430.7 pcuHr		266.1 pcuHr	
PM Peak				
M53 Northbound Off - Slip	99.9	24.9	56.6	5.9
PRC	-50.4%		-50.4%	
Delay	365.8 pcuHr		352.7 pcuHr	

Source: LinSig/Mott MacDonald

Based on the modelling results, this scheme will have a positive impact on the M53 Northbound off-slip reducing queuing and delays in both peak periods, with further benefits for the junction as a whole during the morning peak. Therefore, should traffic flow patterns at the junction change in the future, as predicted in this assessment, these simple alterations to lane designation could be considered further.

4.5 M53 Junction 5

Table 2.6 indicates that M53 Junction 5 will operate over theoretical capacity in both 2037 Future Year scenarios for the AM and PM peaks. The 'worst-case' scenario is the 2037 Do Something PM peak, with A41 New Chester Road Southbound, M53 Eastbound off-slip, and the eastern and western circulatory arms operating over capacity.

Two improvement schemes and an alternate option have been modelled for this junction, of which details are provided below, and illustrated in **Figure 4.4** and **4.5**:

Option 1

- The nearside lane from A41 New Chester Road (southbound approach) has been made left turn only to the M53, helping to balance the flows between the two approach lanes.
- A41 New Chester Road (northbound approach) and the adjacent circulatory have been signalised. The free flow left turn has been retained.
- Signal timing optimisation.

Option 2

- As per Option 1, however the southern arm is maintained as a priority arrangement.

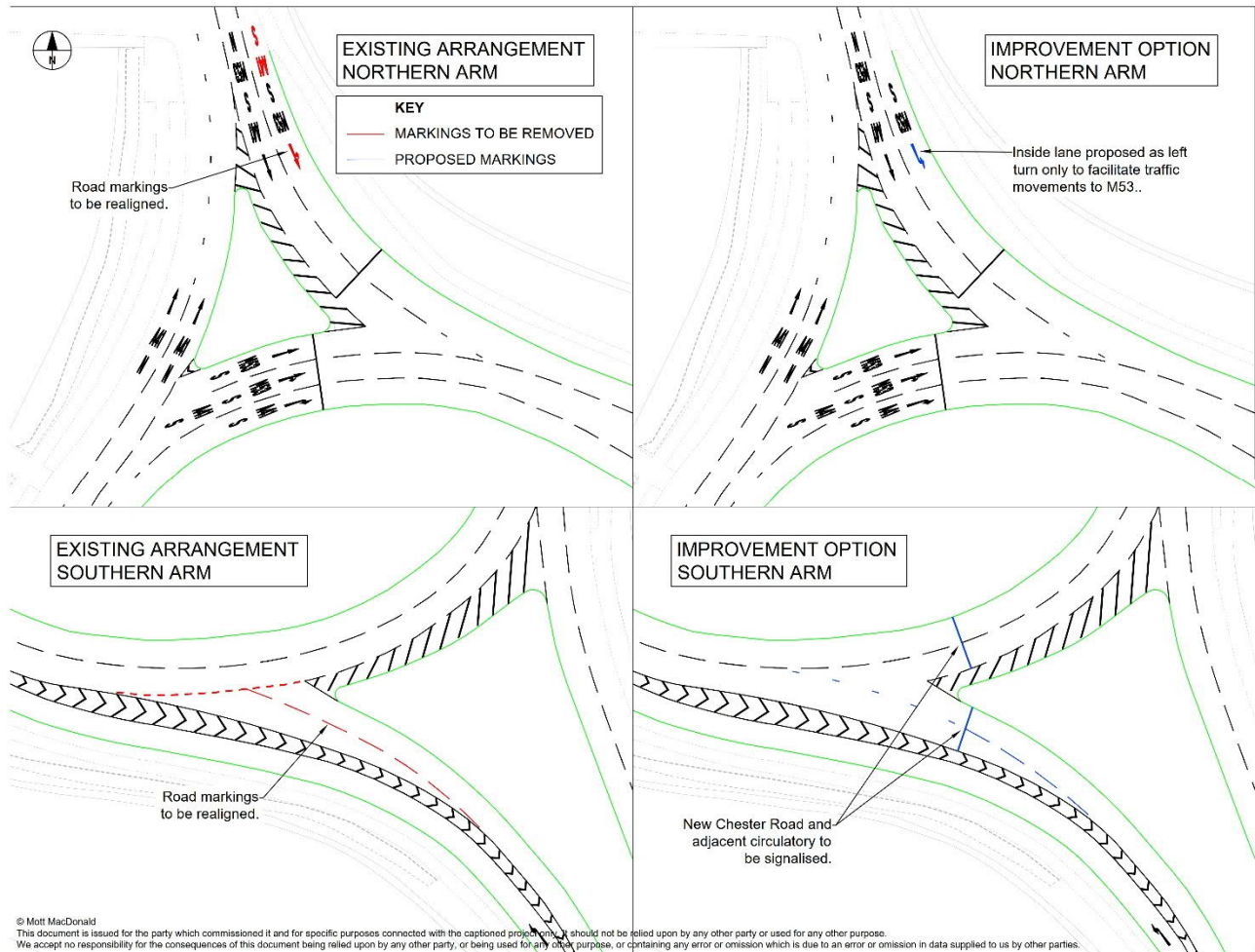
Alternate Option

- As per Option 1 however the left turn lane has been signalised.

The realignment of New Chester Road Southbound benefits that and the eastern circulatory, helping to reduce queuing and delay at the junction as a whole.

All of the aforementioned options are analysed below. **Figure 4.4** illustrates the Option 1 and Option 2 schemes, whereas **Figure 4.5** depicts the 'Alternate Option'. **Table 4.4** provides a comparison of the metrics for the 'worst case' scenario (2037 Do Something).

Figure 4.4: M53 Junction 5: Improvement Option



Source: Mott MacDonald

Figure 4.5: M53 Junction 5: Alternative Option



Source: Mott MacDonald

Table 4.4: M53 Junction 5 Improvement Comparison: 2037 Do Something

Arm	Existing Layout		Improvement Option 1		Improvement Option 2		Alternative Arrangement	
	Deg Sat (%)	MMQ (PCU)	Deg Sat (%)	MMQ (PCU)	Deg Sat (%)	MMQ (PCU)	Deg Sat (%)	MMQ (PCU)
AM Peak								
A41 New Chester Road Southbound	88	16.3	90.4	17.1	87.5	15.6	87.5	15.6
Eastern Circulatory	82.2	7.2	66.9	8.5	63.2	4.8	57.8	3.3
M53 Eastbound Slip	137.9	61.5	84.8	8.1	137.1	60.5	137.1	60.5
Western Circulatory	91.1	14.5	88.9	9.3	95.9	16.5	92.6	7.1
PRC	-53.2%		-45.9%		-52.4%		-52.4%	
Delay	145.7 pcuHr		247.9 pcuHr		145.6 pcuHr		153.97 pcuHr	
PM Peak								
A41 New Chester Road Southbound	132.6	157.9	127.4	135.3	127.4	135.3	117.6	100.7
M53 Westbound Slip	114	29.7	85.8	7.6	77.4	6.2	82.6	6.8
M53 Eastbound Slip	129.2	104	112.9	53.7	113.2	54.5	127.9	88.4
Eastern Circulatory	112.5	99.7	89.2	6.1	87.7	5.4	82.6	11.8
PRC	-47.3%		-41.5%		-41.5%		-42.2%	
Delay	453.7 pcuHr		319.4 pcuHr		314.2 pcuHr		327.50 pcuHr	

Source: LinSig/Mott MacDonald

Table 4.4 indicates that, whilst 'improvement option 1' has the lowest PRC value at -45.9% in the AM peak, it has the highest amount of delay (247.9 pcuHr). Whilst the 'improvement option 2' has minimal impact upon the operation of the junction in the AM peak, there are reductions in queuing and associated delays in the PM, particularly on the eastern circulatory. The DoS decreases from 112.5% to 87.7%, and MMQ decreases from 99.7 PCU to 5.4 PCU. This realignment of road markings on the northern arm has a positive impact upon PRC and total delay at the junction.

The modelling results for the 'alternative arrangement' indicate that the junction does operate better than the existing layout in the AM and PM peaks. Most notably, the A41 New Chester Road Southbound arm benefits most, with queuing reducing from 157.9 to 100.7 in the PM peak. Additionally, the queue on the M53 Westbound Slip decreases from 104 to 88, and from 99.7 to 11.8 on the eastern circulatory. The proposal also has positive impact upon PRC and total delay at the junction.

5 Summary

5.1 Findings

In summary, the findings of this assessment show that the anticipated operational impact on junctions 1-6 of the M53 with respect to the Local Plan development scenario (Option 1A – Urban Intensification) are to be relatively low when assessed against background traffic growth.

Both the LinSig modelling and merge / diverge assessments have indicated that some of the existing transport infrastructure is already capacity constrained in the 2015 Base Year traffic flows and for this to continue into the future for the 2037 Do Minimum Scenario. The difference between the 2037 Do Minimum and 2037 Do Something (i.e. Local Plan proposals) do generally not cause a significant impact.

The LinSig modelling analysis is noted to generally show marginal additional impact on junction operation with regard to Local Plan growth. However, capacity issues are noted, and therefore improvement options have been investigated to enhance the operation of particular junctions. In addition to this, all six of the merge/ diverge assessments do not indicate any change in the provision requirement between the Do Minimum and Do Something traffic flow scenarios.

5.2 Moving Forward

This work has highlighted that junctions on the M53 may experience operational issues in future years. During the Local Plan period it is therefore recommended that:

- Significant new developments coming forward should, where appropriate, undertake updated junction assessments to help ensure local impacts are minimised / mitigated.
- Wirral Borough Council maintain regular communication with Highways England and other neighbouring authorities to monitor the performance of the network across the region. This will allow appropriate forward planning should any significant operational issues become apparent.

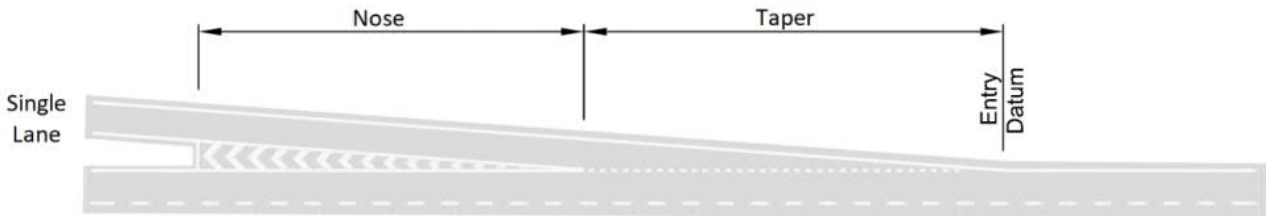
Traffic flows, and the resultant junction models discussed in this report, are based on the 2037 assessment year, assuming all Local Plan sites would be developed during this period. However, in reality, these sites will be developed in phases, from which traffic impacts will cumulate over time. Therefore, monitoring the impact of traffic generated by Local Plan developments is recommended on a case-by-case basis, with particular emphasis on sites coming forward closer to motorway junctions. This would allow Highways England to plan any required network improvements accordingly.

It should also be noted that, under the Birkenhead Regeneration Framework, Wirral Council are committed to public transport and active travel improvements through the Wirral Mass Transit scheme, development mobility hubs and walking and cycling studies. Further, it is worth noting that Wirral's ambition to primarily utilise brownfield sites for the delivery of the Local Plan will maximise the opportunity for residents to make use of existing transport hubs and infrastructure in established urban areas.

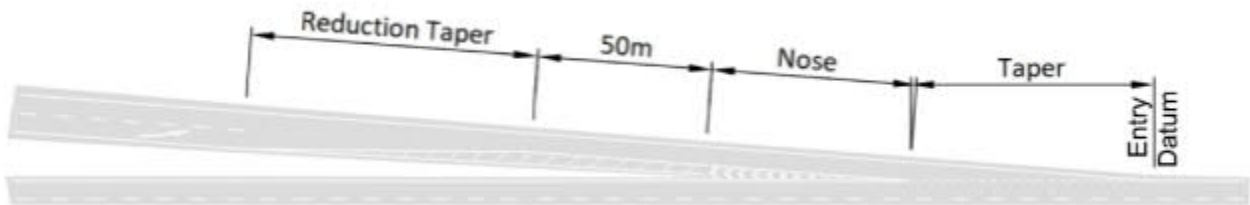
Appendix A: DMRB CD122 (rev 1) merge & diverge layouts

Merge Layout Configurations

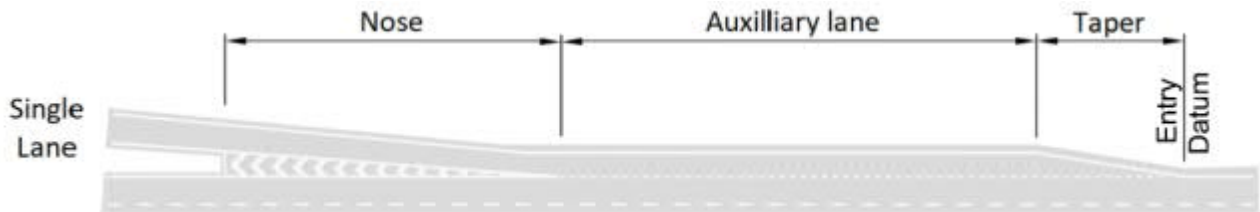
Layout A – Option 1 – Taper Merge



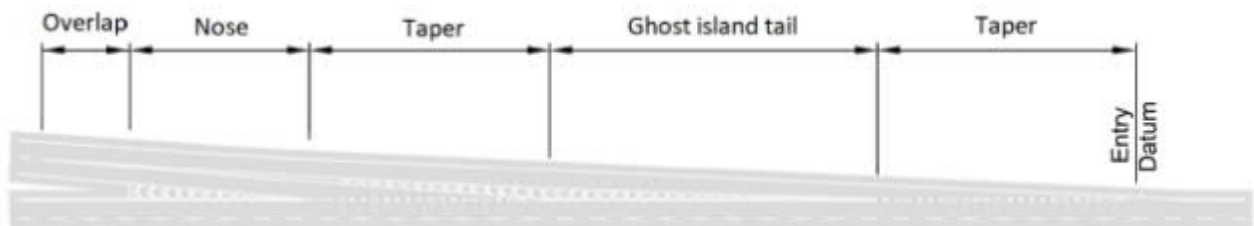
Layout A – Option 2 – 2-Lane Taper Merge



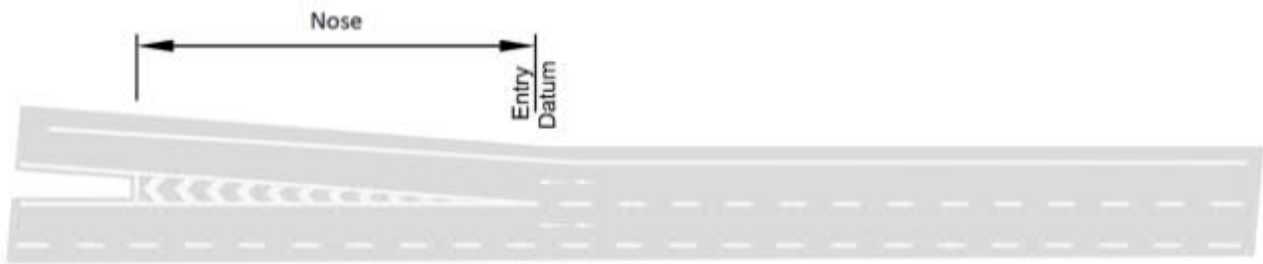
Layout B – Parallel Merge



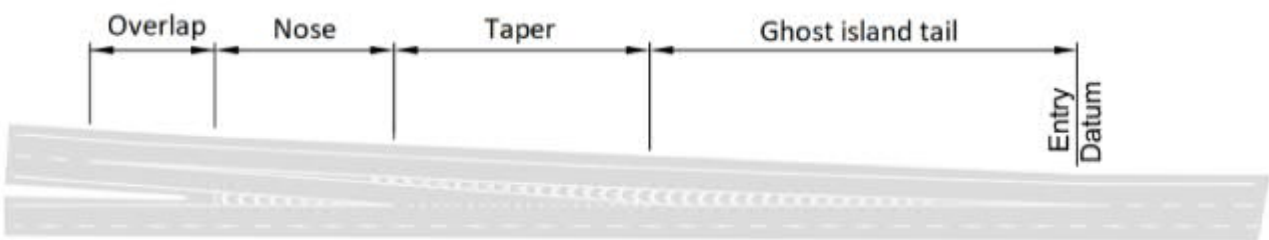
Layout C – Ghost Island Merge



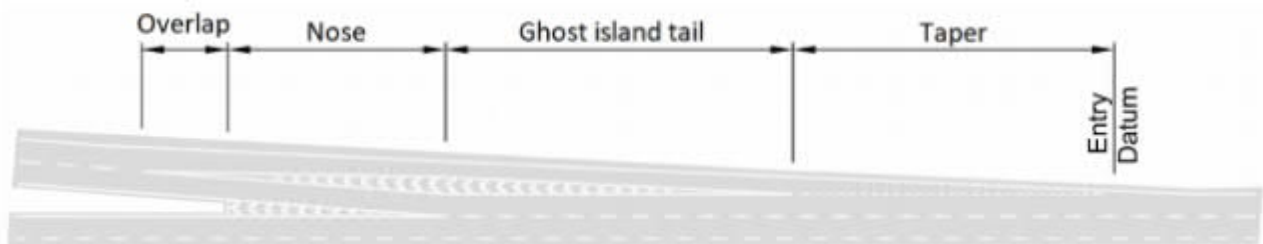
Layout D – Lane Gain Merge



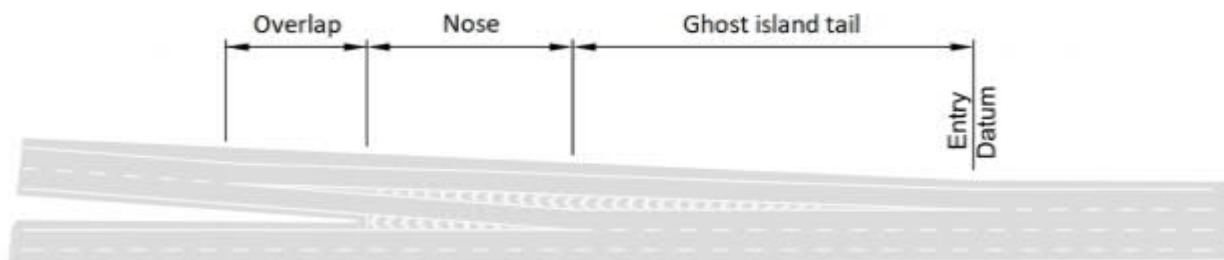
Layout E – Option 1 – Lane Gain with Ghost Island Offside Merge



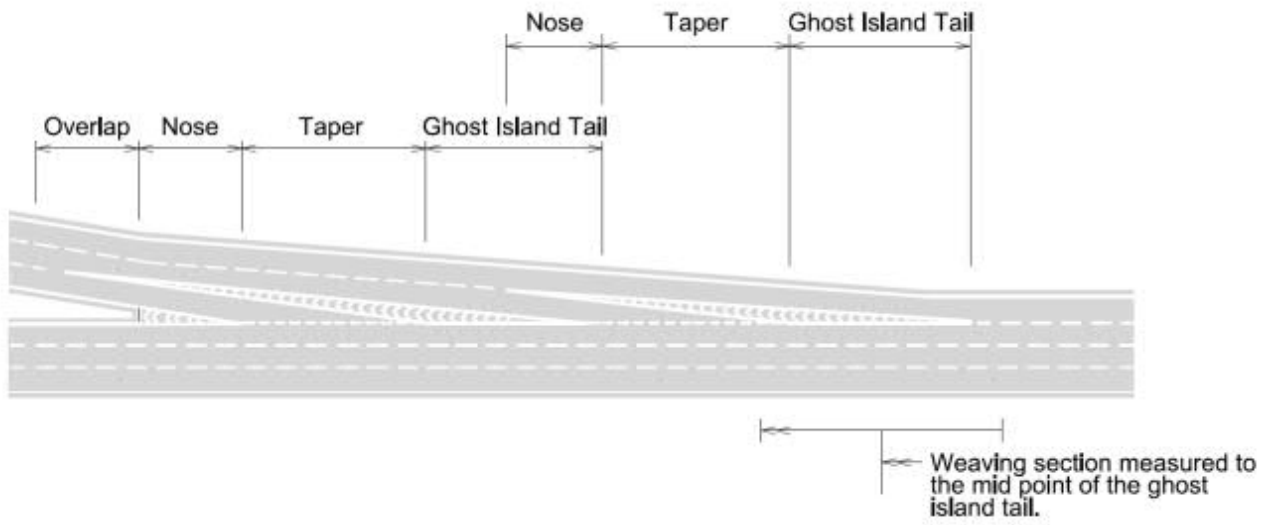
Layout E – Option 2 – Lane Gain with Ghost Island Nearside Merge



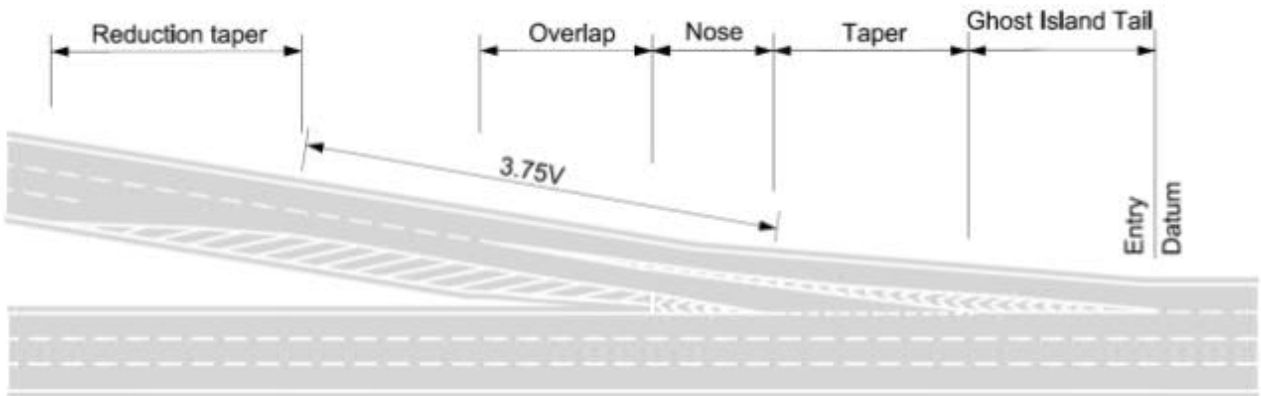
Layout F – 2-Lane Gain with Ghost Island Merge



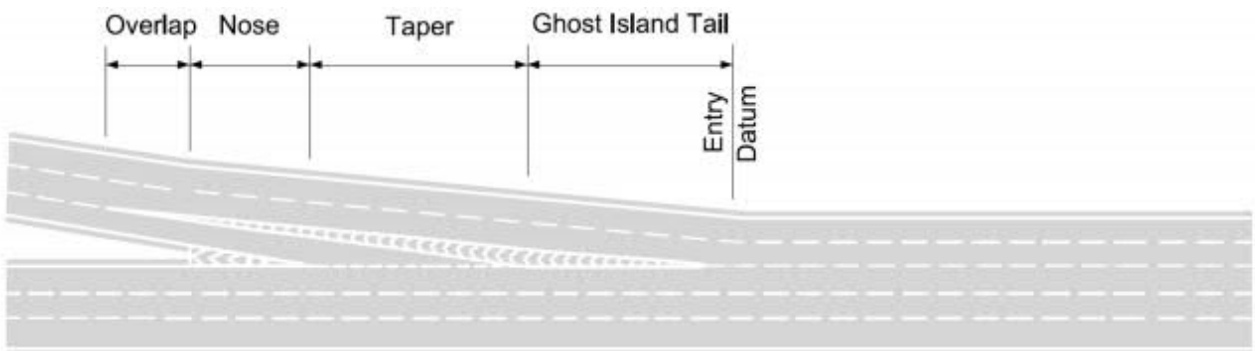
Layout G – Option 1 – Mainline Lane Gain and Double Ghost Island Merge



Layout G – Option 2 – Mainline Lane Gain and Single Ghost Island Merge

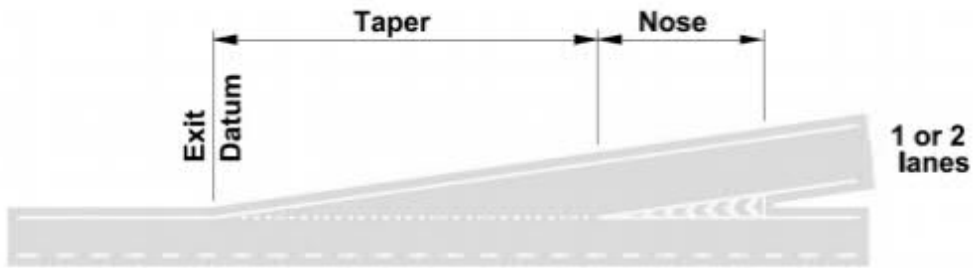


Layout H – Mainline 2-Lane Gain and Ghost Island Merge

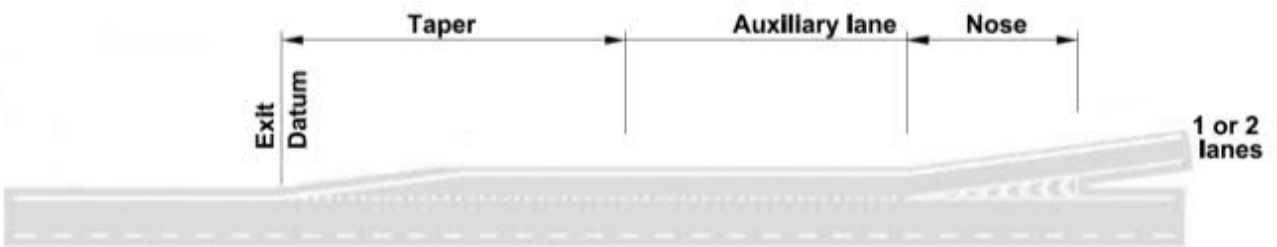


Diverge Layout Configurations

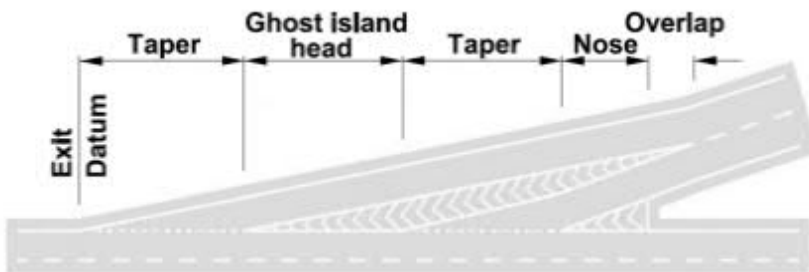
Layout A – Option 1 – Taper Diverge



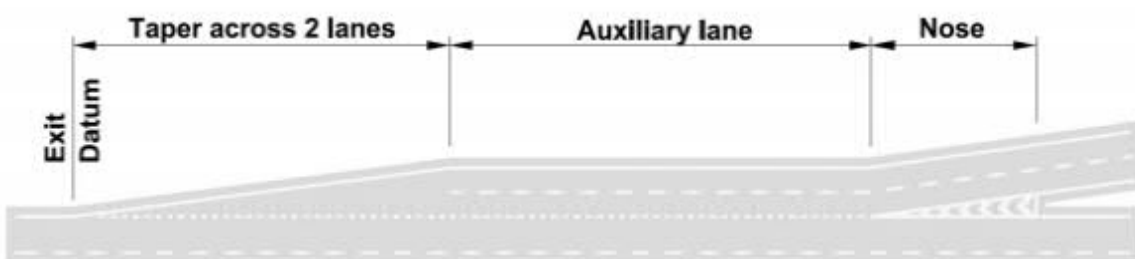
Layout A – Option 2 – Single Lane Auxiliary Diverge



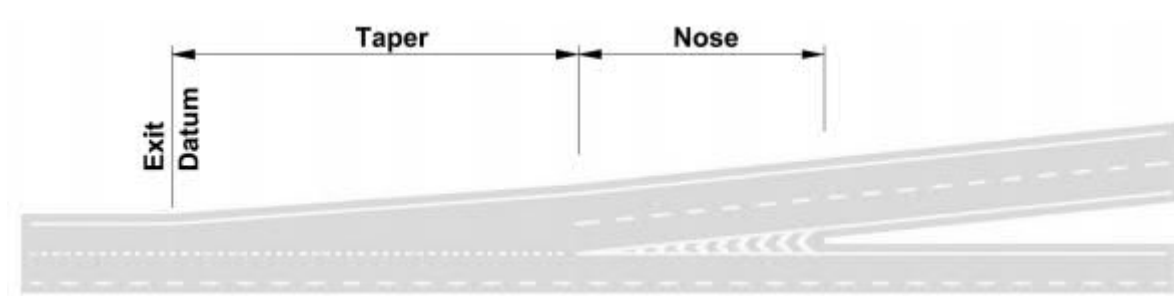
Layout B – Option 1 – Ghost Island Diverge



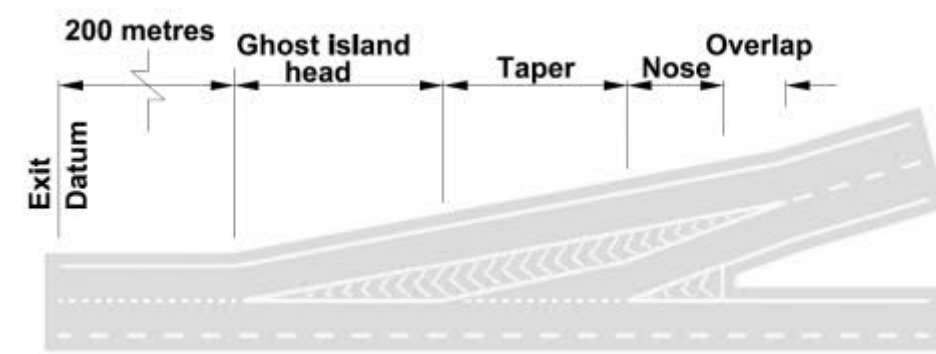
Layout B – Option 2 – 2-Lane Auxiliary Diverge



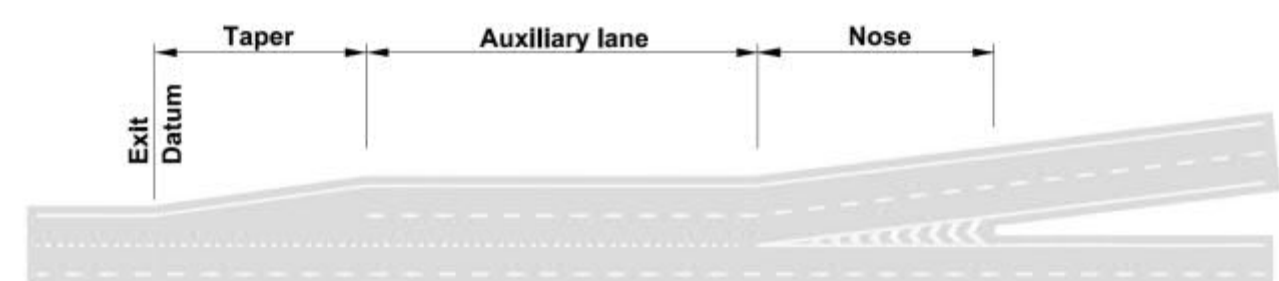
Layout C – Lane Drop Diverge



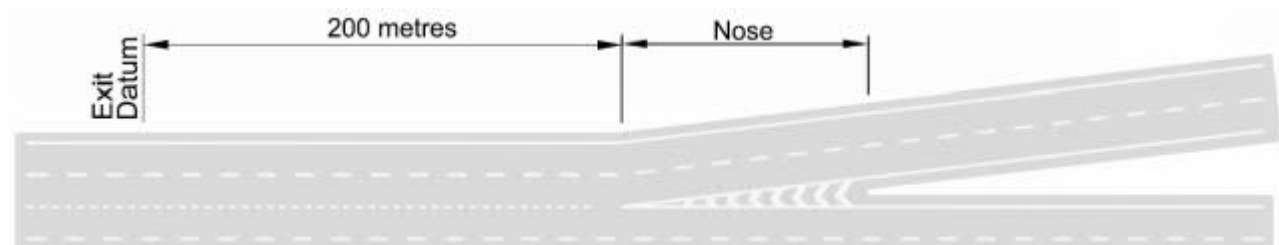
Layout D – Option 1 – Ghost Island Lane Drop Diverge



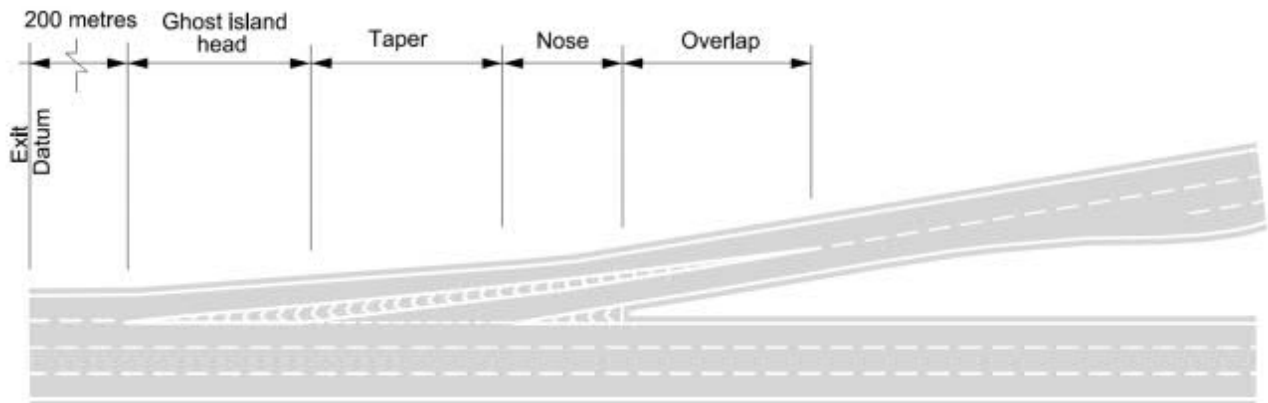
Layout D – Option 2 – Auxiliary Lane Lane Drop Diverge



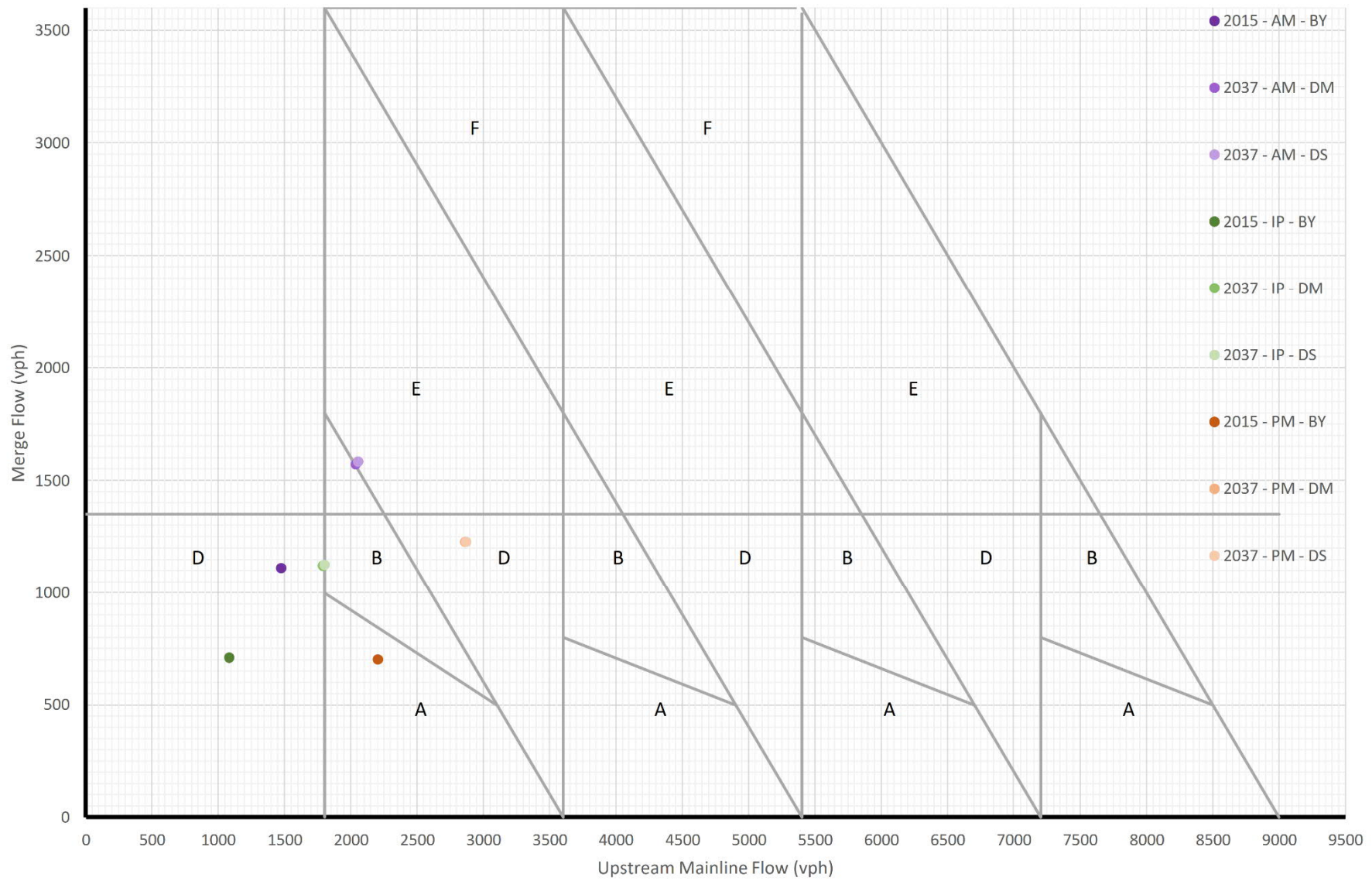
Layout E – 2-Lane Drop Diverge



Layout F – Mainline Lane Drop and Ghost Island Diverge



Appendix B – M53 Junction 1 Westbound Merge Plot



Wirral Local Plan Draft Statement of Common Ground with West Lancashire Council Duty to Cooperate

September 2021

1. Introduction

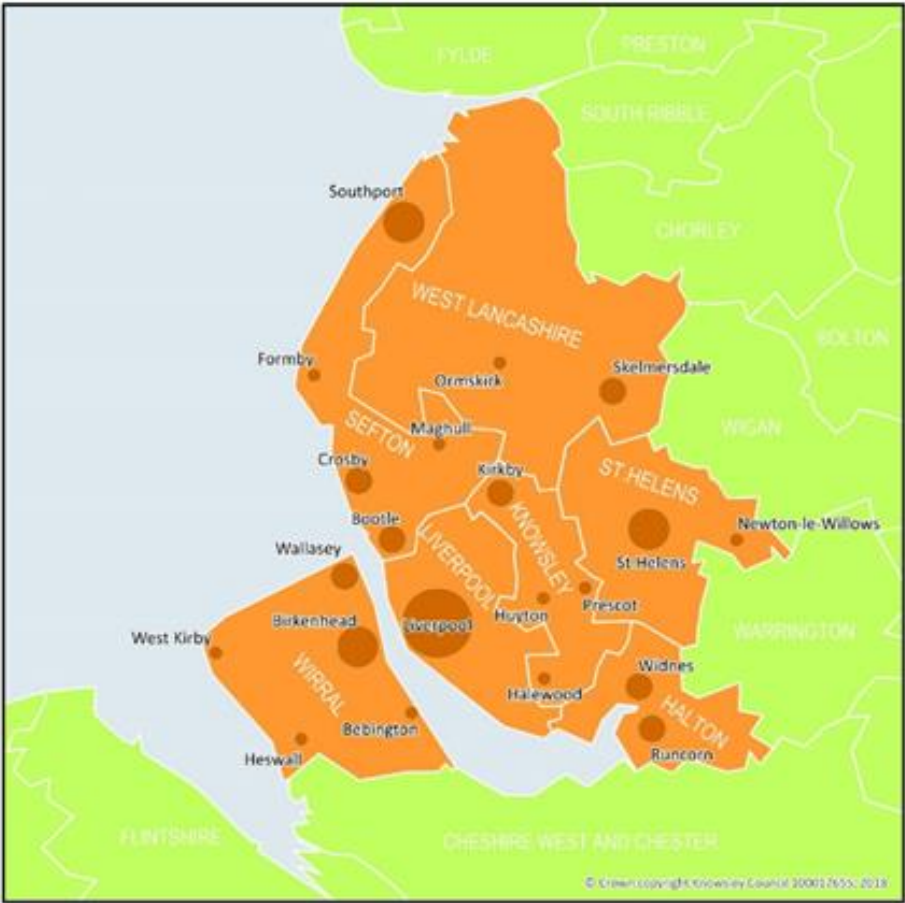
1. The following table lists the signatories to this Statement of Common Ground, and outlines their role, responsibility, or interest in the production of the Wirral Local Plan.

Parties	Role, responsibility, or interest in the production of the Wirral Local Plan
Wirral Council	The local planning authority responsible for the production of the Wirral Local Plan.
West Lancashire Borough Council	Local planning authority within the Liverpool City Region (LCR) – associate member.

2. This Statement of Common Ground (SoCG) has been jointly produced by the parties listed above, to outline how the parties have cooperated to consider strategic and cross boundary matters associated with the production of the Wirral Local Plan. This Statement details:
 - Duty to Cooperate (DtC) related activities which have taken place between the parties in relation to the production and progression of the Wirral Local Plan.
 - Relevant strategic and cross boundary matters between the parties.
 - How any identified strategic and cross boundary matters have been considered to date in relation to the production and progression of the Wirral Local Plan, and the outcomes of this engagement.
 - Any outstanding matters which the parties are continuing to cooperate on, proposed actions / next steps associated with any outstanding actions, and consideration of any implications on the production and progression of the Wirral Local Plan.
3. A DtC Statement of Compliance is being produced to support the submission of the draft Wirral Local Plan, which outlines how the Council has met the requirements of the DtC throughout the production of the Local Plan. The Statement will be submitted to the Secretary of State as a supporting document to the Wirral Local Plan. This DtC SoCG will be submitted alongside the draft Local Plan and the DtC Statement of Compliance, to provide further evidence of how Wirral Council has sought to meet the requirements of the DtC.

4. This Statement of Common Ground focuses on the strategic and cross boundary matters which are relevant to the parties and is produced without prejudice to other matters of detail that the parties may wish to raise during the Local Plan examination.

Figure 1: Liverpool City Region Local Planning Authorities



2. Context

a) Duty to Cooperate activities

4. The following table lists the Duty to Cooperate related activities which have taken place between the parties to support the production and preparation of the Wirral Local Plan.

Date	Brief description of the activity	Key outputs	Is a note of the activity included within the DtC Statement of Compliance?
October 2019	Publication of the LCR SoCG	Statement which outlines how authorities within the LCR will cooperate on cross boundary strategic planning matters.	Yes – SoCG appended.
January 2020	Regulation 18 consultation on the Local Plan	Draft Plan shared with the Council. No representation received.	Yes – summary of the Reg 18 representations from DtC bodies.
March 2020	Letter inquiring about the ability of other areas to assist Wirral Council in meeting its housing needs.	West Lancashire Council stated that they are unable to assist Wirral Council in meeting its housing needs, highlighting that there is insufficient capacity in the authority area to accommodate additional housing needs from the Wirral without requiring additional Green Belt release, there are no direct housing market connections, and the Council raised concerns regarding the sustainability of transport connections between the authority areas.	Yes – letter appended.
December 2020	Duty to Cooperate workshop held with all LCR authorities.	<ul style="list-style-type: none"> Updated all LCR authorities on the emerging Wirral Local Plan. Confirmation of the strategic cross boundary matters affecting the area. Confirmation that no additional engagement is required beyond the Council's planned programme of engagement with LCR authorities to support the production of the Wirral Local Plan. 	Yes
February 2021	Duty to Cooperate proforma circulated to all LCR authorities.	<ul style="list-style-type: none"> Confirmation that the Council's March 2020 position regarding assisting in meeting Wirral Council's housing needs remains unchanged. 	Yes – proforma appended.

Date	Brief description of the activity	Key outputs	Is a note of the activity included within the DtC Statement of Compliance?
		<ul style="list-style-type: none"> • Confirmation that the Council cannot assist Wirral Council in any short-term deficit in housing delivery. • Confirmation of the strategic cross boundary matters jointly affecting the authority areas (see section 2b below for further details). • Confirmation that where West Lancashire Council is not directly adjacent to the Wirral authority area, and where the Council is not a full member of the LCR Combined Authority, the level of engagement needed between the parties on several of the matters identified within section 2b below is low. West Lancashire Council therefore confirmed that the LCR SoCG addresses the listed strategic and cross boundary matters adequately in terms of the relationship between the two authorities. • Confirmation that the Council does not see the need to participate in the production of a SoCG, as it is considered that strategic and cross boundary matters are sufficiently addressed within the LCR SoCG. 	
June 2021	Local Plan update letter sent to all Duty to Cooperate bodies and key stakeholders.	Ensuring that all DtC bodies and key stakeholders were prepared to review the emerging draft Local Plan and associated SoCG, and continue with further engagement.	Yes – letter appended.

b) Relevant strategic and cross boundary matters

5. The following strategic and cross boundary matters have been identified and considered by the parties during the production and progression of the Wirral Local Plan.

Strategic cross boundary matters	Description / summary of issues
Planning for housing needs	The Liverpool City Region (LCR) authorities (including West Lancashire BC, associate member) agree that there is no unmet housing need to be redistributed among or beyond the seven local authorities during current local plan periods.
Planning for employment needs	The LCR authorities agree that they will work collaboratively to identify the minimum proportions of the need for strategic B8 uses which should be accommodated within each local authority.
Approach to the Green Belt	The LCR authorities agree to continue involving each other closely when considering the case for localised changes to the Green Belt.
Approach to town centres, meeting retail needs and the retail hierarchy	The LCR authorities agree that there is a need to promote regeneration and successful place making in each centre in the City Region within the context of the current retail hierarchy.
Planning for transport infrastructure and addressing impacts	The LCR authorities agree to work collaboratively to support delivery of the key initiatives set out in the Transport for the North Strategic Transport Plan including Northern Powerhouse Rail. The LCR authorities agree that a key priority is to consider a number of options with respect to Liverpool Central Station capacity enhancements and identifying the preferred solution to be taken forward. The LCR authorities will continue to develop a number of other large-scale cross boundary schemes with city region-wide impact and beyond.
Cross Mersey movement	<p>The LCR authorities agree to work collaboratively with other relevant bodies to identify and address required improvements to the Strategic Road Network and Major Route Network.</p> <p>Additionally, the Liverpool City Region partners have agreed a LCR Key Route Network to support new housing and employment development across the Liverpool City Region and unlock growth, and the Lancashire Key Route Network will be consistent with this in relation to their network in West Lancashire.</p> <p>The LCR authorities agree to work collaboratively to implement the LCR Rights of Way Improvement Plan and LCR Local Cycling and Walking Infrastructure Plan when finalised. Where necessary, the authorities will work collaboratively to implement recommendations and proposals within local authority Local Cycling and Walking Infrastructure Plans (LCWIPs).</p>

Strategic cross boundary matters	Description / summary of issues
Liverpool John Lennon Airport	The LCR authorities will support the Airport through investment in infrastructure improvements, including the Eastern Access Transport Corridor, education, training and skills.
Approach to digital inclusion	The LCR authorities agree that the city region must develop its own investment plans to accelerate investment and deployment in shared infrastructure to maximise development of digital and tech businesses, to support rapid public sector transformation and provide improved digital connectivity for residential properties and businesses.
Planning for utilities	<p>The LCR authorities agree to identify areas where improvements to utilities infrastructure are needed to support schemes of city region significance, and will broadly set out working arrangements to deal with cross-boundary issues.</p> <p>Clarification will be provided to utilities companies on strategic allocations within the emerging Plan, to ensure the deliverability of the allocations and to inform future investment decisions.</p>
Approach to coastal change management and flood risk	The LCR authorities will continue to work with partners in relation to strategic management of flood risk across river catchments and in relation to other sources of flooding where appropriate.
Renewable energy	The LCR authorities will work together to generate a new evidence base regarding renewable energy, including wind.
Approach to protection of internationally protected habitats	The LCR authorities agree to work towards a co-ordinated interim policy approach for mitigating impacts on the LCR coast. The LCR authorities and other partners will work towards implementation and delivery of the strategy across the City Region.
Approach to air quality	The LCR authorities and other partners will work together to address cross-boundary air quality issues and to deliver mitigation and measures to deliver air quality improvements across the City Region.
Approach to waste management	The LCR authorities agree that the Merseyside and Halton Waste Local Plan continues to provide a suitable vision for the management of waste up to 2027 and that the need for any changes to this Plan will be addressed on an on-going basis as required by relevant legislation. West Lancashire comes under the Lancashire Minerals and Waste Local Plan. There are not considered to be any cross-boundary issues waste-wise between Wirral and West Lancashire Councils.
Approach to minerals	The LCR authorities will maintain their commitment to the Managed Aggregate Supply System through continued representation in the North West Aggregates Working Party, will continue to work with the Merseyside Environmental Advisory Service (MEAS) and each other on minerals issues, and will consult with Lancashire County Council as Minerals Planning Authority.

Strategic cross boundary matters	Description / summary of issues
Approach to planning for community facilities, including healthcare, education and cultural infrastructure	The LCR authorities will continue to work with partners to take opportunities for development to improve health, wellbeing and quality of life across the City Region. The LCR authorities will continue to work with Clinical Commissioning Groups, hospitals and health trusts regarding health needs, future housing and other development, and the estate management programmes of these trusts.
Green and blue infrastructure	The LCR authorities will continue to work with a range of partners to protect, enhance and where possible extend the strategic natural assets of the City Region.

3. Outcomes of the cooperation

a) Production of a Statement of Common Ground

6. The Duty to Cooperate Proforma completed by West Lancashire Council in February 2021 stated that a SoCG is not required between the authorities, as the LCR sufficiently addresses any relevant strategic and cross boundary matters. The Council noted that any further cooperation could satisfactorily be taken forward through the LCR SoCG.
7. Wirral Council have inquired about the potential to update the LCR SoCG through the regional Planning Policy Managers meetings, and it was concluded that there is no interest in updating the document at this time. Where the LCR was agreed in 2019, and does not directly relate to the draft Wirral Local Plan, Wirral Council believes that it is helpful to have a SoCG specifically focusing on the draft Wirral Local Plan in place with all authorities in the LCR.


b) Strategic and cross boundary matters identified within the LCR SoCG

8. The Duty to Cooperate Proforma completed by West Lancashire Council in February 2021 confirmed that the identified strategic cross boundary matters listed in section 2b above appropriately represent the Council's understanding of the strategic cross boundary matters jointly affecting the authority areas. The Proforma also confirmed that all identified matters are appropriately addressed within the LCR SoCG, and do not therefore need to be considered further within this Statement.
9. Wirral Council agrees with this approach.

4. Conclusions

10. While it is acknowledged that further engagement is required between the parties to continue to support the progression of the Wirral Local Plan, all parties are satisfied that the production of the Wirral Local Plan to date has met the requirements of the Duty to Cooperate.

5. Signatories

Name	Alan Evans
Position	Director of Regeneration & Place
Organisation	Wirral Council
Signature	
Date	3 rd March 2022

Name	Councillor Gaynar Owen
Position	Portfolio Holder for Planning
Organisation	West Lancashire Borough Council
Signature	
Date	20 October 2021