PART 2 of 3

SUPPORTING DOCUMENTS & SOURCES

FRODSHAM NEIGHBOURHOOD PLAN

1 Introduction

This part of the Frodsham Neighbourhood Plan contains source and supporting documentation that complements and is referenced by Part 1 (Introduction and Policies).

List of contained documents:

1. Frodsham Town Design Statement [July 2010]
2. A Play Strategy for Frodsham [2012]
3. Cheshire West and Chester Local Plan, Part 1 [July 2013]
4. Cheshire West and Chester Local Plan, Part 2
5. Cheshire West and Chester Play Strategy Tier 1 [2016-2020]
6. Frodsham Masterplan, AECOM [May 2019]
7. Active Design Ready Assessment (ADRA) Summary [Draft 2018]
8. Strategic Environment Plan for Frodsham [March 2018]
9. Housing Needs Report for Frodsham (Parish) [January 2018]
10. A Cycle Strategy for Frodsham
11. Frodsham Design Code, AECOM [November 2019]
12. Fields in Trust Statement
13. Cheshire West and Chester Parks and Greenspaces Strategy Tier 1 [Draft September 2020]
14. FNP Strategic Environmental Assessment Scoping Report [December 2021]
15. Strategic Environmental Assessment Environmental Report [January 2022]
16. Habitats Regulations Assessment FNP [June 2021]
17. Strategic Environmental Assessment Environmental Report [September 2023]
18. Habitats Regulations Assessment FNP [October 2023]



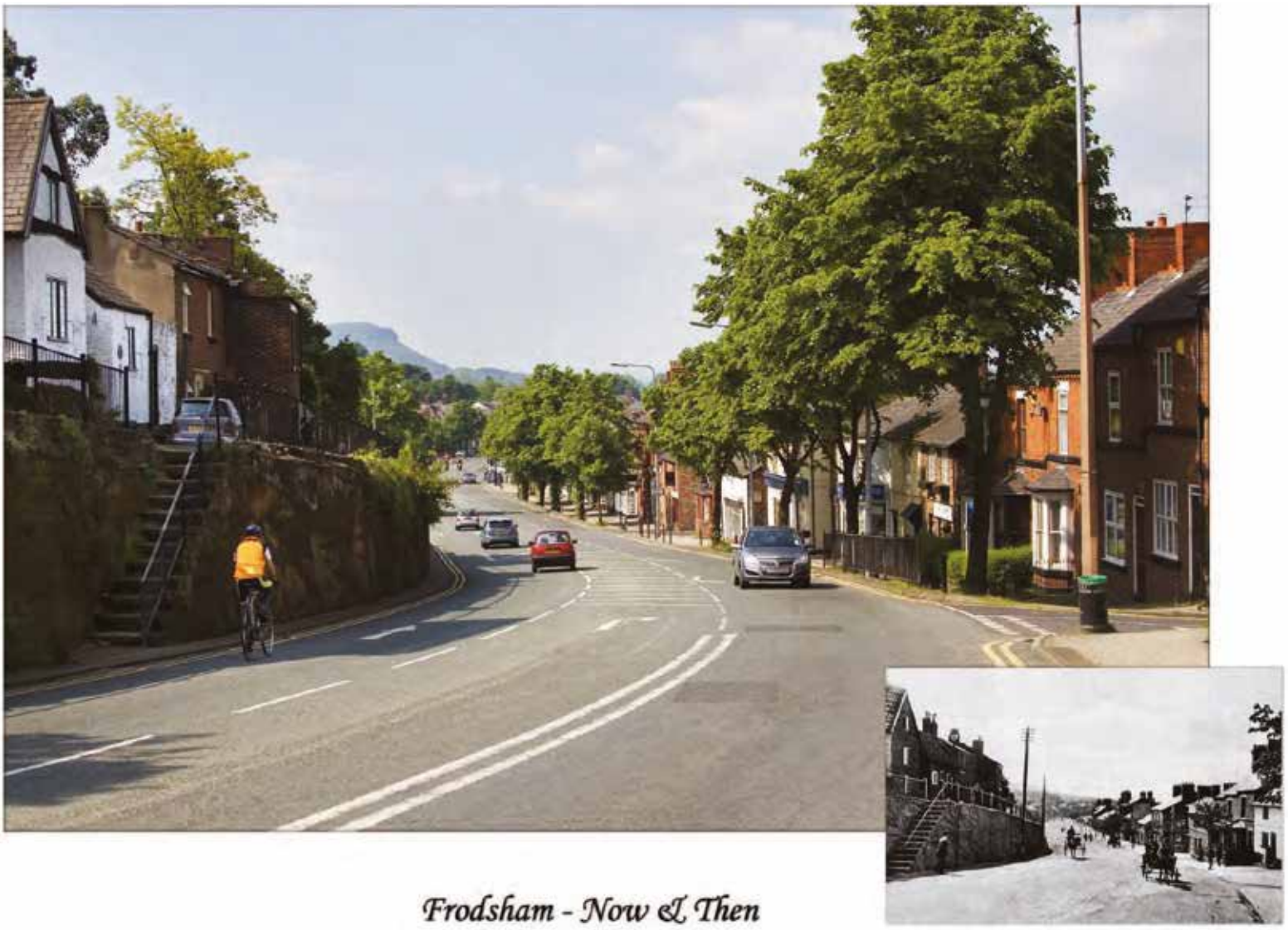
Document 1

Frodsham Town Design Statement [July 2010]

FRODSHAM
NEIGHBOURHOOD
PLAN

Frodsham

Town Design Statement



Frodsham - Now & Then

Adopted as a
Supplementary Planning Document

July 2010

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1. Introduction to the Town Design Statement

1.1 Purpose and Objectives

The purpose of a Town Design Statement is to manage change in both landscape and buildings, whether large or small, in a way which reflects and harmonises with the local character of a settlement's buildings, spaces and landscape setting.

The main aims of Frodsham Town Design Statement are to:

- augment the current Local Plan policies and influence the forthcoming Local Development Framework
- align with European, national, regional, county and local landscape policies
- promote a sense of place and acknowledge local distinctiveness
- encourage development which will make a positive contribution to Frodsham
- improve the acceptability of new developments by providing guidance to landowners, developers and architects before they prepare proposals
- encourage development which respects and complements existing building materials, but does not prejudice high quality contextually designed contemporary development
- encourage development that is designed to achieve high levels of sustainability and energy efficiency
- ensure that green infrastructure and biodiversity are an integral part of new development thus providing and/or maintaining habitats for wildlife as well as offering opportunities for people to get close to nature, with resulting benefits for health and wellbeing.

Positive benefits that may accrue from the Frodsham Town Design Statement include:

- raising community awareness of local design, distinctiveness and environmental issues
- creating partnerships between different groups in the community
- acting as a catalyst for new initiatives which may be started as a result
- streamlining the development process

The document will provide guidance to householders and local businesses, planners builders and architects and any other organisation or individual wishing to undertake development within the Frodsham Town Policy Boundary so that it contributes to and maintains the local character and distinctiveness of the town and its setting.

The Frodsham Town Design Statement, adopted as a Supplementary Planning Document by Cheshire West and Chester Council on 22nd July 2010, is a material consideration when assessing planning applications within the Frodsham Town Policy Boundary.

1.2 The Planning Policy Framework

The Frodsham Town Design Statement provides local definition to policies contained within the adopted Vale Royal Borough Local Plan First Review Alteration (Ref 1-2). In particular it supplements policies listed in **Table 1.1** below.

On 1st April 2009 Vale Royal Borough Council together with Chester City, Ellesmere Port and Neston Borough and Cheshire County Councils became a part of Cheshire West and Chester Borough Council. The new Council is currently working towards producing a Core Strategy, a document that will set out the core planning policies for the Cheshire West and Chester authority area as a part of its Local Development Framework (LDF). Under the Planning and Compulsory Purchase Act 2004 Local Development Frameworks and Regional Spatial Strategies have replaced the system of local plans and structure plans as the statutory development plan under which decisions on planning applications are taken.

The Vale Royal Borough Local Plan First Review Alteration was adopted on 16th June 2006. Under the 2004 Act the policies contained within the adopted Local Plan were originally saved for a period of three years from the date of the Local Plan's adoption, to 16th June 2009. In March 2009 Vale Royal Borough Council's request for this period to be extended was approved by the Government Office for the North West.

The policies contained within the Vale Royal Borough Local Plan First Review Alteration will now remain in effect and continue to cover the former Vale Royal Borough Council authority area until such time as the Core Strategy for Cheshire West and Chester Borough Council is adopted.

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When the Core Strategy is adopted, there will be a need to review this document and all other Village Design Statements adopted by the Council to ensure they reflect the policies it contains.

Table 1.1 Local Plan policies applicable to Frodsham (Ref. Appendix 1)

Notation	Name of Policy
General Strategy	
GS3	North Cheshire Green Belt
Natural Environment	
NE1	Protection of the Nature Conservation Resource
NE2	Designated Sites of International and National Nature Conservation Importance
NE3	Designated Sites of Local and Regional Nature Conservation and Geological Importance
NE4	Threatened and Priority Habitats
NE7	Protection and Enhancement of Landscape Features
NE8	Provision and Enhancement of Landscape in New Development
NE9	Trees and Woodland
NE15	Protection of the Flood Plain
Built Environment	
BE1	Safeguarding and Improving the Quality of the Environment
BE4	Planning Obligations
BE5	Historic Environment – Listed Buildings
BE6	Alteration / Extensions to Listed Buildings
BE7	Changes of Use to Listed Buildings
BE8	Listed Buildings and Archaeology
BE9	Demolition Control of Listed Buildings
BE10	Historic Environment – Conservation Areas
BE11	Development Adjacent to Conservation Areas
BE15	Historic Parks and Gardens
BE16	Advertisements and Signs
BE19	Domestic Radio, Masts, Aerials and Satellite Dishes
BE21	Renewable Energy

BE22	Locally Important Buildings
BE23	Conservation Area Appraisals
Housing	
H4	Housing Development Hierarchy
H5	Windfall Sites
H6	Change of Use / Conversion
H7	Sub-Division of Existing Dwellings into Self-Contained Residential Units
H8	Extensions / Alterations to Dwellings
H10	Rebuilding / Replacement of Dwellings
H15	Sites for Affordable Housing within the settlement policy boundaries of Frodsham, Helsby and Tier 1 Locations
Recreation and Tourism	
NE4	Threatened and Priority Habitats
NE7	Protection and Enhancement of Landscape Features
NE8	Provision and Enhancement of Landscape in New Development
Transportation	
T5	Railway Stations
T8	Pedestrians and Walking
T9	Cycling
T10	National Cycle Network
T13	Car Parking
Shopping and Town Centre Development	
STC1	General Policy
STC4	Use of Upper Floors
STC5	Design, Signage and Advertising in New and Refurbished Premises
STC6	Installation of Shutters
STC8	Loss of A1 Uses
STC9	Loss of A2 and A3 Uses
STC10	Loss of Existing Ground Floor and Upper Floor Residential Uses
STC11	Large Proposals in Large Village Centres

1.3 Community Involvement in the Process

The Frodsham Town Design Statement has been produced by a working group of Frodsham residents under the banner of Frodsham Forward and facilitated by Cheshire Landscape Trust. The initial proposal to prepare the Frodsham Town Design Statement was made by John Gittins, Chief Executive, Cheshire Landscape Trust, in November 2003.

A series of meetings during 2004 resulted in a survey of the whole parish by local volunteers. This was completed in mid-2005. A draft document: Frodsham Parish Landscape Assessment and Town Design Statement SPD, prepared during 2005-06, was submitted for statutory and public consultation in August 2007.

Following a meeting with GONW in November 2007, the team focused on the area within the Town Policy Boundary in greater detail. The town was re-surveyed and the document was re-drafted and re-submitted for statutory and public consultation in June 2009. The diary of events is recorded in **Appendix 2**.

1.4 Monitoring and Review

Implementation of the Frodsham Town Design Statement SPD will be reviewed through the Annual Monitoring Report (AMR), a document which is intended to monitor all aspects of the Council's LDF and is submitted to the Government Office for the North West each December.

The AMR provides information on whether the objectives of the SPD are being achieved and subsequently identifies if any parts of the SPD are in need of review.

The AMR monitors a set of National Core Output Indicators published by the Department for Communities and Local Government and Local Output Indicators. In reporting these indicators, the AMR takes an integrated approach which seeks to use these to monitor the objectives and policies contained in the Vale Royal Borough Local Plan First Review Alteration, including the policies on which this SPD is based.

The AMR will monitor how effectively the Frodsham Town Design Statement is being implemented through reviewing planning decisions within the Frodsham Town Policy Boundary and highlighting where the SPD has been used successfully as a material consideration. The SPD may need to be reviewed accordingly using this information.

Section 1 References

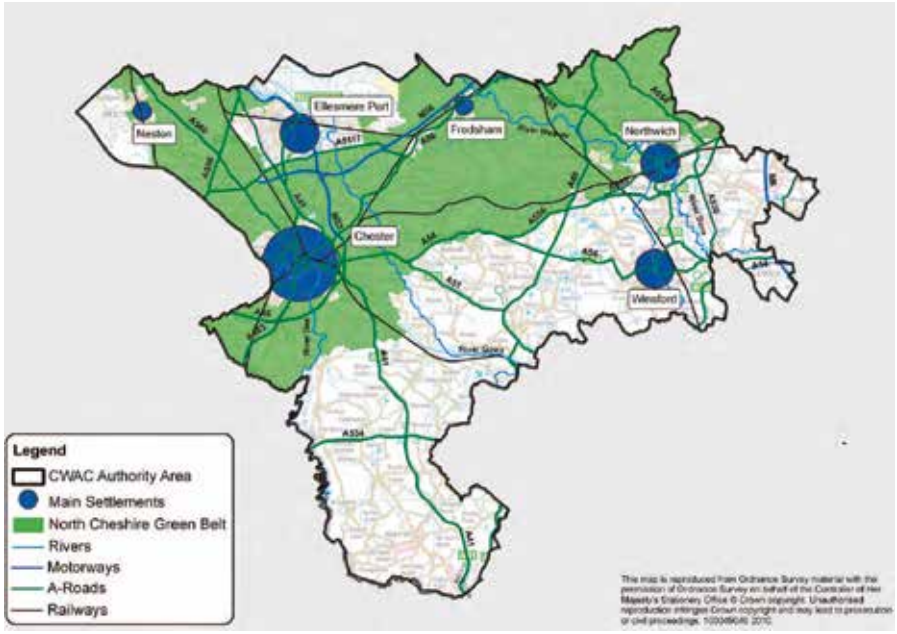
1. RBC (2006) Adopted Vale Royal Borough Local Plan First Review Alteration
2. VRBC (2006) Adopted Vale Royal Borough Local Plan First Review Alteration Proposals Maps
3. Cheshire West and Chester forthcoming Core Strategy
4. Council of Europe (2000) European Landscape Convention (in force from 2004)

2 The landscape setting

2.1 Location of Frodsham

Frodsham is a small town within the North Cheshire Green Belt and is located at the junction of three environments: the Mersey Estuary marshes, the mouth and valley-side of the River Weaver and the uplands of the Cheshire Sandstone Ridge. Since medieval times, and probably earlier, Frodsham has been accessible by river and road. The A56 Chester to Warrington road has long been the focus of economic activity within Frodsham and, more recently, a divider of the town as settlement boundaries expanded and the volume of traffic increased. Frodsham was connected to the railway network in 1850 and to the M56 motorway, skirting Frodsham to the northwest, in 1971 – **Map 2.1** shows Frodsham's location within Cheshire West and Chester.

2.1 Location of Frodsham



2.2 Geology

The solid geology of Frodsham Parish, like most of Cheshire, mainly comprises sedimentary sandstones, siltstones and mudstones laid down in a hot desert environment during the Triassic Period. **Table 2.1** shows the sequence of rock units, their names and whether they visibly outcrop in the town.

Table 2.1 Geological succession and visible presence in Frodsham (Ref.1 & 2)

Period	Rock Group	Rock-Unit / Formation	Visible presence in Frodsham
Triassic	Mercia Mudstone	Sidmouth Mudstone Formation	No
		Tarporley Siltstones Formation	Yes
	Sherwood Sandstone	Frodsham Beds at the top of	Yes
		Helsby Sandstone	Yes
		Wilmslow Sandstone Formation	Yes
		Chester Pebble Beds Formation	No

Later earth movements tilted and lifted the rocks leaving evidence represented by a series of faults, most of them trending NNW to SSE and down-throwing to the east where the youngest rock is found. The Frodsham Fault can be seen in Howey Lane **(photo 0.01)**; Wilmslow Sandstone is exposed in a stream course in Castle Park; Helsby Sandstone has been quarried for building stone in the south of the town; wind-blown dune structures can be seen in the exposure of Frodsham Beds, northeast of the railway station **(photo 0.02)**; and laminated Tarporley Siltstones can be seen in Bridge Lane **(photo 0.03)**.

As rocks were uplifted the land surface was worn away by rivers, then glaciers, as environments changed. On top of the Triassic rocks there is a patchy cover of drift deposits which accumulated during the last Ice Age. As ice retreated it left behind deposits of glacial till (boulder clay) and meltwater-sorted glacial sand & gravel. The erosive powers of glacial meltwater carved distinctive channels on the sandstone escarpments of north Cheshire, such as the Hazlehurst Road channel **(photo 0.04)** on the southern boundary of town.

Advancing ice transported large blocks of "foreign rock" – erratics – into Cheshire and these were left behind when the ice wasted away. A number of distinctive granite & volcanic erratics survive in Frodsham town, e.g. two erratics, one painted, have been relocated at the Ring o' Bells **(photo 0.05)**.

An extensive cover of alluvium accumulated as the flood plains and marshes of the River Mersey and River Weaver developed. The extent of Frodsham Marsh is clearly visible from the War Memorial viewpoint on Overton Hill **(photo 0.06)**.

Thus, the dynamic geological past has contributed to both the present rock outcrop pattern as well as the physical attributes of Frodsham's landscape.

Within the town a geological Site of Special Scientific Interest (SSSI) was notified in 1990 with the site name: Frodsham Railway and Road Cuttings and comprises 3 separate exposures of the Frodsham Beds, as shown on **Map 2.2** (Ref.3). The 2 northerly exposures were designated a Regionally Important Geological Site (RIGS) in 2005 (Ref.4).

2.3 The Landscape Context of Frodsham

Frodsham Parish covers an area of 9.25 square miles (24 square kilometres). Over the years a number of studies have been carried out on the landscape character of the Cheshire area, including the area within and surrounding the Parish of Frodsham. These include the Cheshire Historic Landscape Characterisation Project (Ref.5), the Cheshire Landscape Character Assessment (Ref.8) and the Vale Royal Landscape Character Assessment (Ref.9). In addition to these, as part of the development of the Frodsham Town Design Statement a Parish Landscape Assessment was completed. These all reveal the varied landscape of the area in which Frodsham is situated and the various geological, physiographic, natural and historical features which give the landscape its character.

Table 2.2 below provides an overview of and shows the relationships between the landscape character types and areas recognised in Frodsham and the surrounding area identified through these different Landscape Character Assessments and how they also align with the National Countryside Character Areas of England.
Table 2.3 shows the Historic Landscape Characterisation Groups, Types and Subtypes identified in the Frodsham Parish area through the Cheshire Historic Landscape Characterisation Project

Table 2.2 Nesting of landscape units at national, county, borough and parish scales

National Countryside Character Areas (Ref. 6&7)	060 Mersey Valley			062 Cheshire Sandstone Ridge			
CCC Landscape Character Types & CCC Landscape Areas in Frodsham Parish (Ref.8)	15 Mudflats and Saltmarsh MFSM1 Ince Banks	4 Drained Marsh DM1 Frodsham Marsh	13 River Valleys R1 Lower Weaver	5 Rolling Farmland RF1 Norley	5 Rolling Farmland RF8 Helsby to Frodsham	3 Sandstone Fringe SF1 Kelsall	2 Sandstone Ridge SR1 Frodsham
Vale Royal Borough Landscape Types & Vale Royal Landscape Areas in Frodsham Parish (Ref.9)	12 Estuary 12A Frodsham Score	11 Reclaimed Saltmarsh 11A Frodsham Helsby & Lordship Marsh	8 River Valleys 8C Lower Weaver Valley	4 Undulating Enclosed Farmland 4B Frodsham to Northwich Undulating Enclosed Farmland	3 Sandstone Fringe 3A Alvanley Sandstone Fringe	2 Sandstone Ridge 2A Northern Sandstone Ridge	
Frodsham Parish Landscape Character Types (Ref.10)	1 Estuary	2 Reclaimed Saltmarsh	3 Floodplain	4 Valley-side	5 Scarp Foot	6 Wooded Escarpment	7 Undulating Elevated Land

Despite differences in the descriptive names there is a high level of landscape character compatibility between the same units identified at county, borough and parish scale.

The boundaries of Landscape Character Areas within the town are a continuation of those mapped in the parish. They primarily demonstrate Frodsham's location on the Scarp Foot of the Sandstone Ridge. At the boundary between the Lower and Upper Frodsham Foot-slope there is a distinct upward steepening of land to the south, though, this reduces to a gently sloping shelf in Overton before rising steeply to Beacon Hill.

Table 2.3 Cheshire Historic Landscape Characterisation Groups, Types and (Subtypes) Recognised in Frodsham Parish (Ref.5)

Ancient Fieldscapes	Post Medieval Fieldscapes	C20th Fieldscapes	Woodland	Ornamental	Water Bodies	Recreation	Settlement	Industry	Communications
Ancient Field Systems (Ancient Field Systems Semi-regular) *Medieval Townfields (Medieval Townfields)*	*Late Post Medieval Agricultural Improvement (Late Post Medieval Agricultural Improvement)* *C19th Field Systems (C19th Planned Enclosure of Marsh, Parliamentary Enclosure)*	*C20th Agricultural Improvement (C20th Agricultural Improvement)* *C20th Century Field Systems (C20th Century Field Systems)*	*Ancient Woodland (Ancient Woodland)* *Post Medieval Plantation (Post Medieval Plantation)* *Other Woodland (Post Medieval Other Woodland)*	*Post Medieval Ornamental Parkland (Post Medieval Ornamental Parkland)*	*Natural Waterbodies (Natural Waterbodies)* *C20th Artificial Water Bodies (C20th Artificial Water Bodies)*	*Golf Course (C20th Golf Course)*	*Post Medieval Settlement (Post Medieval Settlement)* *C20th Settlement (C20th Settlement)*	*C20th Century (C20th Industry Active)*	*Post Medieval Communications (Post Medieval Communications Active)*

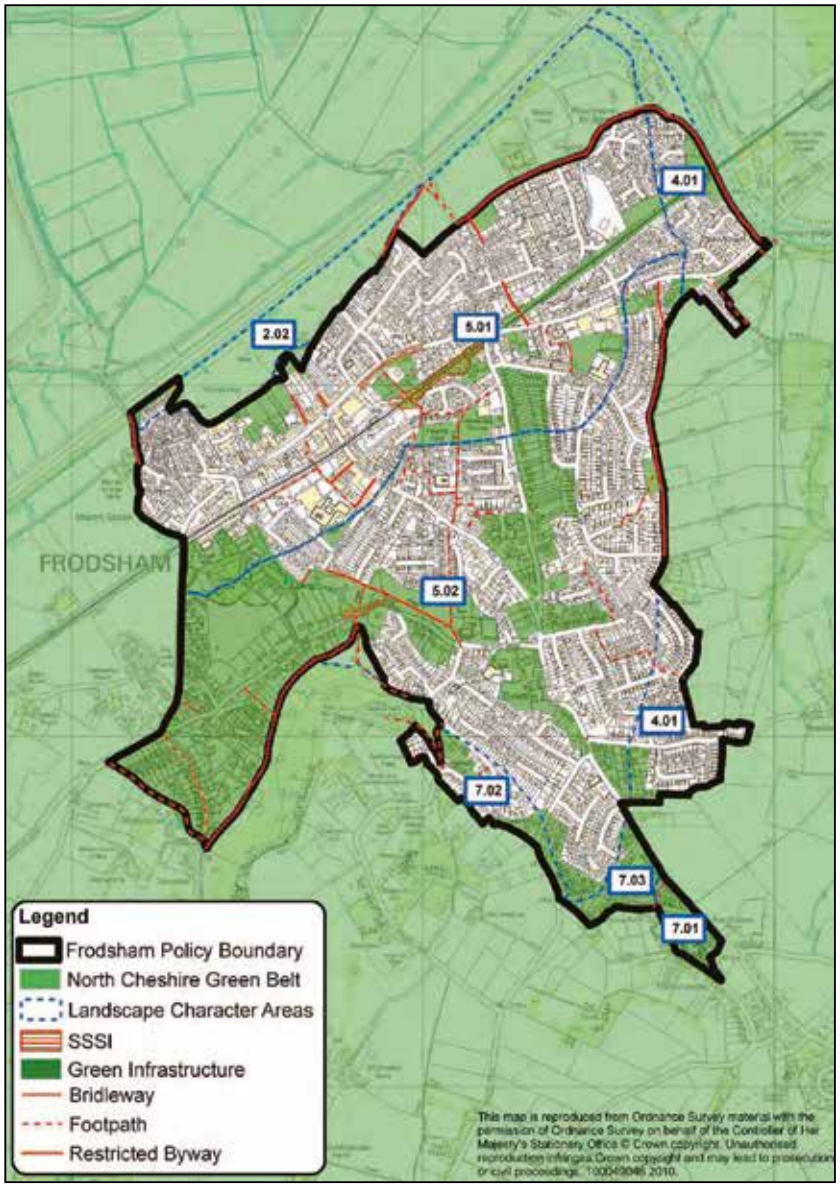
2.4 Frodsham's Town Landscape

The Frodsham Parish LCA carried out by members of the Town Design Statement Team recognised 7 Landscape Character Types **(Table 2.2)** comprising 19 Landscape Character Areas within the Parish. Frodsham Town occupies only a small area of the large Civil Parish and has developed over parts of 4 Landscape Character Types and 7 Landscape Character Areas. **Table 2.4** and **Map 2.2** show the Landscape Character Areas with a presence in the town and their location.

Table 2.4 Landscape Character Types and Areas in Frodsham's Town Policy Boundary (Ref. 11)

Landscape Character Type	Landscape Character Area
2 Reclaimed Saltmarsh	2.02 Frodsham Marsh Drains
4 Valley-side	4.01 Weaver Valley-side
5 Scarp Foot	5.01 Lower Frodsham Foot-slope 5.02 Upper Frodsham Foot-slope
7 Undulating Elevated Land	7.01 Manley Road Upland 7.02 Beacon Hill 7.03 Five Crosses Channel System

Map 2.2 Landscape Character Areas, Green Infrastructure, Footpaths and Bridleways in Frodsham (Ref. 3, 10 & 12)



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2.5 Frodsham's Green Infrastructure

Green infrastructure is the "life support system – the network of natural environmental components and green and blue spaces that lies within and between...cities, towns and villages which provides multiple social, economic and environmental benefits" (Ref.11). Nature conservation, habitat creation and improvement provide multi-functional green spaces that enhance the visual amenity of places and mitigate the impact of climate change, for instance, within towns green spaces help to reduce storm runoff and flooding on low-lying land, to ameliorate the effect of high summer temperatures and to assist wildlife survival by providing 'urban' habitats and foraging corridors.

The TDS team have recognised and mapped the Green Infrastructure within Frodsham's TPB. It includes public parks and recreational green spaces, private gardens, the cemetery and allotments. Many of these places connect to form biodiversity corridors within the town and/or facilitate wildlife movement across the Green Belt / Town Policy Boundary. The Green Infrastructure is shown on **Map 2.2**.

2.6 Frodsham's Public Rights of Way

A map of the Public Rights of Way (PROW) in Frodsham Parish was produced under the Parish Paths Partnership initiative "to protect and improve the local network of parish paths" (Ref. 12). Footpaths, bridleways and restricted byways within and at the edge of town are shown on **Map 2.2**. The town's network of footpaths and residential roads provides short-cuts and encourages walking; some town footpaths link to Long Distance Footpaths such as The Sandstone Trail. In addition, there are sections of bridleway and restricted byway in the Town Policy Boundary.

Section 2 References

1. British Geological Survey (2004) Lexicon of named rock units, available online at www.bgs.ac.uk/lexicon/lexicon_intro.html

2. Geological Survey (1977) Runcorn Sheet 97 (S&D) 1:50,000

3. Nature Conservancy Council (1990) Frodsham Railway & Road Cuttings SSSI notification

4. Cheshire RIGS (2002) Frodsham CH 036 Geological Site Report

5. CCC & EH (2007) Cheshire Historic Landscape Characterisation Final Report

6. Countryside Agency (2005) The Character of England – Landscape, Wildlife, Natural and Cultural Features – map

7. Countryside Commission (1998) Countryside Character, Volume 2: North West – The character of England's natural and man-made landscape CCP 536

8. CCC (2007) Cheshire Landscape Character Assessment - DRAFT

9. VRBC (2007) Landscape Character Supplementary Planning Document

10. K Gee (2008) Landscape Character Assessment of Frodsham Civil Parish - UNPUBLISHED

11. NWDA (2008) North West Green Infrastructure Guide version 1.1

12. CCC (1996) Frodsham Parish Paths

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0.01 The Frodsham Fault with mottled Wilmslow Sandstone on the left and younger sandstone to the right, Howey Lane-SSSI.



0.02 Frodsham Beds representing fossilised sand dunes in the railway cutting behind the east bound platform. SSSI and RIGS site.



0.03 Tarporley Siltstones, Bridge Lane.



0.04 Meltwater channel followed by Hazlehurst Road.



0.05 Granite erratics Church Road, Overton.



0.06 Frodsham, Frodsham Marsh and the mouth of the River Weaver from the War Memorial Viewpoint

3 The development of Frodsham

3.1 Origins

The settlement of "Frodsham" dates from Saxon times and is recorded in the Domesday Book as an important agricultural manor (estate) with a small workforce plus a priest and a church. The **Early Medieval Estate Centre** was probably located in Overton close to the present-day Parish Church of St Laurence. The settlement at Overton grew under the lordship of the Norman Earls of Chester until the powerful 6th Earl – Ranulph de Blundeville – granted a Borough Charter to Frodsham, probably in 1209. The Charter led to the development of the **Planned Medieval Borough** in what is now the commercial core of the town. In addition, Earl Ranulph relocated the estate HQ to a fortified manor-house / "castle" close to the junction of the old road (Howey Lane) and a realigned Chester to Warrington road was built wide enough to hold a regular market. 110 burgage plots – distinctive, long narrow parcels of land suitable for a home, trade and an "allotment" – were laid out end-on to both sides of the new thoroughfare and rented from the Lord of the Manor for 12d (old pence!) per year. The benefits for tenants included freedom from full-time agricultural duty, and license to trade in the market place and through the new river port at Frodsham Bridge, where Newtown Medieval Settlement, grew up (Ref.1).

3.2 Settlement development and population growth

In 1237 the earldom of Chester and the manor of Frodsham reverted to the Crown and remained in royal hands for most of the later medieval period. Agriculture dominated the economy well into the post-medieval period with cheese-making, using milk from herds grazing the marshes, being important until the 1850s. Frodsham's location gave it importance as a staging post during the coaching era: The Bear's Paw, built 1632, was one of several coaching inns. By the 1700s a variety of craftsmen were working in the township, e.g. at weaving, tanning and shoe making. Frodsham failed to attract industry, with the exception of the small scale manufacturies including a flour mill and a salt works in Newtown. As a consequence, the township experienced limited development during the industrial era, although there is a legacy of large residential properties associated with economic success in Frodsham and beyond, e.g. Joseph Stubs' Park Place, 1851, developed from property on the site of the fortified manor-house and now called Castle Park House; John Urmston's The Gables (52 Main Street), and William Crosbie's house at 1 Church Street, were once the homes of the business partners who established the Salt Works at Newtown.

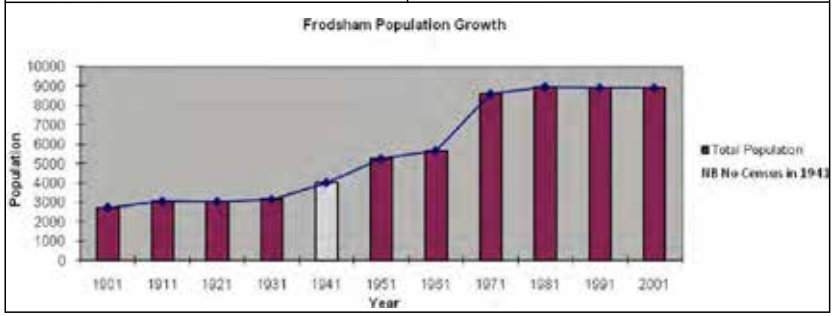
Nevertheless, right up to the late 19th century Frodsham, Overton and Newtown were still separate entities (Ref 1-5).

Infill and peripheral expansion of the settlement area during the 20th century has produced the town we know today (see 3.4 below). In the 21st century the medieval street layout is largely retained, and Main Street still hosts a weekly market **(photo 0.07)**, but, the footprint of burgage plots shows only partial survival: mainly on the north side of Main Street and High Street.

Frodsham's population growth mirrors the pattern of settlement development. Population grew slowly from medieval times until well into the 20th century. In 1936 boundary changes established Frodsham Civil Parish and no census was conducted in 1941. The second half of the 20th century witnessed an altogether greater rate of population growth which was most marked during the 1960s. Frodsham's population had increased to c.9000 by the 1990s – see **Table 3.1** and the graph of population growth (Ref.6).

Table 3.1 Frodsham's 20th century Population Growth (Refs.6)

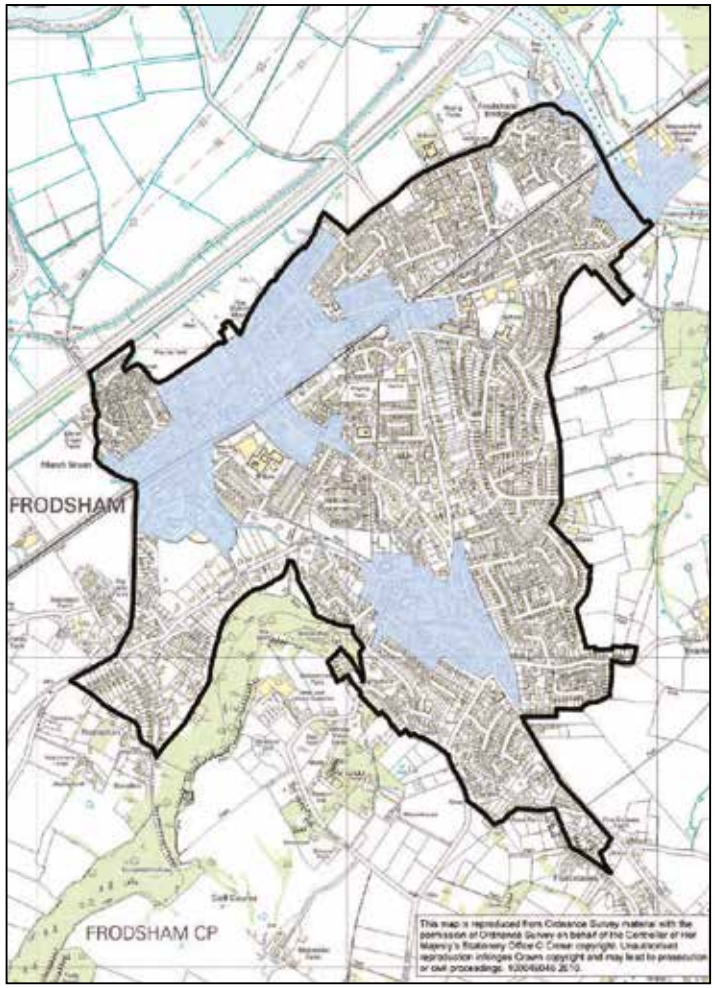
Year	Total population
1901	2728
1911	3049
1921	3025
1931	3140
1951	5245
1961	5661
1971	8582
1981	8966
1991	8903
2001	8982



3.3 Archaeological Assessment

A systematic archaeological assessment of Frodsham was conducted as part of the Cheshire Historic Towns Survey. It identified the three areas of medieval settlement noted in paragraph 3.1 above as a single "Area of Archaeological Potential (AAP), which it further subdivided. **Map 3.1** shows the extent of the Area of Archaeological Potential in Frodsham.

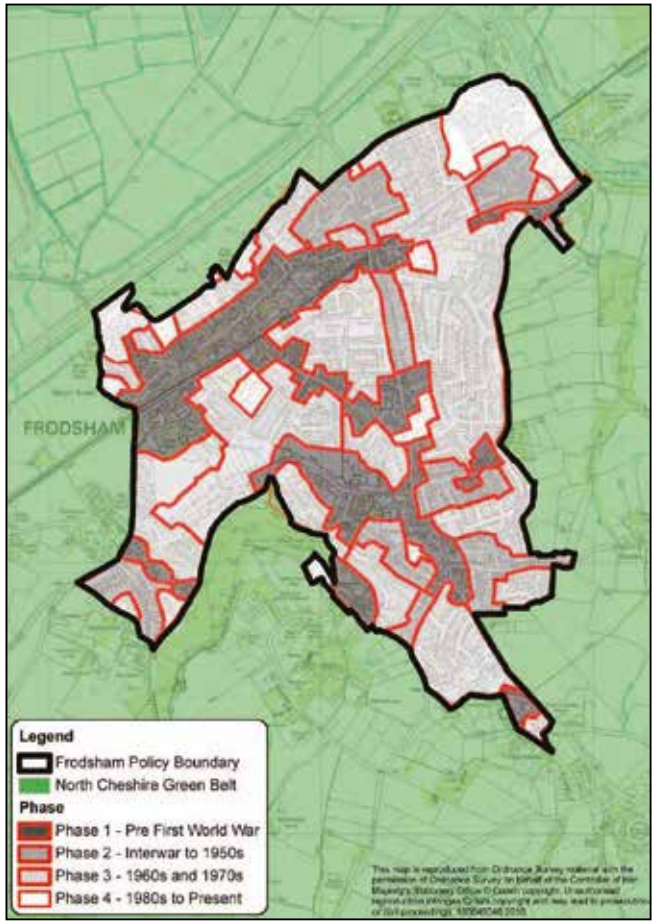
Map 3.1 Frodsham Area of Archaeological Potential (Ref.7)



3.4 Settlement infill and expansion

Many properties in the area of the Planned Medieval Borough, now more recognisable as the commercial core of the town and several in Overton, date from the 17th and 18th centuries. The oldest known property is a one-room cottage, dated to 1580, now part of The Old Cottage, on The Rock in High Street.
A broad-brush approach to mapping the growth of modern Frodsham, based on observation and the documentary record of property age, identifies distinct phases and areas of development during the 20th and 21st centuries. **Map 3.2** compiled by the TDS team displays the reconstructed pattern of the infill, growth and expansion of the town.

Map 3.2 Distribution of property age groupings in Frodsham



Phase 1. Pre-First World War This category identifies those areas where the town's surviving older properties are mainly located, indicating the early extent of the town: it broadly corresponds with the AAP shown in Map 3.1. These properties include places of worship, inns, former farms and structures for new and improved transport as well as private homes – many of the buildings are nationally or locally listed, e.g. the Church of St Laurence, late 12th century; the Queen's Head Hotel, Main Street and the outbuildings to Manor Farmhouse, now refurbished as dwellings, both dating from the 17th century; Frodsham Viaduct and Frodsham Bridge, both completed in 1850; and a diverse range of private homes such as the 17th century thatched cottages and Ashley House, **(photo 0.08)** in Main Street, and Albert Row, between High Street and Ship Street **(photo 0.09)**.

Phase 2. Interwar to 1950s This period saw several small housing developments take place, each with distinctive design features. This phase includes the area to the south of Main Street between Church Street and Castle Park that surrounds the Leisure Centre and recently demolished secondary school. Upper Park Lane **(photo 0.10)** is part of this area and Hillsborough Avenue, in Overton **(photo 0.11)** is also an example of this period of settlement expansion.

Phase 3. 1960s and 1970s These decades saw a variety of residential development on all sides of the town: the most extensive occurring to the east and south of Frodsham, e.g. Wayford Close **(photo 0.12)** and Fairways **(photo 0.13)**.

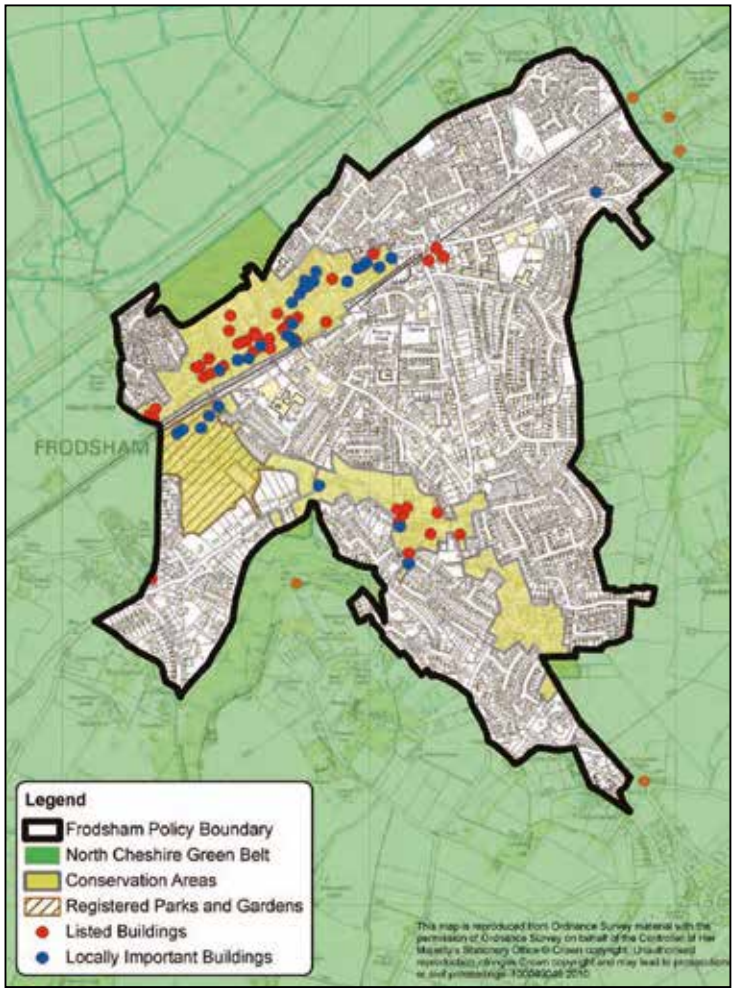
Phase 4. 1980s to present This period saw small areas of significant residential infill from single bungalows and houses on windfall sites to large apartment blocks on the sites of demolished property, e.g. bungalows near Lawrence House, Churchfield Road; four pairs of semi-detached houses in Ship Street near the junction with Weaver Lane; seven detached properties in Foxglove Court off Fluin Lane; Bridge Lane Mews, next to Frodsham Bridge **(photo 0.14)** and a mixed residential estate developed at the former Saltworks Farm on the northern edge of Frodsham **(photo 0.15)**.

3.5 Heritage Assets

Within Frodsham TPB there are a range of designated heritage assets: namely, four conservation areas, 45 nationally listed buildings, 78 locally important buildings, and, 22 unlisted buildings of townscape merit in the Overton Conservation Areas; details are provided in **Appendix 3** (Ref.8-13). In addition, Castle Park is a Registered Historic Park and Garden (Ref.14).. **Map 3.3** shows the location of conservation areas, listed buildings and the registered park.

Between 2001 and 2005 borough and county authorities secured matched funding from English Heritage for the Frodsham Heritage Economic Regeneration Scheme (HERS) to support the promotion of tourism. Grants were allocated for the repair of 22 properties, the construction of three peninsular crossing points and new street furniture in Main Street. The key heritage features of the commercial core were explained with additional blue plaques and new interpretation panels **(photo 0.16)**.

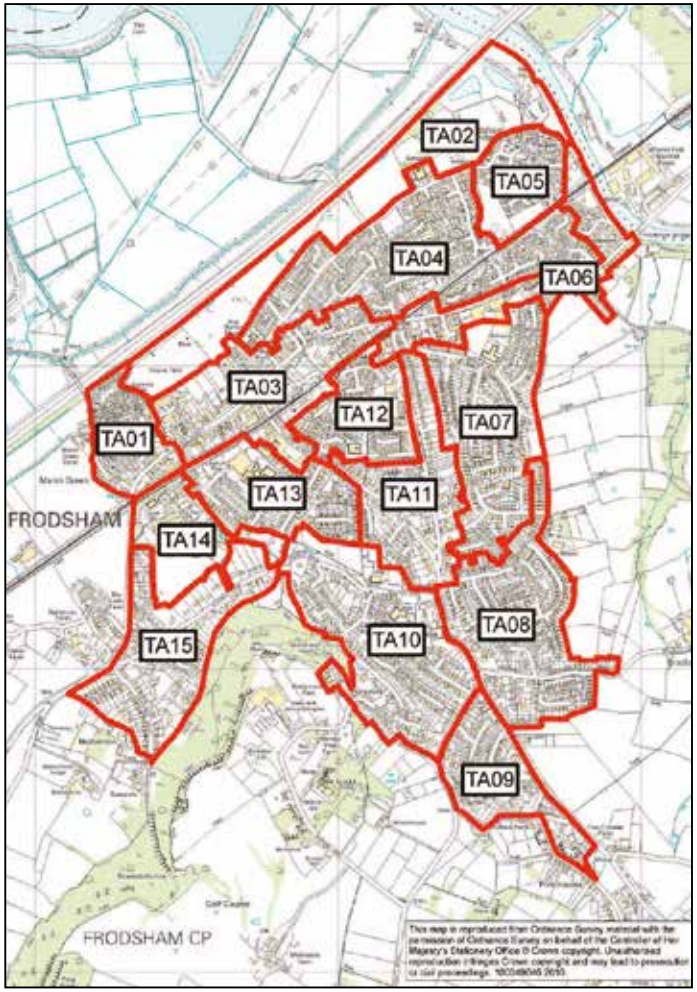
Map 3.3 – Frodsham's Heritage Assets (Ref. 8-14)



3.6 Recognition of Townscape Areas

At an early stage in the project the TDS team divided Frodsham into 15 Townscape Areas based on perceived borders created by physical obstacles such as rear garden boundaries, busy roads and the railway. **Map 3.4** shows the agreed Townscape Areas following public consultation and minor boundary adjustments made during the 2008 resurvey.

Map 3.4 – Frodsham's Townscape Areas



Section 3 References

1. CCC (2003) *Cheshire Historic Towns Survey – Frodsham – Archaeological Assessment*

2. Cheshire Tithe maps and early OS maps online at: http://maps.cheshire.gov.uk/tithemaps

3. Historic statistics for Frodsham online at: http://www.visionofbritain.org.uk/index.jsp

4. F&DLHG (1989) *Discovering Castle Park, Frodsham*

5. F&DLHG (1985) *Discovering Old Frodsham*

6. Office of National Statistics, Census 1981-2001. Crown copyright. Crown copyright material is reproduced with the permission of the Controller of HMSO

7. CCC (2003) *Cheshire Historic Towns Survey – Frodsham – Archaeological Strategy*

8. VRBC (2003) *Frodsham (Castle Park) Conservation Area Appraisal*

9. VRBC (2005) *Frodsham (Overton, Five Crosses) Conservation Area Appraisal*

10. VRBC (2005) *Frodsham (Overton,St. Lawrence's) Conservation Area Appraisal*

11. VRBC (2006) *Frodsham (Town) Conservation Area Appraisal*

12. VRBC (2006) *Adopted Vale Royal Borough Local Plan First Review Alteration*

13. VRBC (2006) *Adopted Vale Royal Borough Local Plan First Review Alteration Proposals Maps*

14. EH Register of Parks and Gardens (2002) *Castle Park GD3508*



0.07 Thursday Market in Main Street.



0.08 Ashley House c.1830, Main Street. LB



0.09 Albert Row, a Victorian terrace in Frodsham (Town) Conservation Area. LIB



0.10 Park Lane property, interwar – 1950s.



0.11 Hillsborough Avenue property, interwar – 1950s.



0.12 Wayford Close 1960s residential property.



0.13 Fairways 1960s property.



0.14 Bridge Lane Mews 21st century residential complex



0.15 Saltworks Farm 1990s property



0.16 Interpretation panel in Church Street (HERS).

4 Townscape Area Descriptions and Planning Guidance

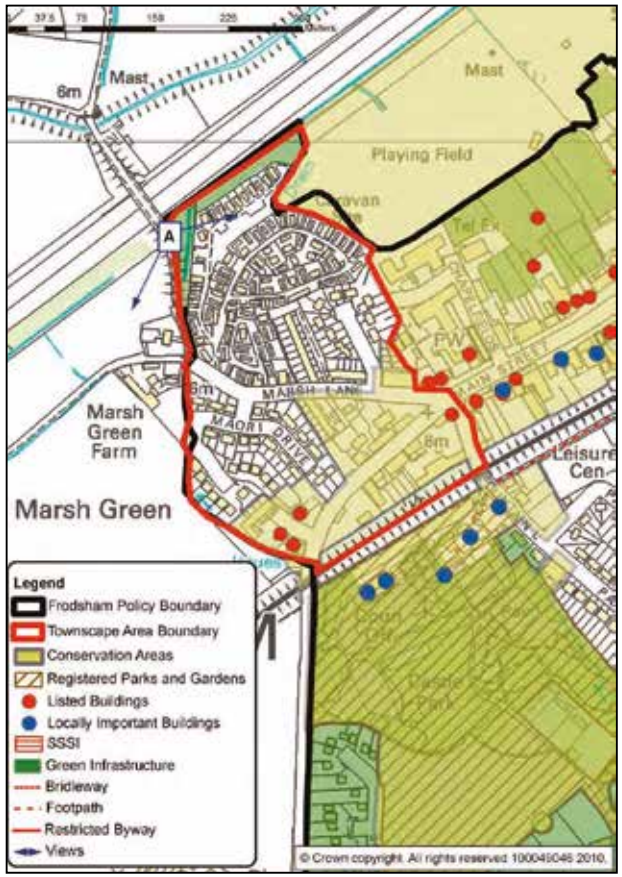
Introduction to the Townscape Areas section of document

This section of the Town Design Statement provides planning guidance for each of the 15 contiguous Townscape Areas, identified within the Frodsham Town Policy Boundary, in numerical sequence as shown on **Map 3.4**.

For each Townscape Area:

- A map of its key features is provided and its ***Key Characteristics*** are listed.
- An itemised and illustrated ***Townscape Character Description*** is provided.
- Specific ***Planning Guidance*** is presented, usually with an illustrated example, and referenced to the relevant adopted Local Plan policies by their standard notation code. **Appendix 1** presents an overview, i.e. the applicability of Local Plan policies identified as relevant to Frodsham, and listed by name in **Table 1.1**, in each Townscape Area.
- Where relevant each Townscape Area entry concludes by listing specific ***Community Aspirations***, i.e. wishes beyond the remit of the present Local Plan policies. The community hopes these points will be addressed as the future Local Development Framework is formalised.

Townscape Area 01: Marsh Lane



Key characteristics

- Marsh Lane is the main route from Main Street to Frodsham Marshes via Brook Furlong Bridge over the M56 motorway.
- The Marsh Lane Townscape Area comprises properties on the northwestern edge of the town and is bounded by the embankment of the Chester to Warrington railway line in the southeast.
- Identical parts of the area are in the Frodsham Area of Archaeological Potential (AAP) and Frodsham (Town) Conservation Area. The area includes 3 listed buildings and 10 locally important buildings **(Appendix 3)**

- With the exception of Main Street, residential roads carry little traffic but on-street parking contributes to traffic congestion in Marsh Lane and there is intrusive background noise from the M56 throughout the area.
- There is a panoramic view from Brook Furlong, on the northwest edge of the area, extending from Trinity Church spire in Frodsham to Helsby Hill and St. Paul's Church (View A). Overton Hill and the War Memorial can be seen from several locations in the Marsh Lane area

Townscape character description

- The area is predominantly residential. Many properties are brick built with pitched slate or tile roofs.
- A former builder's yard of mixed businesses is enclosed behind 19th century Brook House (LB) at the corner of Fountain Lane and Main Street **(photo 01.1)**.
- Properties range in age from early 18th century Millbank House (LB) to 21st century Meadowside.
- Property types include terraces built during the 19th and 20th centuries, e.g. Ashley Gardens (LIB); Moreton Terrace (LIB) **(photo 01.2)**; and Cliff View. They give parts of this townscape a distinctively compact character.
- Maori Drive and Brookside Road are well established developments of mainly semi-detached houses built during the 1960s.
- Modern residential developments include an extensive area of attractive Park Homes **(photo 01.3)** and the spacious 21st century development of Meadowside which extends to the Green Belt / Town Policy Boundary.
- Extensions and alterations to windows, entrances and chimneys on properties of all ages are evident and sometimes detract from the unity of terraces and streets.
- Recurring design features adding interest to the townscape include use of contrasting brick colours and decorative brickwork on property walls and chimneys (photo 01.4) and distinctive coursed sandstone boundary walls.
- The Brook Stone, a large glacial erratic mounted on a plinth at the junction of Main Street and Marsh Lane, is a distinctive street feature.

Planning Guidance

1. All new development should safeguard and improve the quality of the environment within and adjacent to the Conservation Area.
   (LPP: BE1; BE4; BE10; BE11; BE19; BE21; BE22; BE23)

2. New development should retain the distinctive fabric and architectural features on listed and locally listed buildings, e.g. Bourne Methodist Chapel. **(photo 01.5)**
   (LPP: BE1; BE4; BE5; BE6; BE7; BE8; BE9; BE19; BE21; BE22)
3. All new development should maintain and repair existing sandstone walls and copings using traditional methods and materials **(photo 01.6)**.
   (LPP: BE1)
4. All new development should respect and enhance the setting of the Brook Stone **(photo 01.7)**.
   (LPP: BE1)
5. All new development should retain existing views to the War Memorial and Overton Hill from residential roads **(photo 01.8)**.
   (LPP: BE1)
6. All new development should ensure the panoramic view from Brook Furlong is protected **(photo 01.9)**.
   (LPP: BE1)

Community Aspirations

- The community hopes that Brook House will be conserved (Vale Royal At Risk Strategy, score 4) **(photo 01.10)**.
  (LPP: BE1; BE5; BE6; BE7; BE8; BE9; BE10)
- The community hopes that properties in the Marsh Lane area on the list of locally important buildings, drawn up by VRBC in 1977-79, will be re-evaluated for inclusion on a revised 21st century Local List.
- Energy and water efficiency measures and features are encouraged. Where these are proposed in any new development, it is recommended that developers should pay regard to both the Code for Sustainable Homes and BREAM guidelines.



01.1 Small businesses re-using old buildings between Brook House and the railway embankment are largely out of sight



01.2 Moreton Terrace LIB - original brickwork, chimney stacks and slate roofs retained.



01.3 Access to the Park Homes site.



01.4 Millbank House LIB - the decorative brickwork is a common feature throughout the town.



01.5 Bourne Methodist Chapel LIB - future use must retain facade and stone frontage (cf. United Reform Church Bridge Lane, TA06).



01.6 Extensive sandstone walls on the south side of Main Street and elsewhere in Frodsham should be retained.



01.7 The Brook Stone - granite boulder - interpretation would be helpful.



01.8 View SE to Overton Hill from Meadowside.

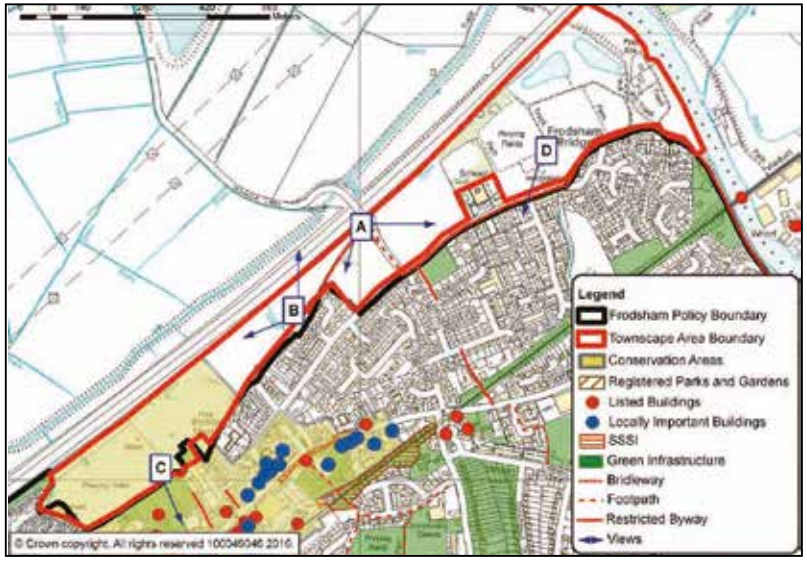


01.9 View SE to parish church from Brook Furlong.



01.10 Brook House - deteriorating LB - occupies a key site in the conservation area.

Townscape Area 02: Motorway Buffer Zone



Key characteristics

- The Motorway Buffer Zone is an area of Green Belt land between the Town Policy Boundary and the M56 which offers recreational and educational facilities for the local community.
- The area is predominantly green infrastructure comprising a mixture of recreational open space and wildlife habitat that has developed from agricultural land since the Preston Brook to Hapsford section of the M56 was opened in 1971. Parts of the area are at risk from flooding – see Proposals Map – and the southwest part lies within Frodsham (Town) Conservation Area **(Map 3.3)**.
- The whole of the area is subject to ever-present, high volume, motorway noise.
- Two rural footpaths cross the area giving access to Frodsham Marsh.
- There is a fine view from Weaver Lane motorway bridge over the central area of the Buffer Zone (view A). Hawthorne Road offers views across rough ground to motorway traffic, power transmission lines on Frodsham Marsh, and the chemical works in Runcorn (view B). The War Memorial is a prominent landmark from the cricket ground (view C) and Overton Hill provides a backdrop to the view across the town from Saltworks Farm Playing Fields (view D).

Townscape character description

- The southwest part of the area is level ground with poor natural drainage. In contrast, the land rises to Ship Street on either side of Weaver Lane.
- One field, west of Weaver Vale Primary School and Nursery, is still in cultivation whilst others in the central section have reverted to nature, becoming wetland, rough grassland and scrub. Relict hedgerows indicate former field boundaries. These areas are diverse in character and provide good wildlife habitats (photo 02.1).
- The playing field in the southwest, formerly used by Frodsham College is now used only by local cricketers. The site is surrounded by mature hedges, and is entered through metal security gates. It contains a substantial brick and tile pavilion with shuttered windows erected by Frodsham Cricket Club.
- Marshlands Tree Garden, planted on the site of the old gasworks by the local volunteer Tree Group, is a wooded area with pathways.
- Saltworks Farm Playing Fields provides extensive community facilities for skateboarding and team sports – primarily football.
- A substantial brick and tile utilities building is sited near the entrance to Saltworks Farm Playing Fields.
- The area in the angle between the motorway viaduct and the west bank of the River Weaver, containing 2 large excavated ponds, is managed for wildlife and recreational pursuits (photo 02.2). It can be reached by a rough track close to the river which leads to a nearby United Utilities plant.

Planning Guidance

1. All new development should protect the role of Green Belt designation. (LPP: GS3)
2. All new development should protect and enhance the green infrastructure for a range of recreational uses at Saltworks Farm Playing Fields. (photo 02.3) (LPP: BE1; RT4)
3. All new development should protect and enhance Marshlands Tree Garden, and land to the northeast, for public green space and wildlife habitat. (photo 02.4; 02.1) (LPP: NE1; NE4; NE7; BE1; RT4)
4. New development should ensure the sloping green space and cultivated field either side of Weaver Lane are retained as part of the biodiversity corridor parallel to the M56. (photo 02.5) (LPP: NE1)
5. All new development should protect the views from Weaver Lane motorway bridge, the cricket ground and Saltworks Farm. (photo 02.6) (LPP: BE1)

Community Aspirations

- Local people hope that efforts will be made to reduce and contain motorway noise to protect and enhance the educational and recreational facilities in this area of Green Belt.
- Local people wish to retain and improve the nature conservation resource of the Motorway Buffer Zone through planting of native trees and shrubs at the motorway boundary where feasible. (photo 02.7) (LPP: NE1; NE7; NE8; BE1)
- The community hopes that the playing field, in the Conservation Area, remain a viable recreational greenspace. (photo 02.8) (LPP: RT4)
- Energy and water efficiency measures and features are encouraged. Where these are proposed in any new development, it is recommended that developers should pay regard to both the Code for Sustainable Homes and BREAM guidelines.



02.1 Wetland vegetation and a relict hedgerow in the central section.



02.2 One of the excavated ponds in an area used for fishing, bird watching and dog walking.

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02.3 Skateboard park and football pitches at Saltworks Farm Playing Fields.



02.4 Entrance to Marshlands Tree Garden.



02.5 Fields on either side of Weaver Lane.



02.6 View SSW to Beacon Hill and Overton Hill from Weaver Lane motorway bridge.

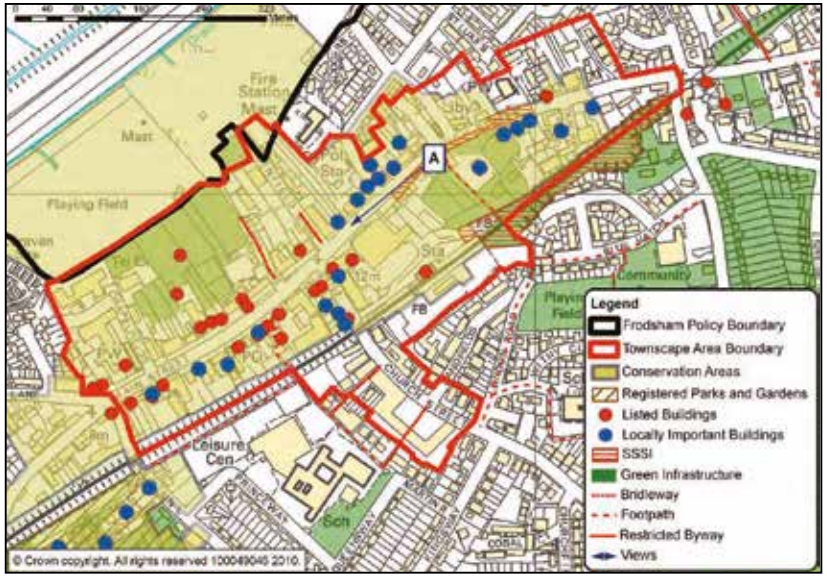


02.7 Impoverished wildlife habitat and no acoustic barrier adjacent to motorway.



02.8 Former school playing field in the Conservation Area used by Frodsham Cricket Club.

Townscape Area 03: Commercial Core



Key characteristics

- The Commercial Core occupies the site of the 13th century Planned Medieval Borough. The area is located between Castle Park and Marsh Lane Townscape Areas in the west and the Frodsham Bridge Townscape Area to the east.
- The area's key roads are Main Street, High Street and the northern half of Church Street where the layout of the former borough is still evident.
- Almost all of the area lies within the Frodsham Area of Archaeological Potential and Frodsham (Town) Conservation Area; it contains 28 listed buildings and 39 locally important buildings. **(Appendix 3)**
- The sandstone exposures northeast of the railway station, and on High Street and The Rock, form part of the Frodsham Railway and Road Cuttings Site of Special Scientific Interest (SSSI).
- The area is a vibrant and visually attractive town centre with a range of small businesses including shops / hairdressers, banks / property services, cafes / restaurants and public houses, many of which are family run. Narrow lanes and alleys lead to back-land development of variable quality, and a variety of open spaces, on the site of former burgage plots.

- The A56 is routed along Main Street and High Street and heavy through-traffic causes congestion during busy periods of the day.
- There is a good view from The Rock through High Street and Main Street to Helsby Hill (view A and front cover). There are views in all directions from Frodsham Station footbridge and glimpses of the marshes, mouth of the River Weaver and chemical industry in Runcorn between residential properties at the eastern end of High Street.

Townscape character description

- The public face of the Commercial Core is a diverse mix of buildings mostly with domestic origins; the ground floors of many have been converted for use as shops and services **(photo 03.3)**. In contrast and out-of-sight, back-land development includes small industries, community meeting places, private car parks and wilding green spaces **(photo 03.23)**. Towards the east and west the area becomes increasingly residential.
- Main Street is broad and tree-lined with provision for parking **(photo 03.1)**; it has prominent traffic control furniture at its junction with Church Street and 4 pairs of peninsula crossing points between Church Street and Fountain Lane. The north side of Main Street is transformed every Thursday into a busy street market which attracts shoppers from a wide area.
- The character of the core owes much to its surviving historic buildings and their use of contrasting building materials and styles. Among the larger properties are The Bear's Paw (LB), a former sandstone coaching inn; 'grand' Georgian buildings such as Ashley House (LB) and Lloyds TSB (LB), formerly the Town Hall **(photos 03.9; 0.08; 03.19)** and the imposing Queen's Head (LB) with a rendered frontage. 105-107 Main Street, formerly the Commercial Hotel **(photo 03.4)** is typical of several Victorian brick buildings that display locally distinctive detail. The smaller, but no less prominent, historic buildings include The Old Cottage (1580), on The Rock (LB), the Thatched Cottages (LB) and nos. 91-99 (LIB) **(photos 03.18; 03.24; 03.14)** – all residential - and timber-framed no.68 Main Street (LIB) – a shop **(photo 03.11)**.
- 20th and 21st century development is an integral part of the mix in the Commercial Core. Large and prominent buildings include the supermarket fronting High Street and the Charter Homes development in Main Street **(photo 03.7)**. Smaller scale, but still very noticeable, are Barclays Bank, next to The Bear's Paw and the development on Church Street at its junction with the station approach **(photo 03.5)**.

- Most late 20th and 21st century residential development is less locally distinctive, e.g. houses and bungalows off High Street including Alexandra Mews and Rock Drive and off Main Street including Ashley Court and The Frodsham Care Home.
- Church Street, an extension of the Commercial Core, is constricted by sandstone buttresses supporting the railway bridge. The station and the listed Jacobean-style stationmaster's house is accessed from the eastern side of Church Street. South of the bridge, Church Street rises gently to Eddisbury Square, a recently refurbished 1960s shopping development with over-the-shop living accommodation that is very different in character from its historic surroundings **(photo 03.6)**.
- Within the core some older, locally listed properties, despite losing their original purpose, add character and interest to the townscape e.g. the former Police Station (now a shop) and the former Court House (now Girl Guiding HQ).
- The recent neo-Georgian development, Trinity Gardens, in High Street enhances the setting of the retained landmark spire and ruins of Trinity Methodist Church, **(photo 03.8)** in stark contrast to Rock Court which is out of character with adjacent residential property, including Rock Villa, 67 High Street, a Listed Building in the Conservation Area.
- There are out-of-sight, modern residential developments on infill plots behind older properties on both sides of High Street, e.g. detached properties in large plots off Plumpstone Lane and St James Close, and behind the Knoll Surgery.
- Fisherman's Cottages (LIB) on The Rock, 28-32 High Street, have been individually refurbished with a loss of some original unifying detail.
- A metal framed sandstone obelisk outside The Bear's Paw and close to the Millennium Clock, marks the start of the Sandstone Trail, the 34 mile Long Distance Footpath to Whitchurch, Shropshire **(photo 03.9)**.
- Street furniture includes a rare K4 telephone kiosk **(photo 03.10)** in Church Street. Main Street is enhanced by tall swan-necked lamp standards, plus finger post direction signs and heritage interpretation panels, a legacy of the HERS project – see section 3.5.
- Footpaths facilitate access to adjacent areas e.g. Footpath 110 from the station car park to TA12 Community Centre and Footpath 56 from Main Street to TA13 Kingsway.

Planning Guidance

1. All new development should safeguard and improve the quality of the environment within and adjacent to the Conservation Area.
   (LPP: BE1; BE4; BE10; BE11; BE19; BE21; BE22; BE23; H4; H5)
2. All new development should promote high quality building design which respects and enhances the layout of the former medieval borough, especially the surviving footprint of burgage plots on the north side of Main Street and High Street.
   (LPP: BE1)
3. All new development should promote high quality building design which respects and enhances the traditional building styles and local distinctiveness such as the decorative and polychrome brickwork common in the area **(photo 03.2; 03.4)**.
   (LPP: BE1)
4. All new development should respect and complement existing building materials; this should not however prejudice high quality and contextually-designed contemporary development **(photo 03.8)**.
   LPP: BE1; H4; H8; H10)
5. New development should sensitively conserve and adapt redundant heritage assets for new uses, where a change of use is deemed to be appropriate, e.g. the former Wesleyan Chapel (Public Library) **(photo 03.15)**.
   (LPP: BE1; BE22)
6. All new development should safeguard and conserve listed buildings and their curtilage, e.g. the locally distinctive railings and/or paving at The Bear's Paw, Old Hall Hotel and 52 Main Street **(photo 03.17)**.
   (LPP: BE1; BE5; BE6; BE7; BE8; BE9)
7. All new development that alters property to meet the needs of particular retail or commercial uses should maintain the character of the original building (if known), harmonise with the existing building and have respect for neighbouring properties **(photo 03.11; 3.12)**.
   (LPP: BE1; ST5; ST6)
8. All new development should seek to maintain the permitted proportion of A1 uses in the retail area (60%) and to resist loss of A2 and A3 units to retain the vitality of the town centre.
   (LPP: ST1; ST8; ST9; ST11)
9. All new development should employ high standards of design for signage and advertising **(photo 03.13)**
   (LPP: BE1; BE16; ST5)

10. All new development should maintain and enhance existing dwellings in the town centre **(photo 03.14)** and promote residential use of upper floors.
    (LPP: ST4; ST10)
11. All new development should maintain and repair existing sandstone walls, copings and gate piers using traditional methods and materials **(photo 03.16)**.
    (LPP: BE1)
12. Development should protect and interpret the geological exposures on High Street, The Rock and near the Railway Station **(photo 03.18)**.
    (LPP: NE2; NE7; BE1)
13. New and replacement street furniture should be well sited and complement, but not clutter, the town centre conservation area **(photo 03.19)**.
    (LPP: BE1; BE10; BE11; BE23)
14. All new development should protect and manage the lime trees, originally planted in 1897, in Main Street, High Street and Church Street **(photo 03.21)**.
    (LPP: NE9; BE1; BE10; BE11; BE23)
15. Development should protect and manage back-land green spaces, some in flood risk areas, to enhance the town's green infrastructure, its biodiversity value and as a link to Townscape Area 02 **(photo 03.23)**.
    (LPP: NE7; NE15; BE1)
16. All new development should protect the view from The Rock through the historic commercial core to Helsby Hill.
    (LPP: BE1) **(Front cover photo)**

Community Aspirations

- The community hopes that listed buildings at risk will be monitored to ensure their integrity, and restoration promoted, e.g. Frodsham Railway Station - **(photo 03.20)**.
  (LPP: BE5; BE6; BE7; BE9)
- Local people desire the area's urban footpaths to be maintained and promoted as traffic free routes. **(photo 03.22)** (LPP: T8)
- The community would like to see appropriate signage to public car parks.
  (LPP: BE16)
- Energy and water efficiency measures and features are encouraged. Where these are proposed in any new development, it is recommended that developers should pay regard to both the Code for Sustainable Homes and BREAM guidelines



03.1 View NE along Main Street from the Marsh Lane junction



03.2 Polychrome brick façade, Red Lion (LIB), High Street.



03.3 Old Hall Hotel (LB), Main Street converted from 2 cottages.



03.4 105-107 Main Street, alteration of window detail on ground and first floors.



03.5 20th century development, Church Street contrasts starkly with neighbouring property.



03.6 Eddisbury Square, off Church Street.



03.7 Charter Homes development off Main Street.



03.8 Trinity Gardens and retained landmark spire (LIB).



03.9 Start of the Sandstone Trail at The Bear's Paw, 1632 (LB), Main Street.



03.10 The 'Vermillion Giant' – K4 Kiosk (LB), Church Street.



03.11 68 Main Street (LIB) – shop window echoes surrounding window design.



03.12 Shop front (right) has disregarded local character, Church Street.



03.13 Attractive pub sign, Church Street.



03.14 Distinctive residential property, 91-99 Main Street.



03.15 Public Library in former Wesleyan Chapel.



03.16 Locally distinctive sandstone wall in need of maintenance.



03.17 locally listed paving enclosed by railings at 52 Main Street (LB).



03.18 The Old Cottage (LB) and exposures of Frodsham Beds (SSSI), High Street.



03.19 Lloyds TSB (LB) with unfortunate siting of bus shelter, Main Street.



03.20 Unused Jacobean style station building, 1849 (LB).



03.21 Lime trees and steps enhance the character of High Street.



03.22 Refurbished Footpath 110 provides access to areas east of the railway station.

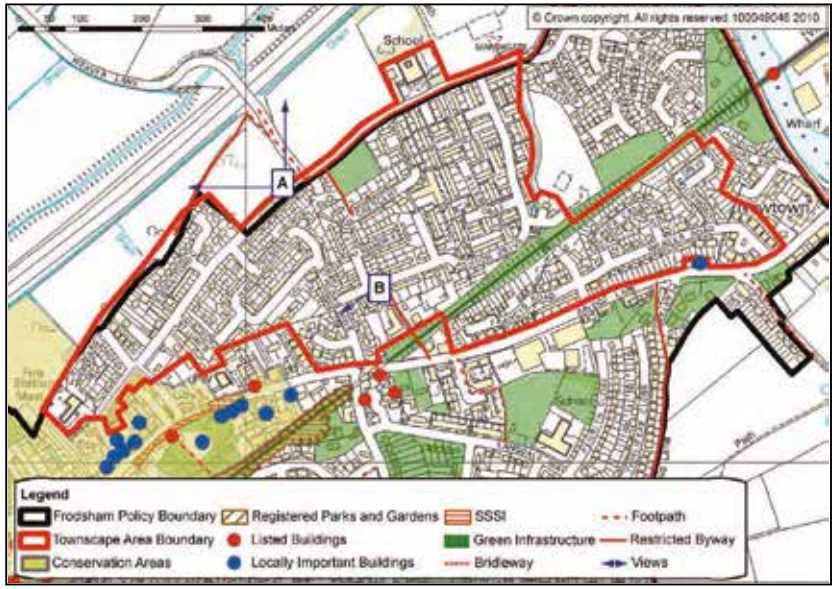


03.23 Pear tree in wilding orchard, Moor Lane.



03.24 The last remaining thatched cottages in Frodsham.

Townscape Area 04: Ashton Drive



Key characteristics

- Ashton Drive is the key access road in the area: it links Ship Street to the A56, via St Hilda's Drive; and pedestrian access beneath the Chester to Warrington railway links Ashton Drive to the southern part of this area.
- The Ashton Drive area lies on the northern edge of Frodsham and is bisected by the railway line: the larger part, north of the railway, has vehicular access from Ship Street and St Hilda's Drive; whilst the southern part is reached from Volunteer Street.
- Small parts of Ashton Drive lie in the Frodsham Area of Archaeological Potential and Frodsham (Town) Conservation Area. There are 4 locally important buildings on Ship Street and Hawthorne Road in the western part **(Appendix 3)**.
- Ship Street carries much traffic as it is the main route to many residential properties, services and facilities, e.g. the Police Station; Fire Station; PO Sorting Office; Frodsham Weaver Vale School and Nursery; and recreation provision at Saltworks Farm.
- Constant background noise from the M56 is intrusive, especially in the northern part, and intermittent train noise, during day and night, affects nearby properties.

- There is a panoramic view from Ship Street across the motorway and marshes towards Merseyside, Liverpool Airport and the chemical works in Runcorn (view A). Trinity Church spire provides a focal point in the southwest from the brow of Ashton Drive (view B).

Townscape character description

- The Ashton Drive area is mainly residential with 2 small nodes of shops and services (photo 04.1); Meadow Court Day Care Centre; and a large children's playground on the south side of Ship Street.
- The oldest dwellings in the area are 59 Ship Street, 1784 (LIB) (photo 04.2) and Pear Tree Cottage (LIB), now derelict, on Hawthorne Road. Victorian / Edwardian terraced properties occupy the west end of Ship Street and generate onstreet parking in the conservation area (photo 04.5).
- The area has grown in discrete phases since the mid 20th century and each development retains much of its original character, e.g. among the older developments are the tile-hung 'Cornish' houses on Ship Street and Hayes Crescent; distinctively styled properties on Ashton Drive and Clifton Crescent; and the more formally planned Coronation Drive properties surrounding a small rectangular green planted with trees (photos 04.6; 04.7; 04.8).
- Frodsham Fire Station on Ship Street, close to the junction with High Street, has associated housing and a children's playground in nearby Rogers Close.
- Within, or close to the older estates are some small, more recent infill developments, e.g. the Ship Street cul de sac opposite Weaver Lane; St Luke's Way (photo 04.3); and Ashton Court.
- Around the eastern end of Ashton Drive there is a large area of 1970s development in a wide variety of property types on short spur roads, e.g. terraced houses; 3-storey apartment blocks (photo 04.4); and small bungalows for the elderly.
- Most of the older properties in this area lack provision for cars which contributes to on-street parking congestion. Within the newer developments parking is in road-side bays and blocks of garages.
- South of the railway most of the development is late 20th century detached and semi-detached housing with vehicular access via Volunteer Street from Bridge Lane.

- Older properties have small enclosed gardens but much of the newer development north of the railway is open plan design with green areas at road junctions and grass-lined pedestrian access between rows of houses and apartments.
- There is pedestrian access from Francis Road to Bridge Lane and from Weaver Road to Bridge Lane and Quayside.

Planning Guidance

1. All new development should safeguard and improve the quality of the environment within and adjacent to the Conservation Area.(photo 04.5)
   (LPP: BE1; BE4; BE8; BE10; BE11; BE19; BE21; BE22; BE23)
2. All new development should respect and enhance the character of distinctive property styles and their surroundings, e.g. many 'Cornish' houses in Ship Street have been clad in brick to improve wall insulation which has greatly improved their appearance. Alterations to the facades and rooflines in Clifton Crescent should be resisted to retain the visual character of the road (photo 04.6; 04.7).
   (LPP: BE1; BE10; BE11; BE19; BE21; BE22; BE23; H8)
3. All new development should protect and maintain recreational open spaces, e.g. the Ship Street Playground, and the community green spaces across the area, e.g. in Coronation Drive (photo 04.8) and near both ends of Ashton Drive.
   (LPP: BE1; RT3; RT4)
4. All new development should provide pedestrian access to facilities and adequate off-road parking.
   (LPP: T8; T13)
5. All new development should protect the panoramic view from Ship Street to the north across the North Cheshire Green Belt (photo 04.9).
   (LPP: GS3; BE1)

Community Aspirations

- Local people desire the area's urban footpaths to be maintained and promoted as traffic free routes. (photo 04.10) (LPP: T8)
- The community hopes that properties in the Ashton Drive area on the list of locally important buildings, drawn up by VRBC in 1977-79, will be re-evaluated for inclusion on a revised 21st century Local List.
- Energy and water efficiency measures and features are encouraged. Where these are proposed in any new development, it is recommended that developers should pay regard to both the Code for Sustainable Homes and BREAM guidelines.



04.1 Ashton Drive shopping node



04.2 Rose Cottage 1784, Ship Street, LIB



04.3 St Luke's Way



04.4 1970s residential development and parking bays, Ashton Drive.



04.5 Altered terraced properties (3 LIBs), Ship Street, in the conservation area.



04.6 1950s 'Cornish' houses in Ship Street.



04.7 Distinctive terraced property in Clifton Crescent



04.8 Formal green space in Coronation Drive

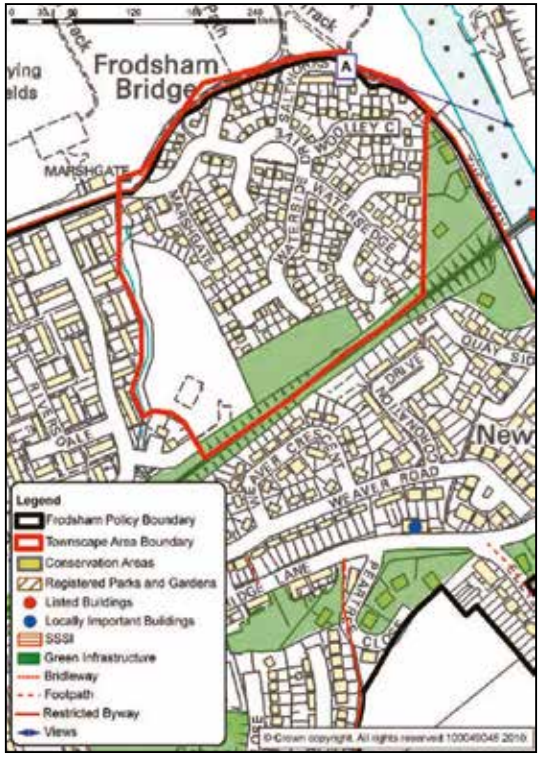


04.9 The open view to the north from Ship Street.



04.10 Pedestrian access from Ashton Drive to Volunteer Street.

Townscape Area 05: Saltworks Farm



Key characteristics

- This most northerly townscape area was developed in the 1990s on the former site of Saltworks Farm.
- The area is entirely residential and bounded by the Chester to Warrington railway in the south, National Cycle Network Route 5 to the north and east, and an open ditch to the west which separates Saltworks Farm from the Ashton Drive Townscape Area.
- There are no through roads so traffic is locally generated, however, there is intrusive background noise from the M56, especially affecting properties on the northern edge and intermittent train noise, day and night, affects parts of this area.
- There is a view from Saltworks Close across the River Weaver to the listed sandstone railway viaduct (view A). Trinity Church spire, the motorway flyover and the chemical works in Runcorn can be seen from several locations in this area.

Townscape character description

- Detached houses in a variety of styles predominate along the curving principal road with semi-detached and terraced properties (photo 05.1) common on the cul-de-sac spurs.
- Houses are built in brick, some with small rendered panels above windows, and with tiled roofs.
- Some properties include detached, attached or integral garages whilst a significant number of houses have off-road parking provision.
- Recurring design features include some decorative brickwork, hung tiles and a large number of bays and gables.
- The spur roads have no pavements but are characterised by block-paved surfaces (photo 05.2).
- There is a small green, informally planted with trees and shrubs, and most of the gardens are open plan.
- To the south and west is a large residential development where St Luke's School once stood.

Planning Guidance

1. 1. All new development should seek to maintain the special character created by mixing private and social housing provision in TA05 (photo 05.1 and 05.2). (LPP: BE1; BE4; H4; H5; H15)
2. All new development that includes extensions and alterations to existing dwellings should maintain the character of the original building, harmonise with the existing building and have respect for neighbouring properties. (LPP: BE1; H4; H8)
3. All new development should protect and enhance the small green at the centre of this townscape area (photo 05.3). (LPP: BE1; RT4)
4. All new development should ensure the public view from PROW 84 / NCN Route 5 to the listed sandstone railway viaduct in the east is maintained (photo 05.4). (LPP: BE1; T10)
5. Maintain safe bridleways for shared use by horseriders, pedestrians and cyclists. (LPP: T8; T9)

Community Aspirations

- The community hopes that part of the former St Luke's School site (0.16 Ha) is developed for use as recreational open space.
  (LPP: RT2)
- Energy and water efficiency measures and features are encouraged. Where these are proposed in any new development, it is recommended that developers should pay regard to both the Code for Sustainable Homes and BREAM guidelines



05.1 Terraced property with decorative brickwork.



05.2 Block paved cul-de-sac.

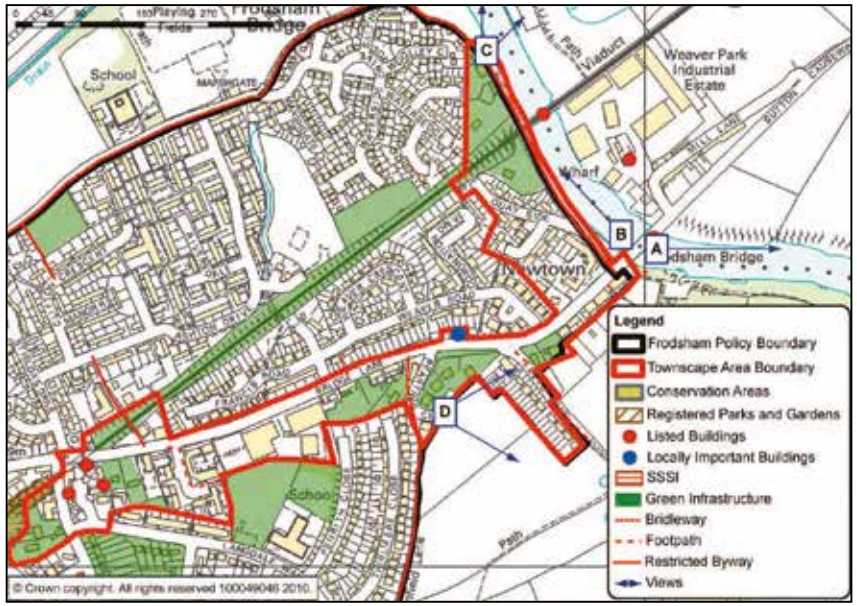


05.3 Informal green space in Waterside Drive.



05.4 View ESE to Weaver Sailing clubhouse and sandstone railway viaduct (LB).

Townscape Area 06: Frodsham Bridge



Key characteristics

- Frodsham Bridge takes its name from the lowest bridging point on the River Weaver and the port for the medieval borough.
- Frodsham Bridge Townscape Area reaches the Town Policy Boundary at the river's edge in the east and the Green Belt/Town Policy Boundary in the south. The area extends westwards along Bridge Lane to its junction with Fluin Lane.
- The eastern part of the area is included in the Frodsham Area of Archaeological Potential. The present sandstone / limestone bridge built in 1850 carries the A56 over the River Weaver. The road bridge and the sandstone railway viaduct opened in 1850 are both listed buildings, as are 3 buildings associated with Manor Farmhouse in the west. In addition there are 4 locally important buildings close to Manor Farmhouse **(Appendix 3)**.
- Port facilities on the Frodsham bank of the River Weaver have disappeared and the area's buildings exhibit a diverse range of styles, ages and uses.

- The A56, routed along Bridge Lane, is busy and noisy throughout the day. In addition some parts of the area are adversely affected by motorway noise and intermittent noise from the railway and the Weaver Park Industrial Estate.
- There are good views up and down the river from the road bridge (views A & B), attractive views across the river from the north end of The Quay (view C) and an extensive view of the Weaver Valley from the top of Pear Tree Close (view D). .

Townscape character description

- Frodsham Bridge Townscape Area is characterised by its domestic / commercial mix concentrated along the south side of Bridge Lane.
- Much of the north side of Bridge Lane is fronted by a high brick wall or wooden fencing. Only those properties with direct access to this side of the road are included in the area.
- The largest and most dominating commercial properties in Bridge Lane are the filling station, the adjacent block of business premises **(photo 06.1)**, the Chinese restaurant and Frodsham Water Sports with its extensive structures along the river-front. Several small businesses are also based in property on Bridge Lane.
- Fraser House, a Georgian style property on Bridge Lane, between East Dene and East Bank, has been converted to offices without compromising its external appearance **(photo 06.2)**.
- Residential properties in the area cover a wide range of ages and styles from 17th century farm buildings to 21st century town houses and apartments **(photo 06.3)**.
- The conserved Manor Farmhouse coach / cart shed, stable / haybarn and shippon, converted to residential units (photo 06.4), retain their farmyard layout and vernacular features.
- There are old properties on 3 sides of the Manor Farmhouse complex, i.e. 1 and 1A Bridge Lane, a sensitively altered cottage to the north; 2 detached properties set in large grounds to the east; and, a 3-storey terrace and former chapel to the west. Two modern properties, a bungalow and a recently completed house on the site of a demolished building lie to the southeast with access from Langdale Way.

- There are several Victorian and Edwardian terraces on Bridge Lane, e.g. Barley Groves built in 1879, and the arts and craft style is represented by East Bank and East Bank Cottage **(photo 06.5)**, both designated LIBs.
- Much of the terraced housing is brick built with attractive decorative design features to facades, gables and chimneys; some have sandstone walls enclosing small front gardens. In contrast, the long terrace next to the road bridge is finished in render.
- The former United Reform Church (LIB), built in 1886, has been converted into apartments whilst retaining its external character **(photo 06.6)**.
- Ellis Lane is a row of mainly interwar semis with enclosed gardens on the west side of the unadopted road. Between the houses there is an access track to a field in the Green Belt that has 3 sides abutting the Town Policy Boundary.
- The Quay is a riverside track and cycle way (NCN Route 5) with access to 5 rebuilt or refurbished residential properties in the AAP **(photo 06.7)**.
- Pear Tree Close is a small modern development of detached houses with open-plan gardens on an elevated site to the south of Bridge Lane overlooking the Weaver Valley.
- There is a small, modern open-plan estate of houses and flats on Quay Side plus more recent and more imposing developments of apartments and town houses at Bridge Lane Mews and Bridgewater Close.
- Small green spaces form part of the Quay Side and Bridgewater Close developments though there is little planting associated with Bridge Lane Mews.
- Good outcrops of Tarporley Siltstones exist on both sides of Bridge Lane in the vicinity of Pear Tree Close and Ellis Lane **(photo 0.03)**.
- To the east of Pear Tree Close the medieval salt route, now a hollow way and footpath from Townfield Lane in TA07, meets Bridge Lane on its route to the former river port.
- The cast iron milepost on Bridge Lane near the junction with Fluin Lane, is a distinctive roadside feature (see the similar milepost in TA15).
- A former public path under the western arch of Frodsham Bridge **(photo 06.8)**, and the sandstone walls of the Town Quay (photo 06.9) downstream of the bridge, are visible but inaccessible.
- There are footpaths from the north and south sides of Bridge Lane to adjacent townscape areas and the rural footpath network. Footpath 70 to Langdale Way has been re-routed and improved in conjunction with the Bridgewater Close development **(see photo 07.3)**.

Planning Guidance

1. All new development that can be seen from the Sutton Causeway / A56 approach, and on the river frontage, should respect and enhance the character of the eastern gateway into Frodsham and the listed Frodsham Bridge **(photo 06.8; 0.14)**.
   (LPP: BE1; BE5; BE6; BE8)
2. Ensure signage adjacent to Frodsham Bridge (LB) and associated with Weaver Park Industrial Estate avoids adding visual clutter **(photo 06.10)**.
   (LPP: BE16)
3. All new development should protect and enhance the listed 22-arch Frodsham Viaduct no.53 Chester – Warrington Railway **(photo 05.4; 06.9)**.
   (LPP: BE1; BE5; BE6; BE8)
4. All new development that includes extensions and alterations to existing dwellings should maintain the character of the original building, harmonise with the existing building and have respect for neighbouring properties, e.g. Barley Groves **(photo 06.11)**.
   (LPP: BE1; H4; H8)
5. All new development should maintain and repair existing sandstone walls, copings and gate piers using traditional methods and materials **(photo 06.12)**.
   (LPP: BE1)
6. All new development should respect and enhance the setting of the cast iron milepost at the west end of Bridge Lane **(photo 06.13)**.
   (LPP: BE1)
7. All new development should protect and improve existing community green space in the Quay Side development **(photo 06.14)**.
   (LPP: NE8; BE1)
8. All new development should protect and interpret the roadside geological exposure to the east of the former United Reform Church **(photo 0.03)**.
   (LPP: NE1; NE7; BE1)
9. All new development should ensure that views of the River Weaver and railway viaduct from Frodsham Bridge are maintained and enhanced **(photo 06.16; 06.9)**.
   (LPP: BE1)

10. All new development should respect and interpret the heritage assets of the Frodsham Bridge area, including the Town Quay, sites of former riverside industry and the medieval salt route (PROW72) (photo 06.15).
    (LPP: NE7; NE8; BE1; BE5; BE6; BE8)
11. Maintain safe public rights of way for shared use by horse riders, pedestrians and cyclists.
    (LPP: T8; T9)

Community Aspirations

- Local people desire interpretation of heritage assets in the Frodsham Bridge area to convey the legacy of Frodsham's river port and Newtown settlement.
  (LPP: NE7; NE8; BE1; BE8)
- Local people desire the area's urban footpaths to be maintained and promoted as traffic free routes.
  (LPP: T8)
- Energy and water efficiency measures and features are encouraged. Where these are proposed in any new development, it is recommended that developers should pay regard to both the Code for Sustainable Homes and BREAM guidelines.



06.1 Petrol Station and Business Centre dominate the S side of Bridge Lane.



06.2 Fraser House, Bridge Lane, in business use.



06.3 Town houses and apartments in Bridgewater Close.



06.4 Residential Manor Farmhouse complex.



06.5 East Bank and East Bank Cottage (LIBs).



06.6 Former United Reform Church (LIB) and outcrop of Tarporley Siltstones to right..



06.7 The Quay (part of Route 5 NCN).



06.8 Derelict path under Frodsham Bridge, western arch, and terraced cottages on Bridge Lane.



06.9 Town Quay (left); railway viaduct; and waterside frontage of Weaver Park Industrial Estate.



06.10 Eastern approach to Frodsham Bridge (LB).



06.11 Barley Groves 1879, Bridge Lane.



06.12 Sandstone Walls fronting Edwardian property, Bridge Lane.



06.13 Milepost, Bridge Lane.



06.14 Quay Side green space.

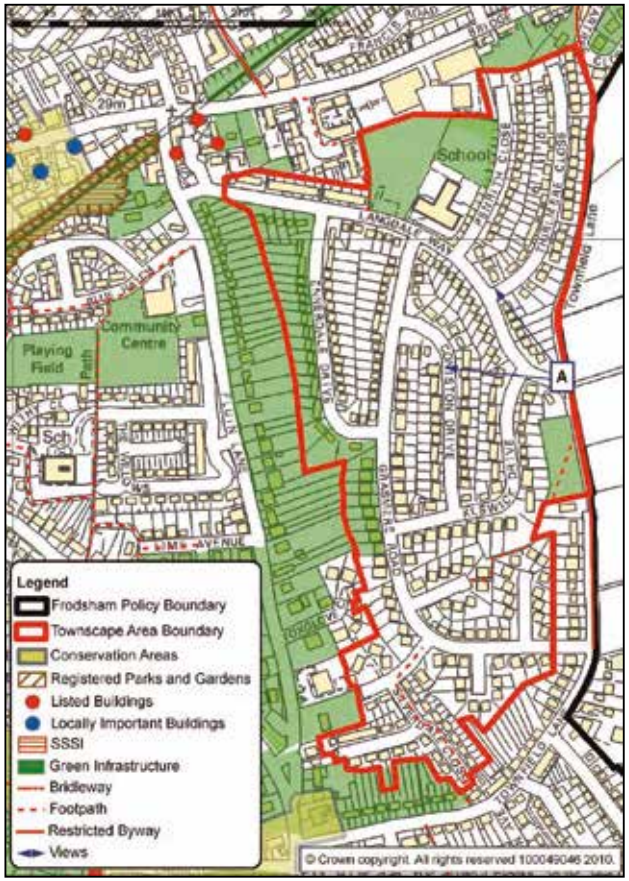


06.15 PROW72 – a well worn hollow way.



06.16 Upstream view of the River Weaver from Frodsham Bridge.

Townscape Area 07: The Lakes



Key characteristics

- This area is popularly called The Lakes as the roads are named after places in the Lake District.
- There are two access roads to The Lakes: off Fluin Lane and from Townfield Lane making Langdale Way and Grasmere Road the main thoroughfare. Many of the side roads are cul-de-sacs.
- The area is on the eastern side of town on land that rises to the south and east. The medieval salt route / hollow way, leading to Bridge Lane and the former river port, marks the area's eastern edge and the Town Policy Boundary.

- The Lakes is a quiet and leafy residential area designed with open-plan front gardens that was mostly developed in the 1960s.
- There is a panoramic view from the eastern end of Langdale Way to the mouth of the River Weaver, the chemical works in Runcorn, and across the Mersey Estuary towards Liverpool (view A). Beacon Hill and Overton Hill are clearly visible to the southwest from several locations in the area.

Townscape character description

- The Lakes includes a primary school and a small group of commercial premises in Langdale Way **(photo 07.1)**, and a children's playground on the eastern edge of the area.
- Properties vary in size and type: they are mostly 2-storey detached houses and dormer bungalows, e.g. Penrith Close and Borrowdale Close, with semi-detached houses in Silverdale Close and Thirlmere Close, and semi-detached bungalows in Keswick Drive.
- Building materials are predominantly brick with tiled roofs in a variety of modern styles
- Throughout the area there is evidence of many loft conversions and over-garage extensions **(photo 07.2)**.
- Many properties have garages and off-road car parking.
- Most front gardens are open plan and mature. Rear gardens on the western edge of The Lakes contribute to green infrastructure and the biodiversity corridor shown on **Map 2.2**.
- There are footpaths from Langdale Way **(photo 07.3)** to Bridge Lane and from Borrowdale Close to the Playground on Townfield Lane.

Planning Guidance

1. All new development that includes extensions and alterations to existing property should maintain the character of the original building, harmonise with the existing building and have respect for neighbouring properties. (LPP: BE1; H4; H8)
2. New development should protect the continuity of the biodiversity corridor to the rear of Grasmere Road and Ennerdale Drive. (LPP: BE1)
3. All new development should protect and enhance Townfield Lane Playground **(photo 07.4)** (LPP: BE1; RT4)

4. Development should maintain and enhance the character of the hollow way extension to Townfield Lane (PROW72) east of Thirlmere Close (photo 06.15).
   (LPP: T8)

5. All new development should ensure views to distant landscape features are protected, e.g. the panoramic view from the east end of Langdale Way to the Mersey Estuary (photo 07.5).
   (LPP: BE1)

6. Maintain safe public rights of way for shared use by horse riders, pedestrians and cyclists.
   (LPP: T8; T9)

Community Aspirations

- Local people desire the estate to retain its open-plan front gardens (photo 07.6).
  (LPP: BE1)
- Local people desire that the area's urban footpaths be maintained and promoted as traffic free routes (photo 07.3).
  (LPP: T8)
- Energy and water efficiency measures and features are encouraged. Where these are proposed in any new development, it is recommended that developers should pay regard to both the Code for Sustainable Homes and BREAM guidelines.



07.1 Businesses and shops in Langdale Way.



07.2 Loft conversions and over-garage extensions in Grasmere Road.



07.3 Footpath 70 from Langdale Way to Bridge Lane.



07.4 Townfield Lane Playground.

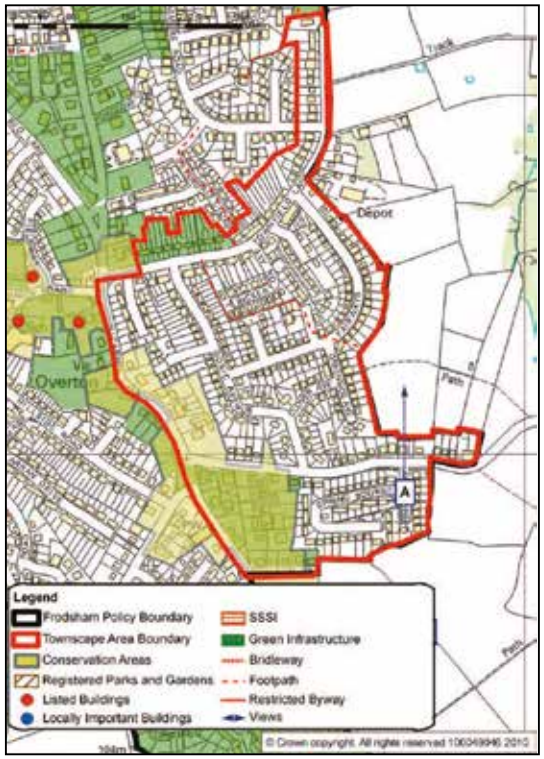


07.5 View NW to Halton and Merseyside from the E end of Langdale Way.



07.6 Open plan front gardens, Grassmere Road.

Townscape Area 08: Doric Avenue



Key characteristics

- Doric Avenue is central to this townscape area and links two busy access routes: Townfield Lane and Bradley Lane.
- This is primarily a residential area on the eastern edge of the town on land that rises to the south and east.
- The western part of the Doric Avenue Townscape Area is in the Frodsham AAP and Frodsham (Overton, Five Crosses) Conservation Area. This part includes 3 locally important buildings and 7 unlisted buildings of 'townscape merit' (Appendix 3).
- There is little off-road parking provision in parts of Townfield Lane which carries industrial traffic to and from a haulage depot just outside the Town Policy Boundary. Similarly, Bradley Lane carries industrial traffic to Bradley Orchard Farm and considerable private and commercial traffic to the leisure facility at Catton Hall.

- There is a distant view to Halton Hill and Fiddlers Ferry Power Station from Lansdowne (view A). The War Memorial and Beacon Hill can be seen from several locations in the area.

Townscape character description

- The Doric Avenue Townscape Area is predominantly residential and reflects development that has taken place since pre-Victorian times to the late 20th century resulting in a wide variety of property types and styles.
- The western part of the area in and adjacent to the conservation area mainly comprises older properties in a variety of sizes and individual styles that display Georgian, Victorian and Edwardian architectural features, e.g. West View (LIB); High Lea (LIB); The Beeches + The Elms: they make a major contribution to townscape character.
- Decorative brickwork detail on older properties in the conservation area, e.g. Birch Terrace and Overton Hall (LIB), adds further interest to townscape character.
- The former Victorian Sunday School in Bradley Lane (TM) has been sensitively converted into a dwelling (photo 08.1) as have the outbuildings at Overton Hall (photo 08.3).
- In the north, the central section of Townfield Lane is characterised by older property with small front gardens enclosed mainly by sandstone or brick walls. Many of the individual dwellings show extensions and alterations that differ from the original style (photo 08.6).
- Inter-war and early post-war houses, many of them semi-detached and partly pebble-dashed, occupy the eastern end of Townfield Lane and parts of Doric Avenue. There are properties of a similar age and fabric in Bradley Lane and Townfield Lane between Fairways and Grasmere Road.
- Pollard Avenue is a small development of refurbished and rendered "prefabs" in open plan gardens (photo 08.2) with a communal parking area.
- Bungalows characterise Bickerton Avenue and the northern end of Townfield Lane at the Green Belt / Town Policy Boundary.
- The central and eastern part of the Doric Avenue area comprises detached houses developed during the 1960s and 1970s: the older Fairways estate has been changed by a range of building alterations though most properties have retained their original low, stone-coloured garden walls. In contrast, the 1970s Springbourne estate is open-plan with a mixture of detached houses, and dormer bungalows in Lansdowne.

- The paddock adjacent to Royleen Drive, but in the Green Belt, is part of the conservation area and an important link with open countryside.
- Throughout the Doric Avenue area gardens are mature and some are large. Property boundaries are diverse and include a variety of walls, fences and hedges (photo 08.8).
- Footpaths connect Townfield Lane to Silverdale Close in the north and Rosewood Avenue in the south, and Greenside Avenue to open countryside. There is also pedestrian access from Bradley Lane to the western part of Springbourne.

Planning Guidance

1. All new development should safeguard and improve the quality of the environment within and adjacent to the Conservation Areas **(photos 08.1; 08.3)**.
   (LPP: BE1; BE8; BE10; BE11; BE19; BE22; BE23)
2. All new development should resist further demolition and replacement of dwellings to retain the diverse age range and character of the area.
   (LPP: BE1; H4; H10)
3. All new development should resist further plot division and infill to retain the individual distinctiveness and biodiversity of the area.
   (LPP: NE7; BE1; H4; H5)
4. All new development that includes subdivision of existing dwellings into self-contained residential units should ensure that the character of the original building is maintained or enhanced.
   (LPP: BE1; H4; H7)
5. All new development that includes extensions and alterations to existing property should maintain the character of the original building, harmonise with the existing building and have respect for neighbouring properties.
   (LPP: BE1; H4; H8)
6. All new development should protect and manage existing trees, hedges and green spaces within the area, e.g. in Oakdale Avenue in the conservation area and Springbourne **(photo 08.4)** to augment green infrastructure and the biodiversity corridors as shown on **Map 2.2**.
   (LPP: NE7; NE8; NE9; BE1)
7. Development should retain and manage grass verges and green spaces, e.g. on Bradley Lane and Doric Avenue, to maintain townscape character **(photo 08.5)**.
   (LPP: BE1)

8. All new development should maintain and repair existing sandstone walls, copings and gate piers using traditional methods and materials **(photo 08.6)**.
   (LPP: BE1)
9. Appropriate redevelopment of the haulage depot, accessed from Townfield Lane but in the Green Belt, should be encouraged if it reduces the flow of heavy goods vehicles through this residential area.
   (LPP: GS3)
10. All new development should protect the view from Lansdowne to Halton Hill and Fiddlers Ferry Power Station.
    (photo 08.7) (LPP: BE1)

Community Aspirations

- The community hopes that front garden boundaries will be maintained to protect the visual continuity of the street scene **(photo 08.8)**.
  (LPP: NE7; BE1)
- Local people desire that the area's urban footpaths be maintained and promoted as traffic free routes.
  (LPP: T8)
- The community hopes that properties on the list of locally important buildings, drawn up by VRBC in 1977-79, and other properties – some described as 'unlisted buildings of townscape merit' and identified in the Frodsham (Overton, Five Crosses) Conservation Area Appraisal – will be assessed and/or re-evaluated for inclusion on a revised 21st century Local List.
- Energy and water efficiency measures and features are encouraged. Where these are proposed in any new development, it is recommended that developers should pay regard to both the Code for Sustainable Homes and BREAM guidelines.



08.1 Former Sunday School, Bradley Lane TM, now a private dwelling.



08.2 Refurbished "prefabs", Pollard Avenue.



08.3 Overton Hall, Vicarage Lane LIB, with outbuildings converted to residential units.



08.4 Green space in Springbourne.



08.5 Grass verges, Bradley Lane.



08.6 Sandstone walls and gate piers, Townfield Lane.

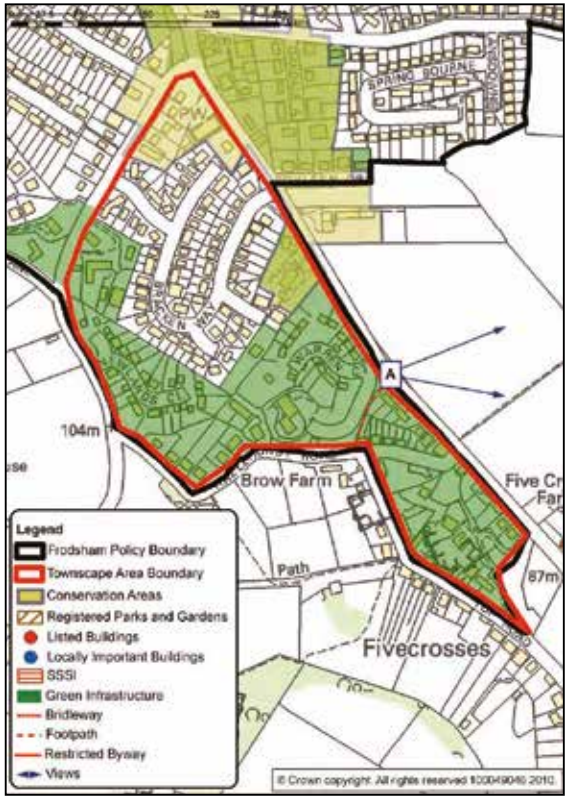


08.7 View N to Halton Hill from Lansdowne.



08.8 Well-managed hedges, Townfield Lane.

Townscape Area 09: Five Crosses



Key characteristics

- Five Crosses is the popular name for this part of Frodsham which extends southwards from Fivelanes End: the junction between Kingsley Road, Manley Road and 3 others.
- The area lies on the southern edge of town, between Kingsley Road and Manley Road, on land that rises to the southwest below the wooded slopes of Beacon Hill.
- Part of the area lies within the Frodsham (Overton, Five Crosses) Conservation Area. The area includes 3 locally important buildings (LIB) and 2 unlisted buildings of 'townscape merit' (TM) **(Appendix 3)**.
- Kingsley Road (B5152) is the main route into Frodsham from the south and Manley Road is busy with local traffic, e.g. to and from Forest Hills Hotel and leisure complex, Frodsham Golf Club and Hillcrest Residential Care Home. The remainder of the area is quiet.

- There is a panoramic view across the Weaver Valley towards the South Pennines from the eastern end of Warren Court (view A). The wooded slopes of Beacon Hill form a backcloth to views west from Kingsley Road.

Townscape character description

- Five Crosses Townscape Area is almost entirely residential, but includes former sandstone quarries, now wildlife habitat, on the west side of Kingsley Road **(photo 09.1)**.
- The area reflects development that has taken place since pre-Victorian times to the late 20th century resulting in a wide variety of property types and styles, e.g. large Victorian houses such as Ingledene (TM), Kingsley Road, small terraced cottages on Top Road and modern detached and semi-detached properties on the Bracken Way estate. Most properties are brick built with slate or tile roofs.
- Three large houses formerly with extensive grounds have been modified in different ways over several decades: Eversley House (LIB) has been extended and converted into apartments and is surrounded by individually designed houses and a small 1980s open plan development, Warren Court **(photo 09.2)**. Ingledene has been divided into 2 dwellings with an infill bungalow, built 2003, in the grounds **(photo 09.6)**. Hillcrest has been extended and converted into a residential care home with several recently built detached properties in close proximity.
- Kingsley Road demonstrates mixed-age ribbon development and infill and many houses have sandstone garden walls. Properties in the south face open countryside beyond the Town Policy Boundary.
- A substantial sandstone house, adjacent to the closed Top Road Quarry **(photo 09.3)**, has been extended in keeping with the original building and nearby cottages have been sensitively modernised.
- Frodsham Methodist Church (TM) is a distinctive yellow brick building that was recently extended and embellished with stained glass windows in a modern design **(photo 09.4)**.
- The Bracken Way estate is a compact 1960s development with enclosed gardens and vehicular access from Kingsley Road and Manley Road. Newlands Close is a small 1970s open plan development.

- Special architectural features of buildings include: distinctive decorative brickwork, e.g. on Ingledene (TM); use of contrasting brick colours and textures; decorative render panels; timber framed gables and sandstone window and door surrounds, e.g. Eversley House (LIB) **(photo 09.5)**.
- A footpath with steps links Kingsley Road to Hazlehurst Road near its junction with Top Road, and there is pedestrian access between Kingsley Road and the closed end of Bracken Way.

Planning Guidance

1. All new development should resist further plot division and infill to retain the individual distinctiveness and biodiversity of the area.
   (LPP: NE7; BE1; H4; H5)
2. All new development should resist demolition and replacement of Victorian and Edwardian properties to retain the diverse character of the area.
   (LPP: BE1; H4; H10)
3. All new development should respect and complement existing buildings and their fabric but this should not prejudice high quality and contextually-designed contemporary development. e.g. The Court at Ingledene **(photo 09.6)**.
   (LPP: BE1; H4; H8)
4. All new development that includes extensions and alterations to existing property should maintain the character of the original building, harmonise with the existing building and have respect for neighbouring properties.
   (LPP: BE1; H4; H8)
5. All new development that includes subdivision of existing dwellings into self-contained residential units should ensure that the character of the original building is maintained or enhanced **(photo 9.5)**.
   (LPP: BE1; H4; H7)
6. All new development should maintain and repair existing sandstone walls, copings and gate piers using traditional methods and materials **(photo 09.7)**.
   (LPP: BE1)
7. All new development should promote the area's green infrastructure and biodiversity and its links to open countryside **(photo 09.8)**.
   (LPP: NE7; BE1)
8. All new development should protect and manage mature trees, hedges and green spaces wherever possible, e.g. on Kingsley Road and Manley Road **(photo 09.9)**, to augment green infrastructure and the biodiversity corridors shown on Map 2.2
   (LPP: NE7; NE8; BE1)

9. All new development should protect the view from Warren Court / Kingsley Road across the Weaver Valley to the South Pennines (photo 09.10).
   (LPP: BE1)

Community Aspirations

- Local people desire the area's urban footpaths to be maintained and promoted as traffic free routes.
  (LPP: T8)
- The community hopes that properties on the list of locally important buildings, drawn up by VRBC in 1977-79, and other properties – some described as 'unlisted buildings of townscape merit' and identified in the Frodsham (Overton, Five Crosses) Conservation Area Appraisal – will be assessed and/or re-evaluated for inclusion on a revised 21st century Local List.
- The community wishes to see the 30mph speed restriction zone begin near the Kingsley Road / Watery Lane junction to ensure greater safety for pedestrians in the southern part of Frodsham.
- Energy and water efficiency measures and features are encouraged. Where these are proposed in any new development, it is recommended that developers should pay regard to both the Code for Sustainable Homes and BREAM guidelines.


09.1 Former quarry near Eversley House.


09.2 Warren Court, 1980s


09.3 Extended sandstone house, Top Road.


09.4 Frodsham Methodist Church TM, Kingsley


09.5 Eversley House (LIB), converted to apartments.


09.6 The Court – fabric and features complement neighbouring property.

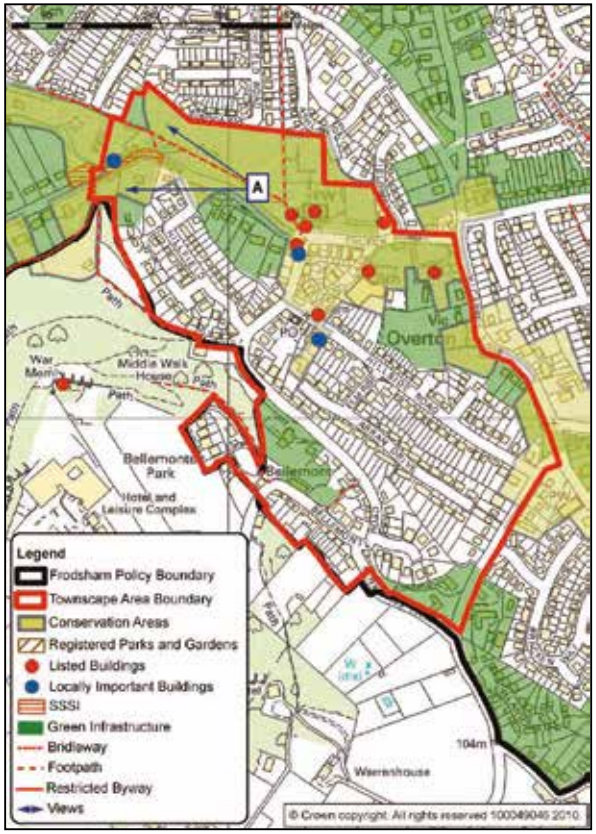

09.7 Sandstone walls and gate piers, Kingsley Road.


09.8 Kingsley Road – part of the green infrastructure.


09.9 Mature trees and grass verges, Manley Road.


09.10 View E across the Weaver Valley from Warren Court.

Townscape Area 10: Overton



Key characteristics

- Overton Townscape Area has developed from the medieval settlement that grew up around the Parish Church. Today it is a diverse, mixed-age mainly residential area.
- The area to the south and east of the church is situated on a gently sloping shelf that rises to the Green Belt / Town Policy Boundary in the southwest.
- A large part of Overton lies in the Frodsham Area of Archaeological Potential and Frodsham (Overton, St Lawrence's) Conservation Area. A small part in the east lies within Frodsham (Overton Five Crosses) Conservation Area. There are 8 listed buildings, 7 locally important buildings and 9 unlisted buildings of 'townscape merit' **(Appendix 3)**.

- Several roads are busy at peak periods especially near the school and local businesses, and on-street parking can inhibit free traffic flow. Vicarage Lane is part of the main route into Frodsham from the south (B5152).
- The rock exposures on Howey Lane are part of the Frodsham Railway and Road Cuttings Site of Special Scientific Interest (SSSI).
- A belt of interconnecting green spaces crosses the area from Churchfields through the Cemetery, adjacent private gardens and the school playing field to Overton Memorial Hall Bowling Green, forming an important component of Frodsham's green infrastructure.
- There is a superb uninterrupted view from Churchfields across the marshes and the Mersey Estuary (view A). The wooded upper slopes of Overton Hill and Beacon Hill can be seen from several locations in the area.

Townscape character description

- Overton Townscape Area is mainly residential but includes a core of small businesses and community facilities centred on School Lane and the northern ends of Hillside Road and Bellemonte Road.
- The twelfth century, Grade I listed sandstone church **(photo 10.1)** was substantially restored in the late 19th century, the Church of England Primary School and nursery (LIB), a single story brick building, and 2 public houses **(photo 10.1A)**, predominantly in white render, add character to the Overton core.
- Since World War 1 Overton has experienced extensive residential growth Some development has involved replacement of old property, some infill e.g. on Bellemonte Road **(photo 10.2)**, and some backfill e.g. at Hillview Close **(photo 10.3)**.
- Among the oldest residential properties are: The Old Vicarage (LB), early 18th century and extended at the front in the late 19th century in Jacobean style, Church Farm (LB), a mid 17th century property in Church Road **(photo 10.3A)** and 56 Hillside Road (LB), an oak-frame and sandstone cottage dating from the early 17th century.
- At the eastern end of Hillside Road is a distinctive house in arts and crafts style (TM) and opposite is the former Five Crosses Infants School (LIB), now a newly extended scout hall. Hillside Road also includes post-war bungalows for the elderly **(photo 10.4)**.
- 20th century dwellings include terraced properties in Bellemonte Road, individually designed detached houses in Hillfield and Pin Mill Brow, many semi-detached or detached houses, e.g. Elm Rise, Arran Drive and Greenacres built in the 1970s, and detached bungalows of various ages and styles scattered throughout the area.

- Most dwellings are brick built and older properties have decorative brickwork detail and distinctive local design features. Several houses in School Lane and Church Road have replicated this detail on property extensions (photo 10.5).
- Most older gardens have perimeter fences, hedges or walls of brick or sandstone; walls of local sandstone are a distinctive feature on Bellemonte Road. In addition, 'Cheshire railings' more commonly found as field boundaries, can be seen at the junction of School Lane with Church Road (photo 10.6). In contrast, the front gardens to recent infill development are often open-plan.
- The green infrastructure that extends from Overton Memorial Hall (TM) bowling green to Churchfields forms part of the biodiversity corridor that connects to Overton Hill in the vicinity of Bottom Walk as shown on **Map 2.2**.
- Footpaths in this area offer a pedestrian route to the commercial core (photo 10.7) and link to the network of paths on Overton Hill and The Sandstone Trail.

Planning Guidance

1. All new development should safeguard and improve the quality of the environment within and adjacent to the Conservation Areas (photos 10.1; 10.1A; 10.3A; 10.6; 10.7; 10.8).
   (LPP: BE1; BE4; BE10; BE11; BE19; BE22; BE23)
2. All new development should resist further plot division and infill to retain local distinctiveness, especially on Church Road, Bellemonte Road and School Lane, and the biodiversity of the area (photos 10.6; 10.11; 10.3A).
   (LPP: NE9; BE1; BE5; BE6; BE7; BE8; BE10; BE11; BE22; BE23; H4; H5)
3. All new development should resist demolition and replacement of pre-20th century property to retain the diverse character of Overton.
   (LPP: BE1; H4; H10)
4. All new development that includes subdivision of existing dwellings into self-contained residential units should ensure that the character of the original building is maintained or enhanced.
   (LPP: BE1; H4; H7)
5. All new development that includes extensions and alterations to existing property should maintain the character of the original building, harmonise with the existing building and have respect for neighbouring properties.
   (LPP: BE1; H4; H8)

6. All new development should maintain and repair existing sandstone walls, copings and gate piers using traditional methods and materials (photo 10.11).
   (LPP: BE1)
7. All new development should protect and manage mature trees, hedges and green spaces wherever possible, e.g. on Pinmill Brow, Church Road, Vicarage Lane and Manley Road, to augment green infrastructure and the biodiversity corridors shown on **Map 2.2**.
   (LPP: NE7; NE8; BE1)
8. All new development should protect and improve Churchfields as public open space (photo 10.9).
   (LPP: BE1; RT4)
9. All new development should protect and interpret the geological exposure on Pinmill Brow (photo 10.10).
   (LPP: NE2; NE7; BE1)
10. All new development should ensure that the view across the marshes and the Mersey Estuary from Churchfields is protected (photo 10.9).
    (LPP: BE1)

Community Aspirations

- Local people desire that the area's footpaths be maintained and promoted as traffic free routes to the town centre and countryside (photo 10.12).
  (LPP: T8)
- The community hopes that properties on the list of locally important buildings, drawn up by VRBC in 1977-79, and other properties – some described as 'unlisted buildings of townscape merit' and identified in the Frodsham (Overton, St Lawrence's) and Frodsham (Overton Five Crosses) Conservation Area Appraisals – will be assessed and/or re-evaluated for inclusion on a revised 21st century Local List.
- Energy and water efficiency measures and features are encouraged. Where these are proposed in any new development, it is recommended that developers should pay regard to both the Code for Sustainable Homes and BREAM guidelines.



10.1 Parish Church of Saint Laurence (LB)



10.1A Ring o'Bells Inn, Belmonte Road



10.2 Infill with retained sandstone wall on Bellemonte Road



10.3 Hillview Close, backfill off Hillside Road.



10.3A Church Farm (LB) in the conservation area



10.4 Housing for the elderly with SUDS parking area, Hillside Road.



10.5 Sensitive extension of a School Lane property in the conservation area.



10.6 Cheshire railings enclosing a garden in the conservation area.



10.7 Footpath 60, Church Entry, from Church Road to Red Lane.



10.8 Overton Memorial Hall (LIB) and Bowling Green.



10.9 Churchfields with views to the Mersey Estuary.



10.10 Frodsham Beds below laminated Tarporley Siltstones (SSSI), Pinmill Brow.



10.11 Sandstone walls are a feature on School Lane.



10.12 Footpath 22, a steep shortcut on Bellemonte Road.

Townscape Area 11: Fluin Lane



Key characteristics

- Fluin Lane links the main route from the south (B5152) with the A56 avoiding the town centre.
- The Fluin Lane Townscape Area extends southwards from the western end of Langdale Way and rises steadily to Townfield Lane. The area's other key road is Red Lane which runs downslope into the southern half of Church Street.
- This is a diverse mixed-age residential area in which green infrastructure is prominent. The southern tip is part of Frodsham (Overton, St Lawrence's) Conservation Area and includes 1 locally important building and 2 unlisted buildings of townscape merit **(Appendix 3)**.
- The two main roads are very busy with traffic, whilst the many cul-de-sacs are much quieter.

- There are good views from the top of Ashlands and Fluin Lane to Overton Hill in the southwest (views A & B) and on a clear day Hale Lighthouse, on the north shore of the River Mersey, can be seen from Red Lane (view C).

Townscape character description

- The Fluin Lane Townscape Area is entirely residential and development ranges from Victorian to 21st century in age.
- Properties in the conservation area include the whitewashed brick cottage, Brockton Mews (LIB), its large, ornate, yellow brick neighbour, Brockton House (TM) **(photo 11.1A)** and a pair of large semi-detached houses (TM) in yellow brick with decorative brick banding in a contrasting colour. A 21st century house has been built in the garden of one of them.
- Property on the eastern side of Church Street includes mainly elevated terraced and semi-detached houses with sandstone front walls and gate piers and vehicular access from Back Lane to the rear **(photos 11.9; 11.1)**.
- There is a row of houses, built between the wars, at the northern end of Fluin Lane and older, mainly individually designed, houses towards the southern end.
- Several properties in Beech Avenue and the southern end of Fluin Lane display local design details including decorative brickwork, render panels, stone sills and lintels, and timber framed gables, which give the area a special character **(photo 11.2)**.
- Ashlands and Fieldway are small 1970s estates of mainly detached houses in neo-Georgian style linked by a footpath through well-managed green space **(photo 11.3)**. Larger and newer detached houses in Ashlands have been built in the garden of an older Red Lane property.
- Towards the southern end of Fluin Lane, on the east side, is Foxglove Court, a 1990s in-garden and backfill development of 6 detached houses and a bungalow, and Delamere House, a 21st century block of 16 apartments built on the plot of a demolished property. Both developments have used modern equivalents of traditional building materials and incorporated local design features from nearby older properties **(photo 11.4)**.
- The area's green infrastructure comprises public green spaces, large gardens and mature trees, especially within the Fluin Lane, Red Lane and Beech Avenue triangle **(photo 11.5)**. This verdant character continues into the long rear gardens of Fluin Lane properties to form an important component of Frodsham's biodiversity corridor shown on **Map 2.2**.
- Several urban footpaths provide short-cuts to main roads and adjacent townscape areas.

Planning Guidance

1. All new development should resist further plot division and infill to retain individual distinctiveness and biodiversity especially within the Fluin Lane, Red Lane and Beech Avenue triangle.
   (LPP: NE7; BE1; H4; H5)
2. All new development should resist demolition and replacement of Victorian and Edwardian properties to retain the diverse character of the area.
   (LPP: BE1; H4; H10)
3. All new development that includes subdivision of existing dwellings into self-contained residential units should ensure that the character of the original building is maintained or enhanced.
   (LPP: BE1; H4; H7)
4. All new development that includes extensions and alterations to existing property should maintain the character of the original building, harmonise with the existing building and have respect for neighbouring properties.
   (LPP: BE1; H4; H8)
5. All new development should maintain and repair existing sandstone walls, copings and gate piers using traditional methods and materials **(photo 11.6)**.
   (LPP: BE1)
6. All new development should protect and manage existing trees, hedges and green spaces **(photo 11.3, 11.5)** and especially the continuity of adjoining gardens to the rear of Fluin Lane to augment the town's green infrastructure and the biodiversity corridors shown on **Map 2.2**.
   (LPP: NE7; NE8; BE1)
7. All new development should ensure views from the top of Fluin Lane and Ashlands to Overton Hill and the War Memorial and from Red Lane to Hale Lighthouse are protected **(photo 11.7)**.
   (LPP: BE1)

Community Aspirations

- Local people desire that the quality and character of the area's urban footpaths be maintained and promoted as traffic free routes.
  (photo 11.8)
  (LPP: T8)
- The community hopes that properties on the list of locally important buildings, drawn up by VRBC in 1977-79, and other properties – some described as 'unlisted buildings of townscape merit' and identified in the Frodsham (Overton, St Lawrence's) Conservation Area Appraisal – will be assessed and/or re-evaluated for inclusion on a revised 21st century Local List.
- Energy and water efficiency measures and features are encouraged. Where these are proposed in any new development, it is recommended that developers should pay regard to both the Code for Sustainable Homes and BREAM guidelines.



11.1 Back Lane service road for Church Street E.



11.1A Brockton House (TM) Fluin Lane



11.2 Edwardian property, Fluin Lane.



11.3 Green space and footpath linking Fieldway and Ashlands.



11.4 Delamere House, 2006, Fluin Lane, with features reflecting those on older property.



11.5 Junction of Red Lane (left) and Fluin Lane.



11.6 Sandstone walls, Holly Bank, Church Street.



11.7 View SW to Overton Hill from Ashlands.

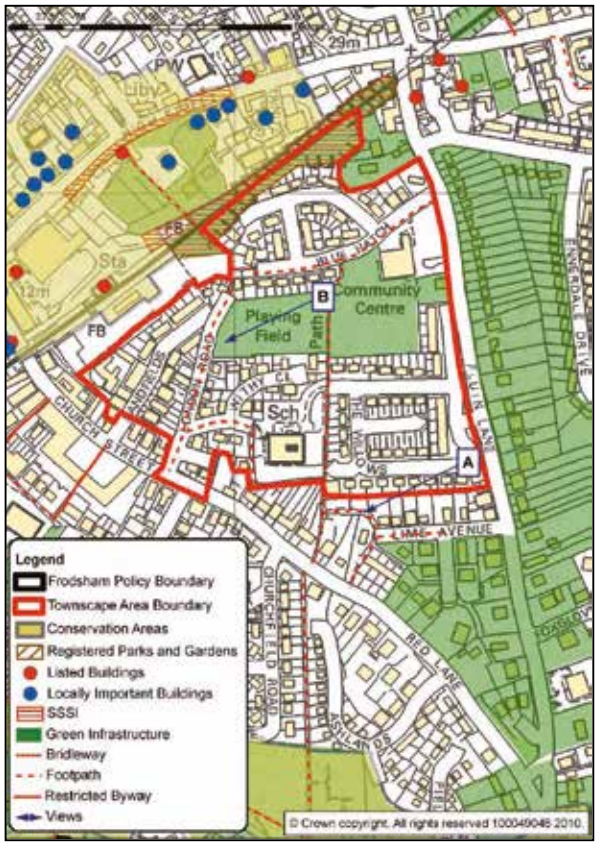


11.8 Footpath 61 linking Red Lane to the Community Centre area.



11.9 Church Street Property.

Townscape Area 12: Community Centre



Key characteristics

- This area takes its name from the busy Community Centre complex: its building, large car park and 2 fields have vehicular access from Fluin Lane and can be reached on footpaths from the north, south and west.
- The Community Centre Townscape Area lies between Church Street and Fluin Lane with railway property forming its northern boundary. The land rises gently to the southeast.
- The area is primarily residential and St Luke's Catholic Primary School is the only other facility.

- Properties close to the railway in Blue Hatch are subject to intermittent train noise, whereas, those close to Fluin Lane and Church Street experience road traffic noise; in contrast, the cul-de sacs leading from the 2 key roads are much quieter.
- On-road parking in Sandfields and London Road leads to congestion especially at the start and close of the school day.
- There are views from The Willows and Community Centre fields to the Mersey Estuary and the Clwydian Range in northeast Wales (views A & B) and Beacon Hill and Overton Hills can be seen from several locations in the area.

Townscape character description

- A large amount of 1960s development surrounds older property in this area. Some of the oldest dwellings include The Cottage and its sandstone walls on Fluin Lane and the slate-roofed Victorian / Edwardian terraced and semi-detached properties in Sandfields and nearby Derfel Terrace.
- Specific design features that contribute to local distinctiveness include decorative brickwork detail on eaves, gable ends and chimneys, terracotta roof ridge tiles, doorways and front wall detail in Sandfields **(photo 12.1)** and polychrome brickwork on Derfel Terrace **(photo 12.2)**. A vacant former builder's yard lies behind properties on the northwest side of Sandfields.
- Townscape character is dominated by the Community Centre and primary school plus 5 distinct housing developments, namely: The Willows – semi-detached houses and 3-storey terraced town-houses **(photo 12.3)**; Blue Hatch – semi-detached houses and a core of bungalows; Whitehall Place – semi-detached houses **(photo 12.4)** ; Withy Close – semi-detached bungalows and Sandfields Court: 3-storey flat roofed town houses and 2 pairs of semi detached houses at the end of the cul-de-sac.
- The Willows town-houses facing Fluin Lane are set back behind a linear green space with trees **(photo 12.5)**.
- Public green space / playing fields at Frodsham Community Centre and lawns around St Luke's Catholic Primary School offer a green lung in the centre of a built up area where gardens are small.
- A network of urban footpaths provides access within the area, and to the train station and town centre

Planning Guidance

1. All new development should resist demolition and replacement of Victorian and Edwardian properties to retain the diverse character of the area. (LPP: BE1; H4; H10)
2. All new development that includes extensions and alterations to existing property should maintain the character of the original building, harmonise with the existing building and have respect for neighbouring property. (LPP: BE1; H4; H8)
3. All new development should maintain and repair existing sandstone walls, copings and gate piers using traditional methods and materials **(photo 12.1; 12.5)**. (LPP: BE1)
4. All new development should protect and enhance existing open spaces adjacent to Frodsham Community Centre for public use **(photo 12.6)**. (LPP: NE7; RT4)
5. All new development should protect and manage trees within the area especially the avenue between The Willows and Fluin Lane **(photo 12.5)**, plus those on the Community Centre fields, to augment green infrastructure and the biodiversity corridor shown on **Map 2.2**. (LPP: NE7; BE1)
6. All new development should protect the views to the Mersey Estuary and the Clwydian Range from The Willows and Community Centre fields **(photo 12.7)**. (LPP: BE1)

Community Aspirations

- Local people desire that the area's urban footpaths be maintained and promoted as traffic free routes **(photo 12.8)**. (LPP: T8)
- Energy and water efficiency measures and features are encouraged. Where these are proposed in any new development, it is recommended that developers should pay regard to both the Code for Sustainable Homes and BREAM guidelines.



12.1 Decorative facade and front wall detail, Sandfields



12.2 Derfel Terrace.



12.3 The Willows townhouses.



12.4 Whitehall Place and Overton Hill.



12.5 Lime trees between Fluin Lane and The Willows townhouses (right).



12.6 Public open space, Frodsham Community Centre.

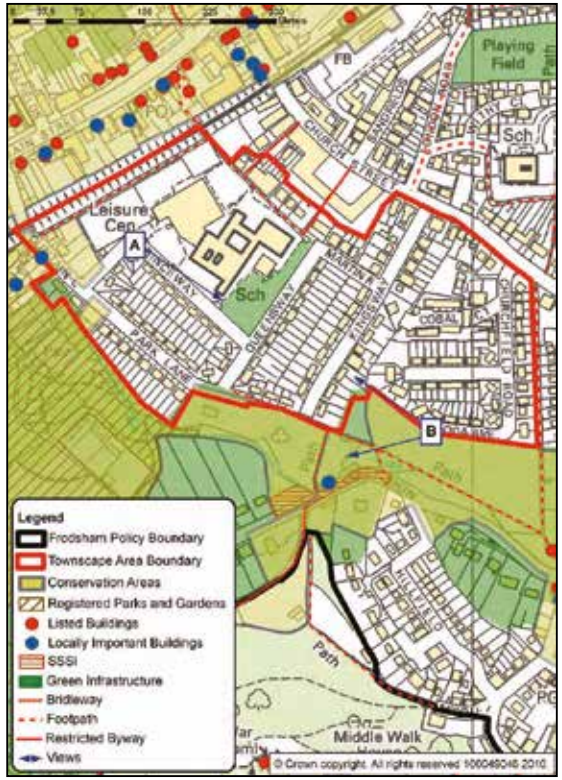


12.7 View WSW to Clwydian Range from Frodsham Community Centre.



12.8 Part of Footpath 61 from Blue Hatch to Red Lane.

Townscape Area 13: Kingsway



Key characteristics

- Kingsway is a long, tree-lined cul-de-sac running across the area with pedestrian access to Park Lane, also tree-lined. The land rises gently from the railway in a southerly direction and steepens markedly from the junction of Church Street and Churchfield Road.
- The Kingsway Townscape Area is bounded by the railway embankment to the northwest and by the extensive green wedge of Castle Park (TA14) and Churchfields (TA10) to the south. The area between Kingsway and the railway embankment includes the Leisure Centre and former site of Frodsham College (secondary school), now demolished.
- Most of the remaining area is residential and a small part of Fountain Lane and Park Lane is within Frodsham (Castle Park Locality) Conservation Area **(Map 3.3)**.

- There is a good view of the Parish Church tower from the north end of Princeway (view A) and of the marshes and the Mersey Estuary from Froda Avenue, adjacent to Churchfields. The wooded slopes of Overton Hill and the War Memorial can be seen from several locations within the area.

Townscape character description

- The Kingsway Townscape Area is predominantly residential and properties demonstrate a diversity of styles with ages ranging from Victorian to 21st century. Most are medium sized semi-detached houses with a few bungalows and some larger properties interspersed.
- Castle Park Lodge and its neighbouring semi-detached houses **(photo 13.1)**, are amongst the oldest properties in the locality.
- There are 3 small clusters of Victorian / Edwardian development, e.g. in Church Street / Kingsway they include large individually designed houses **(photo 13.2)**, and in Alvanley Terrace **(photo 13.5)** and Glebe Terrace in Park Lane they have polychrome brick features.
- A number of different uniform developments, each with distinctive design features characterise the Kingsway area, e.g. porches in Princeway **(photo 13.7);** bay windows on the southwest side of Park Lane **(photo 0.10);** and multiple flat windows in Froda Avenue, top of Churchfield Road and St Lawrence Road.
- There is a small amount of modern infill / backfill, most notably at Cobal Court, off Churchfield Road, where a complex of two storey flats for older people was developed in the 1990s **(photo 13.3)**; in addition, single houses have been built in the gardens of properties in Kingsway & Churchfield Road.
- Footpaths aid pedestrian movement both within the area and to adjacent areas **(photo 13.4)**.

Planning Guidance

1. All new development should resist demolition and replacement of Victorian and Edwardian dwellings to retain the diverse character of the area.
   (LPP: BE1; H4; H10)
2. All new development that includes extensions and alterations to existing property should maintain the character of the original building, harmonise with the existing building and have respect for neighbouring properties.
   (LPP: BE1; H4; H8)
3. All new development that includes subdivision of existing dwellings into self-contained residential units should ensure that the character of the original building is maintained or enhanced.
   (LPP: BE1; H4; H7)
4. The development of the Frodsham College site for a health centre should safeguard and improve the quality of the adjacent residential environment **(photo 13.12)**.
   (LPP: BE1; BE4)
5. The development of the Frodsham College site should protect and enhance the integral and peripheral green space **(photo13.6; 13.8)**.
   (LPP: NE7; NE8; BE1; BE4)
6. The development of the Frodsham College site should improve pedestrian and vehicular access for both Leisure Centre and Health Centre users.
   (LPP: BE1; BE4; RT3; RT4; T8; T9)
7. All new development should maintain and repair existing sandstone walls, copings and gate piers using traditional methods and materials **(photo 13.1; 13.2)**.
   (LPP: BE1)
8. All new development should protect the view from Princeway to the tower of St Laurence Church **(photo 13.9)** and from Froda Avenue to the marshes and the Mersey Estuary.
   (LPP: BE1)

Community Aspirations

- The community hopes that sustainable management of street trees will be implemented **(photo 13.10)**.
  (LP: NE7; BE1)
- Local people desire that the character of the area's urban footpaths be maintained and promoted as traffic free routes **(photo 13.11)**.
  (LP: T8)
- Energy and water efficiency measures and features are encouraged. Where these are proposed in any new development, it is recommended that developers should pay regard to both the Code for Sustainable Homes and BREAM guidelines.



13.1 Victorian property, Fountain Lane, within the Castle Park Conservation Area.



13.2 Edwardian property, Church Street.



13.3 Cobal Court, off Churchfield Road.



13.4 Footpath 59 from Fountain Lane to Alvanley Terrace.



13.5 Alvanley Terrace.



13.6 Valuable green space bordering Queensway within the Frodsham College site



13.7 Properties with distinctive porches, Princeway.



13.8 Maturing trees, Frodsham College site.



13.9 View SE to the Parish Church tower from Princeway.



13.10 Street trees, Park Lane.

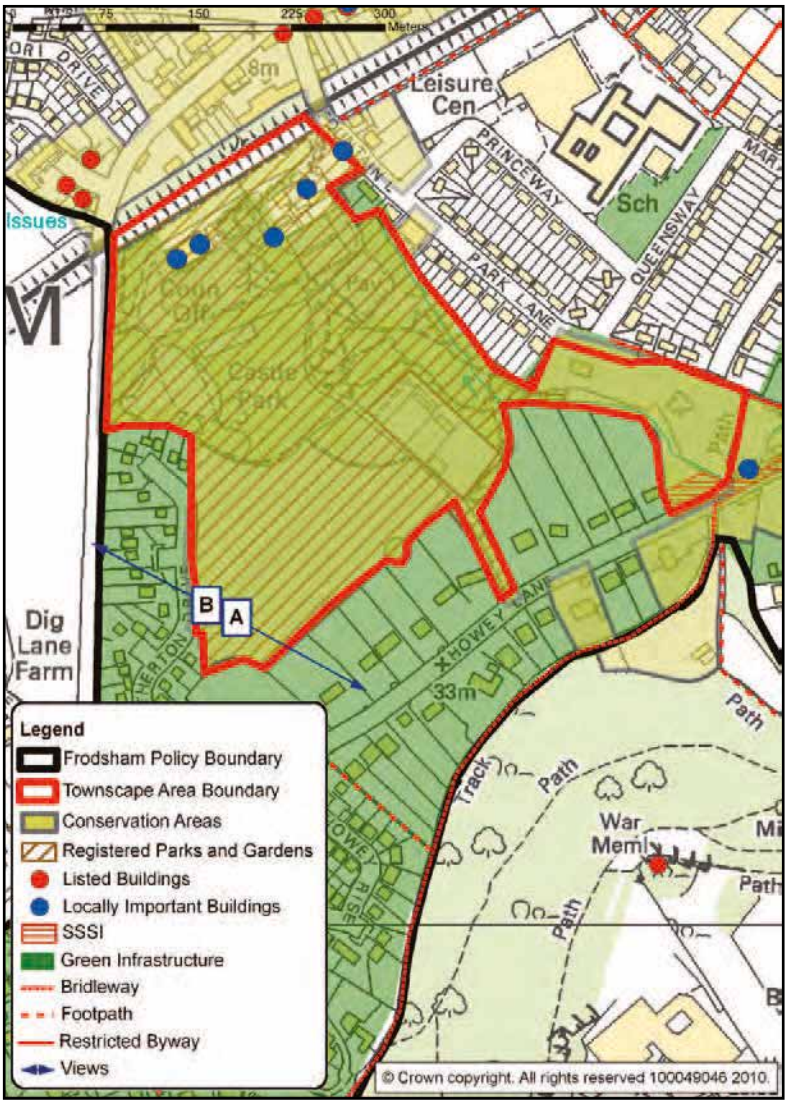


13.11 Footpath 56, with a distinctive drainage channel, NE side of Frodsham College site.



13.12 Frodsham Health Centre Development.

Townscape Area 14: Castle Park



Key characteristics

- Castle Park was the site of the fortified manor-house / "castle" in late medieval times. Today it is a popular park on the western side of Frodsham, formerly in private ownership and gifted to the local authority in 1933 for the benefit of its inhabitants.
- Castle Park Townscape Area forms the major part of the Frodsham (Castle Park) Conservation Area; most of the park is a Registered Historic Park and Garden (GD 3508); the lower park is part of the Frodsham Area of Archaeological Potential and all of it is part of the green infrastructure **(Maps 2.2 and 3.3; Appendix 3)**.
- Victorian buildings in the lower park, all refurbished or rebuilt, are sited on land close to the railway embankment that slopes down towards Fountain Lane in the northeast.

- Castle Park House, refurbished with a £2.2M Heritage Lottery Fund grant during 2005-06, overlooks level parkland to the south and a broad belt of mature deciduous trees on rising land that separates the lower park from the upper park beyond.
- More recently, Castle Park grounds have been refurbished with a £1.84m Heritage Lottery Fund Grant (2009-2010). The conservatory has now been restored, two new pavilions for park activities provided and two new play areas created.
- M56 noise and intermittent railway and over-flying aircraft noise can be intrusive in the lower park.
- The upper park is predominantly a sports field but includes the highest ground, capped by a gorse thicket, which affords fine views across the upper park to the War Memorial in the southeast (view A) and a distant view of the Mersey Estuary (photo 14.12) and mouth of the River Weaver to the northwest (view B).

Townscape character description

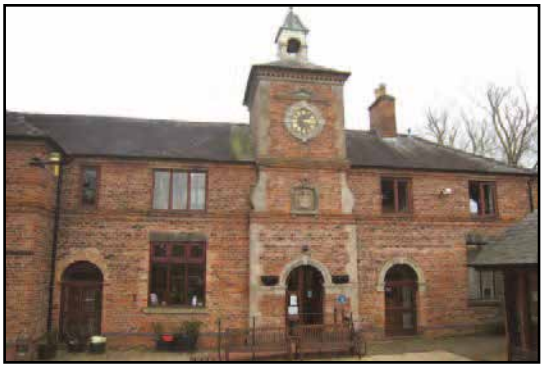
- The Victorian buildings provide a One-Stop-Shop for community affairs, office space for small businesses, the Castle Park Arts Centre (photo 14.1) and housing in Park Court.
- Walls of Cheshire brown brick with contrasting yellow/grey sandstone emphasise the classical design details of the House (photo 14.1A). Character is further enhanced with decorative brickwork detail especially on Park Court (photo 14.2), and retention of slate roofs and cast iron rainwater goods.
- Black, metal artwork gates to the Arts Centre courtyard and the bowling-green (photo 14.3) enhance the park with contemporary local craftsmanship.
- Pinmill Croft is a 20th century private residence set in an extensive orchard adjacent to the prominent valley and small stream which forms the eastern boundary of Castle Park.
- Castle Park displays the footprint of Edward Kemp's 1855 landscape design, including the conservatory and formal garden with dark clipped yews (photo 14.4), the American garden and the main car park, formerly the onamental pool.
- Other features of the modern park include: a new pedestrian entrance from Main Street/Chester Road (photo 14.5), open parkland with mature trees, and shady paths and sunlit glades in woodland areas.
- The attention to path detail and surface drainage in the American Garden is especially noteworthy (photo 14.6).
- The facilities for public recreation include bowls, tennis, athletics and a children's playground (photo 14.6A).

Planning Guidance

1. All new development should safeguard and improve the quality of the built environment within and adjacent to the conservation area.
   (LPP: BE1; BE8; BE10; BE11; BE15; BE19; BE21; BE22; BE23)
2. Protect and enhance the surviving design features of Edward Kemp's 1855 garden and pleasure grounds and maintain the provision of recreational facilities following the Heritage Lottery funded refurbishment, completed in 2010.
   (LPP: BE1; BE8; BE15; BE22; RT3)
3. All new development should protect and manage mature trees within the park wherever possible (photo 14.7).
   (LPP: NE9)
4. All new development should protect views within and out of the park, e.g. along Main Drive; through the brick arch into the formal garden and beyond (photo 14.8); from the area of the gorse thicket to the War Memorial and the Mersey Estuary.
   (LPP: BE1)
5. Development which materially affects the mound supporting the gorse thicket will not be allowed *(not included in the HLF project)* (photo 14.9).
   (LPP: BE1)
6. All new development should protect and manage the site of ancient Pinmill Orchard (photo 14.10; 14.12).
   (LPP: NE7; NE9)

Community Aspirations

- Local people hope that the distinctive valley and stream course to the east of Synagogue Well *(not included in the HLF project)* will be sensitively opened up to facilitate public access to geology (photo 14.11; 0.01).
  (LP: NE3; NE4; NE7)
- The community wishes to see Castle Park Main Entrance made safer by extending the 30mph speed restriction zone to the west of Netherton – see TA15 Community Aspirations.
- Energy and water efficiency measures and features are encouraged. Where these are proposed in any new development, it is recommended that developers should pay regard to both the Code for Sustainable Homes and BREAM guidelines.



14.1 Castle Park Arts Centre (LIB).



14.1A Castle Park House (LIB)



14.2 Park Court (LIB), former farm building, now residential units, in the conservation area.



14.3 Gate to bowling green



14.4 Restored Conservatory (LIB) and Formal Garden.



14.5 New pedestrian entrance off Main Street.



14.6 Path detail in the American Garden.



14.6A Relocated playground.



14.7 Mature trees and parkland landscape.



14.8 View to re-instated fountains in the Formal Garden.



14.9 Former Flagpole Mount topped by a gorse thicket.



14.10 Ancient Pinmill Orchard within the conservation area.

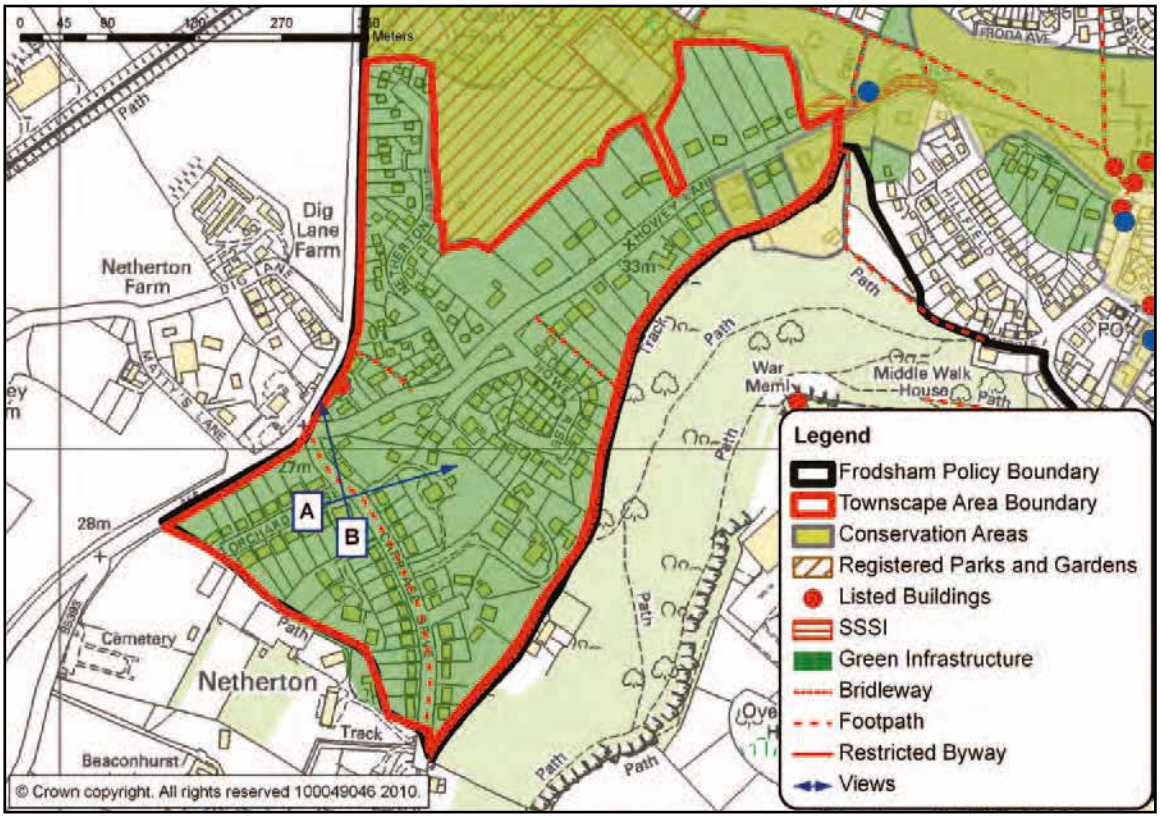


14.11 Stream course and sandstone outcrops E of Synagogue Well.



14.12 View B from Upper Park to Mersey Estuary.

Townscape Area 15: Howey Lane



Key characteristics

- Howey Lane was the route to the medieval settlement at Overton and is now a narrow residential lane providing access to the southern part of town from Chester Road (A56).
- The Howey Lane Townscape Area is characterised by its verdant appearance and is a valuable component of the town's green infrastructure. The area extends out to the Green Belt / Town Policy Boundary on 3 sides, and to Castle Park in the north.
- The eastern part of Howey Lane is part of the Frodsham (Overton, St Lawrence's) Conservation Area. There is 1 listed building, 1 locally important building and 2 unlisted buildings of townscape merit **(Appendix 3)**.
- The north-western part of the area experiences intermittent railway noise and intrusive, continuous traffic noise from Chester Road (A56) and the M56.
- There is a good view to the War Memorial from Orchard Close (view A) and to the marshes and the Mersey Estuary from Carriage Drive (View B). The wooded slopes of Overton Hill provide a prominent backcloth to this area.

Townscape character description

- The Howey Lane area is totally residential with a predominance of extensive mature gardens (photo 15.1).
- Most properties, apart from those on Netherton Drive, are individually designed, detached brick dwellings. The majority were built after World War II and surround a small number of older properties.
- Netherton Drive, between Chester Road and Castle Park, is a sinuous cul-de-sac of houses in neo-Georgian styles, many of them sensitively extended.
- Rock Cottage and Rock Farm (LB), built largely of local sandstone (photo 15.2), front Chester Road.
- Carriage Drive has predominantly post World War II detached houses many of them with extensions; at its southern end there are 2 small cul-de-sacs of more recent development behind Carriage Drive properties.
- Erindale (LIB) has been converted into 3 residential units whilst retaining its original character (photo 15.3); nearby is Erin Lodge, Erin Cottage and 3 modern properties in contrasting styles all reached from a long curving drive.
- Hemp Gill and Borrowdale, once a single large property, have their own separate approaches off Carriage Drive.
- The older properties in the area display decorative brickwork detail and distinctive design features (photo 15.4).
- Howey Lane dwellings have predominantly large plots and well-stocked secluded gardens, many fronted by low, sandstone walls. Some garden infill, property conversion and sensitive extension and alteration have taken place.
- Howey Rise, set against the wooded backdrop of Overton Hill (photo 15.5), comprises 1970s detached houses.
- Sandstone walls are prominent at the western end of Howey Lane and on Chester Road (photo 15.6; 15.11).
- Carriage Drive and Howey Lane are mostly without pavements and the latter has traffic calming measures (photo 15.6).
- Green spaces enhance the junction of Howey Lane and Chester Road and the entrance to Howey Rise (photo 15.7).
- The cast iron milepost on Chester Road near the junction with Howey Lane is a distinctive roadside feature (photo 15.12) (see similar milepost in TA06).
- Footpaths in this area link to the network of paths on Overton Hill and on to The Sandstone Trail (photo 15.8).

Planning Guidance

1. All new development should resist further plot division and infill to retain the individual distinctiveness and biodiversity of the area.
   (LPP: NE7; BE1)

2. All new development should resist demolition and replacement of Victorian and Edwardian properties to retain the diverse character of the area.
(LPP: BE1; H4; H10)
3. All new development that includes subdivision of existing dwellings into self-contained residential units should ensure that the character of the original building is maintained or enhanced (photo 15.3).
(LPP: BE1; H4; H7)
4. All new development that includes extensions and alterations to existing property should maintain the character of the original building, harmonise with the existing building and have respect for neighbouring properties.
(LPP: BE1; H4; H8)
5. All new development should maintain and repair existing sandstone walls, copings and gate piers using traditional methods and materials (photo 15.9; 15.11).
(LPP: BE1)
6. All new development should promote the area's green infrastructure and biodiversity and its links to open countryside (photo 15.9).
(LPP: NE7; NE9; BE1)
7. All new development should protect and manage mature trees, hedges and green spaces wherever possible, e.g. on Howey Lane and Carriage Drive (photo 15.7; 15.10), to augment green infrastructure and the biodiversity corridors shown on **Map 2.2**.
(LPP: NE7; NE8; NE9; BE1)
8. All new development should respect and enhance the setting of the cast iron milepost on Chester Road (photo 15.14).
(LPP: BE1)
9. All new development should protect the view from Orchard Close to the War Memorial and from Carriage Drive to the marshes and the Mersey Estuary.
(LPP: BE1)
10. Maintain safe bridleways and footpaths for shared use by horse riders, pedestrians and cyclists
(LPP: T8; T9)

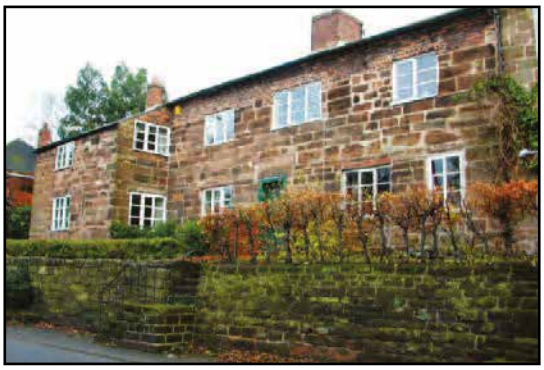
Community Aspirations

- Local people desire that the character of the area's footpaths be maintained and promoted as traffic free routes.
(photo 15.13) (LP: T8)
- The community hopes that properties on the list of locally important buildings, drawn up by VRBC in 1977-79, and other properties – some described as 'unlisted buildings of townscape merit' and identified in the Frodsham (Overton, St Lawrence's) Conservation Area Appraisal – will be assessed and/or re-evaluated for inclusion on a revised 21st century Local List.

- The community wishes to see the 30mph speed restriction zone begin near the Chester Road / Tarvin Road junction to ensure greater safety for vehicles turning at the 5 road junctions in Netherton; and into Castle Park Main Entrance.
- Energy and water efficiency measures and features are encouraged. Where these are proposed in any new development, it is recommended that developers should pay regard to both the Code for Sustainable Homes and BREAM guidelines.



15.1 Mature garden, Carriage Drive.



15.2 Rock Cottage and Rock Farm (LB), Chester Road.



15.3 Erindale (LIB) 1911, off Carriage Drive, now 3 residential units.



15.4 Locally distinctive brickwork on a Carriage Drive property.



15.5 Howey Rise.



15.6 Sandstone walls and traffic calming at the western end of Howey Lane.



15.7 Green space at the entrance to Howey Rise.



15.8 Footpath 31 from Howey Lane to Overton



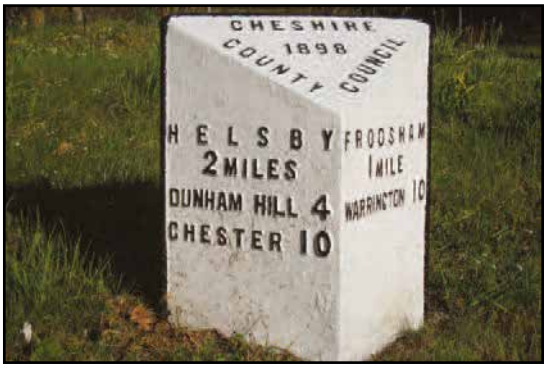
15.9 Howey Lane from Pinmill Brow.



15.10 Mature trees along the curving drive to Erindale properties.



15.11 Distinctive sandstone wall at the west end of Howey Lane.



15.12 Milepost, Chester Road.



15.13 Footpath 32 from Howey Lane to Chester Road.



15.14 Setting of the milepost, Chester Road.

Section 4 References

1. CCC (1996) Frodsham Parish Paths

2. VRBC (2003) Frodsham (Castle Park) Conservation Area Appraisal

3. VRBC (2005) Frodsham (Overton, Five Crosses) Conservation Area Appraisal

4. VRBC (2005) Frodsham (Overton,St. Lawrence's) Conservation Area Appraisal

5. VRBC (2006) Frodsham (Town) Conservation Area Appraisal

6. VRBC (2006) Adopted Vale Royal Borough Local Plan First Review Alteration

7. VRBC (2006) Adopted Vale Royal Borough Local Plan First Review Alteration Proposals Maps

8. EH Register of Parks and Gardens (2002) Castle Park PG3508

9. Nature Conservancy Council (1990) Frodsham Railway & Road Cuttings SSSI notification

10. Cheshire RIGS (2002) Frodsham CH 036 Geological Site Report

11. NWDA (2008) North West Green Infrastructure Guide version 1.1

Appendix 1 – Local Plan Policies applicable within the Frodsham Town Policy Boundary by Townscape Area

LPP no.	TA01	TA02	TA03	TA04	TA05	TA06	TA07	TA08	TA09	TA10	TA11	TA12	TA13	TA14	TA15
General Strategy															
GS3		*		*				*							
Natural Environment															
NE1		*				*									
NE2			*							*					
NE3														*	
NE4		*												*	
NE7		*	*			*		*	*	*	*	*	*	*	*
NE8		*				*		*	*	*	*		*		*
NE9			*					*		*				*	*
NE15			*												
Built Environment															
BE1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
BE4	*		*	*	*					*			*		
BE5	*		*			*				*					
BE6	*		*			*				*					
BE7	*		*							*					
BE8	*		*	*		*		*		*				*	
BE9	*		*												
BE10	*		*	*				*		*				*	
BE11	*		*	*				*		*				*	
BE15														*	
BE16			*			*									
BE19	*		*	*				*		*				*	
BE21	*		*	*										*	
BE22	*		*	*				*		*				*	
BE23	*		*	*				*		*				*	
Housing															
H4			*		*	*	*	*	*	*	*	*	*		*
H5			*		*			*	*	*	*				
H6															
H7								*	*	*	*		*		*
H8			*	*	*	*	*	*	*	*	*	*	*		*
H10			*					*	*	*	*	*	*		*
H15					*										
Recreation and Tourism															
RT2					*										
RT3				*									*	*	
RT4		*		*	*		*			*		*	*		
Transportation															
T5															
T8			*	*	*	*	*	*	*	*	*	*	*		*
T9					*	*	*						*		*
T10					*										
T13				*											
Shopping and Town Centre Development															
STC1			*												
STC4			*												
STC5			*												
STC6			*												
STC8			*												
STC9			*												
STC10			*												
STC11			*												

Appendix 2 Diary of Events Leading to Frodsham Town Design Statement

25 Nov 2003 John Gittins made a presentation to Frodsham Forward Environmental Working Group who embraced the project.

Jan 2004 Frodsham Town Council agreed to support the TDS project and budgeted £500.

04 May 2004 Initial meeting to discuss the scope for the TDS. It was agreed to incorporate a LCA. TDS team formed. Later in May Frodsham Forward confirmed £2000 budget for project.

14 June 2004 Further meeting to agree on requirements based on professional guidance.

23 Sept 2004 Training day for TDS team

16 Oct 2004 Public meeting in the large hall at the Community Centre. This was a key event where public consultation led to the agreement on precise townscape area boundaries and volunteer survey teams were set up.

Nov 2004 - March 2005 TDS survey work conducted by mini-teams using the Team's purpose-designed checklist to standardise information collected. All townscape areas surveyed (except for the strip of land between the M56 and the built environment). Photographs were taken of virtually every street in Frodsham. A spreadsheet was drawn up giving the key characteristics of each street and a cross reference to the photographs. This detailed work provided a sound basis for the summary pages in the final PLA and TDS document.

April 2005 - June 2006 LCA work began. Volunteers concluded a desktop study of parish landscape components, e.g. geology, landforms, soils, agricultural land quality. Provisional boundaries between distinctive LCTs and LCAs were added to a map of the parish. A purpose-designed checklist was used for landscape survey work which included recording land use, land cover and viewpoints etc.

Nov 2004 - June 2005 Further regular meetings took place to check on progress and formulate the best way forward at each stage.

3 July 2005 Team manned a gazebo at "The Festival in the Park" to liaise with the local community and explain what had been done and the purpose. Future work was also communicated and the opportunity was taken to hand out forms for residents to give the TDS team feedback on their efforts.

Aug 2005 - Dec 2005 Consolidation work. All TDS areas finalised and feedback from the July event dealt with. Further team meetings took place.

2006 LCA refined to give 7 rural Landscape Character Types incorporating 19 Landscape Character Areas. Much detailed work ensued including the construction of topographic profiles, further photographs, challenges, opportunities and guidelines. Starting with Salt Works Farm a draft layout for the TDS section of the final project document was designed. It was agreed that the Townscape would form a Landscape Character Type (no. 8). Further team meetings were held throughout year.

Feb - Mar 2006 Articles prepared for Frodsham Life and Frodsham Post to inform the local community of progress. £2000 secured from CCC to assist with printing costs.

Sep 2006 - Dec 2006 TDS and LCT drafts prepared. Work on other sections shared out (intro, history, purpose etc.).

Nov 2006 Further £2000 plus 2 days graphic design time secured from VRBC for publication. A meeting was called with VRBC officers re the public consultation process and Sustainability Appraisal.

Feb 2007 Full draft ready for statutory and public consultation and forwarded to VRBC.

May - July 2007 Updating of Jan. draft document prior to submission.

1 July 2007 Team manned a gazebo at "The Festival in the Park" to inform the local community and explain what had been done and the purpose. Names of residents interested in being involved in public consultation process were collected.

15 Aug – 26 Sept 2007 Statutory and public consultation period

12 Nov 2007 Advisory meeting at Wyvern House with VRBC officers, CLT, plus GONW and English Heritage personnel to discuss responses, followed by further meetings to plan the new way forward for the Frodsham TDS

March 2008 - May 2009 Re-drafting of document in line with comments made by GONW and English Heritage, plus a re-survey of the town to incorporate changes made since June 2005.

3 May 2008 – Frodsham Festival of Walks – 'Four Hills of Frodsham' walk led by 2 of the TDS Team to communicate information about the Parish landscape.

26 March 2009 Advisory meeting at Wyvern House with VRBC officers, GONW and CLT, followed by further revision.

26 April 2009 Frodsham Festival of Walks – 'Market Town and River Port' walk led by 2 of the TDS Team to celebrate Frodsham's octocentenary and communicate information about the town's heritage assets.

May 2009 Updated draft document forwarded to Cheshire West and Chester to begin the process leading to statutory and public consultation.

2 Sept – 14 Oct 2009 Statutory and public consultation period

19 Nov Advisory meeting at Backford Hall with VRBC officers, CLT, and an English Heritage representative to discuss responses, followed by final editing.

31 Jan Submission of Frodsham Town Design Statement Supplementary Planning Document.

May 2010 Final checking of document.

22 July 2010 The Town Design Statement is formally adopted as a Supplementary Planning Document by Cheshire West and Chester Council.

THE ORIGINAL TEAM

Facilitator: John Gittins (Cheshire Landscape Trust)

Frodsham Residents:
Ethel Barker
Norman Barker
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Kath Gee
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Brian Lloyd
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Juliet Swift
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Resurvey and final document prepared by:
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Kath Gee

Editing of text and drafting of maps conducted by:
Peter Dutton
Kath Gee

Front Cover Photograph
Lynda Haney (Frodsham and District Photographic Society).

Support from various personnel at Vale Royal Borough Council and at Cheshire West and Chester Council, especially Phill Bamford, is gratefully acknowledged.

Appendix 3.1 - Listed Buildings in Frodsham TPB by Townscape Area

TA no./name	Listed Buildings 45
01 – Marsh Lane	Main St: Millbank House, 1 Main St.; 1 & 2 Millbank Cottage; Brook House, 38 Main St. 3
02 – Motorway Buffer Zone	
03 – Core Commercial Core	N side Main St: 47, 49 & 51; 53, 55 & 57 (Brookstone Cottages); Ashley House, 59; Old Hall Hotel, 81; 2 Tide-stones at OHH; N & W garden wall at OHH; 83 (Thatched Cottage); 85 & 89 (Thatched Cottages); 101 & 103 (Millmark & Coral); K6 Telephone kiosk to front of 101 & 103; The Bear's Paw Hotel. S side Main St: 46 & 48; 52 (The Gables); Entrance to army premises; 84 (Oak-framed cottage); 90 (Les Harris Jewellers); 92; 108 & 110; Queen's Head Hotel; Stable behind QHH; Lloyds TSB (Trustee Savings Bank); Golden Lion. Church St: Frodsham Railway Station; K4 Telephone Kiosk; 1 Church St. High St: 4 (Amore); 44 (The Old Cottage); Rock Villa, 67. 28
04 – Ashton Drive	
05 – Saltworks Farm	
06 – Frodsham Bridge	Frodsham Bridge; Frodsham Viaduct; Cottage and coach/cart shed 30m E of Manor Farmhouse; L-shaped stable/haybarn /shippon 50m SE of MF; Shippon 10m S of MF. 5
07 – The Lakes	
08 – Doric Avenue	
09 – Five Crosses	
10 – Overton	Church Farm (Church House Farmhouse); Church of St Laurence Grade I; Sundial nr S porch; Wright tomb nr W entrance; Ring o' Bells Inn; 56 Hillside Rd formerly Flower Cottage; Overton House, School Lane; The Old Vicarage, Vicarage Lane Grade II*; 8
11 – Fluin Lane	
12 – Community Centre	
13 – Kingsway	
14 – Castle Park	
15 – Howey Lane	Rock Cottage and Rock Farm, Chester Rd; 1

Sources

Listed Buildings in Vale Royal November 2000

Listed Building descriptions for Frodsham Civil Parish Pers Comm Vale Royal Conservation and Design Manager 2007

Appendix 3.2 - Locally Important Buildings in Frodsham TPB by Townscape Area

TA no./name	Locally Important (Locally Listed) Buildings 78
01 – Marsh Lane **10**	N side Main St: Millbank Cottage; Cheshire Cheese, 29; 31 & 33 (3-storey semis); Millstone House, 43. S side Main St: Bourne Methodist Chapel; 14 (mid terrace); 20 (detached house); 26 & 28 (terraced). Marsh Lane: 1-13 Ashley Gardens; 1-14 Moreton Terrace.
02 – Motorway Buffer Zone	
03 – Commercial Core **39**	N side Main St: 75 & 77; 91-99 (Residential terrace between Thatched Cottages & Millmark); K6 kiosk adjacent, & west of, listed K6 outside 101 (**1**); Nat West, 117; 119 (Lingerie Box); 119A & 121 (Haircraft & Cottage Teashop); 123 (former Buy & Sell). S side Main St: 2 & 4 Fountain Ln; 42; Pavement adjacent to wall of 52, The Gables (**1**); Drill Hall; 68 (Eve); 70 & 72 (Frodsham Frames); 74 Conservative Club; 78A Barn (behind Halton Haven C Shop); [84A now part of 84 – LB]; 88; Outbuildings, Queen's Head, 94;100. Church St: Warehouse behind 6 (Hough & Co); 8 (Suzanne's); Cholmondeley Arms, 12; 3 (Halifax). N side High St: 9 (cottage W of Turner's); Red Lion, 17; Tandoori 25 (George Inn); 1 Ship St (Foot Clinic); Former Court House, Ship St (Guiding HQ); Former Police HQ (part of Wedding Belles); 27 (brick terraced house); 37 (brick end of terrace); The Cottage, Albert Row (The Joiners Cottage). S side High St: 28, 30 & 32 (Fishermen's Cottages); 40; Rock House, 48; 50; Rock Cottage, 52; The Knoll; Trinity Methodist Church ruins and Spire; Trinity House; 78.
04 – Ashton Drive **4**	Ship St: 26; 28 & 30 (26 & 28 now The Cottage); Rose Cottage, 59; Hawthorne Rd: Pear Tree Cottage/Farm (derelict)
05 – Saltworks Farm	
06 – Frodsham Bridge **4**	Bridge Lane: 1 & 1A; Union Church (apartments); East Bank; East Bank Cottage.
07 –The Lakes	
08 – Doric Avenue **3**	Vicarage Rd: "High Lea"; West View; Overton Hall.
09 – Five Crosses **3**	Eversley House; Top Rd: 11 & 13; 19-25.
10 – Overton **7**	C of E Primary School, School Lane; Scout Hall, Manley Road (Five Crosses Infants School); Outbuilding adjacent to Ring o' Bells, Bellemonte Rd (**2**); Aubrey House, Bellemonte Rd; Pinmill Brow House, 26 Howey Lane (with picket fence); Roebuck House, Church Rd; Rose Ville, 65 Hillside Rd.
11 – Fluin Lane **1**	Brockton Mews, Church Rd.
12 – Community Centre	
13 – Kingsway	
14 – Castle Park (**3**) **5**	5 "Key Buildings": Castle Park House; Footman's Cottage; Castle Park Arts Centre; Park Court; Conservatory.
15 – Howey Lane **1**	Erindale, Carriage Drive.

Sources

Adopted Vale Royal Borough Local Plan First Review Alteration June 2006/ Appendix 7

Frodsham (Town) Conservation Area Appraisal Adopted September 2006 (**1**)

Frodsham (Overton, St Lawrence's) Conservation Area Appraisal August 2005 (**2**)

Frodsham (Castle Park Locality) Conservation Area Appraisal September 2003 (**3**)

Appendix 3.3 - Unlisted Buildings of Townscape Merit in 2 of 4 Conservation Areas by Townscape Area

TA no./name	Unlisted Buildings of Townscape Merit 22	Conservation Area
01 – Marsh Lane		Frodsham (Town)
02 – Motorway Buffer Zone		Frodsham (Town)
03 – Commercial Core		Frodsham (Town)
04 – Ashton Drive		Frodsham (Town)
05 – Saltworks Farm		
06 – Frodsham Bridge		
07 – The Lakes		
08 – Doric Avenue **7**	Bradley Ln: Former Sunday School. Kingsley Rd: 1 & 2 (Little Hurcot and Old Post Office); Oakdale. Oakdale Avenue: 1 (Tynedale); 3 (High Nest); 5 & 7 (The Beeches and The Elms); 9 (The Limes)	Overton, Five Crosses
09 – Five Crosses **2**	Kingsley Rd: Frodsham Methodist Church; Ingledene.	Overton, Five Crosses
10 – Overton **9**	Vicarage Lane: Overton Memorial Hall; White Cottage; Oaklands; Lynden. Howey Ln: 24 (rendered house on rock); 25 (house on S side of road); Pin Mill Cottage, Pin Mill Brow (seen from Hillfield). Bulls Head, Bellemonte Rd. Inglenook, 1A Hillside Rd.	Overton, Five Crosses Overton, St Lawrence's
11 – Fluin Lane **2**	Fluin Ln: 93 & 95; Lower Brockton.	Overton, St Lawrence's
12 – Comm-unity Centre		
13 – Kingsway		Frodsham (Castle Park Locality)
14 – Castle Park		Frodsham (Castle Park Locality)
15 – Howey Lane **2**	Howey Lane: 33 & 35 (corner of Bottom Walk); 43.	Overton, St Lawrence's

Sources

Frodsham (Overton, St Lawrence's) Conservation Area Appraisal Map August 2005
Frodsham (Overton, Five Crosses) Conservation Area Appraisal Map August 2005

Glossary

Alteration: Work intended to change the function or appearance of a place.

Biodiversity Corridor: Continuous strips of land or 'stepping stones' that are patches of suitable habitat used to link nature sites together and encourage the movement of plant and animal species so as to prevent species isolation.

British Research Establishment Environmental Assessment Method (BREEAM): BREEAM is the most widely used environmental assessment method for buildings. Using a scoring system, it sets the standard for best practice in sustainable design and measuring the environmental performance of new non-residential building.

Buildings at Risk: A register, published annually which brings together information on all Grade I and II* listed buildings and scheduled monuments known to English Heritage to be "at risk" through neglect and decay or vulnerable to becoming so.

Cheshire Historic Environment Record (CHER): A database recording all known archaeological sites and historic landscapes within Cheshire. It includes sites dating from prehistory through to the military remains of the more recent past.

Code for Sustainable Homes: Voluntary code aiming to improve the environmental sustainability of houses and to provide homeowners better information about the running costs of their homes. The Code sets environmental standards that can be applied to all homes. There are six levels to the code to communicate the overall sustainability performance of a new home, with minimum energy efficiency, carbon emissions and water efficiency standards set at each level.

Conservation: The process of managing change to a significant place in its setting in ways that will best sustain its heritage values, while recognising opportunities to reveal or reinforce those values for present and future generations

Conservation Area: Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Such areas are designated by Local Planning Authorities under the Town and Country Planning Acts.

Context: Any relationship between a place and other places, relevant to the values of that place.

Core Strategy: The key document within the Council's Local Development Framework, setting out the core planning policies for the Cheshire West and Chester authority area.

Designation: The recognition of particular heritage value(s) of a significant place by giving it formal status under law or policy intended to sustain those values.

DCLG: Department for Communities and Local Government (formerly ODPM – Office of the Deputy Prime Minister).

Density (of dwellings): Relates to the number of dwellings per hectare on a site

Development: Defined in the Town and Country Planning Act as "the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land."

Fabric: The material substance of which places are formed, including geology, archaeological deposits, structures and buildings and flora.

Green Infrastructure: The network of natural environmental components and green and blue spaces that lie within and between cities, towns and villages and which provide multiple social, economic and environmental benefits.

Greenfield: Land on which no development has previously taken place unless the previous development was for agriculture or forestry purpose or, the remains any structure or activity have blended into the landscape

Green Belt: Area of land, largely rural in character, which is adjacent to the main urban areas and which is protected from development by permanent and severe restrictions on building. The emphasis is on restricting the sprawl of urban centres, preventing the coalescence of neighbouring towns and preserving the individual character of settlements, although Green Belts may also provide suitable locations for recreational development and act as a buffer between the most rural countryside and the pressure of growing towns.

Heritage: All inherited resources which people value for reasons beyond mere utility.

Historic Environment: All aspects of the environment resulting from interaction between people and places through time, including all surviving physical remains of past human activity, whether visible or buried, and deliberately planted or managed flora.

Integrity: Wholeness

Landscape Character: The distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse.

Listed Building: A building included in a list compiled by the Secretary of State for National Heritage as being of special architectural or historic interest.

Local Development Framework (LDF): A portfolio of local development documents which include the local development scheme (LDS), development plan documents (DPD's), supplementary planning documents (SPD's), the Statement of Community Involvement (SCI) and the Annual Monitoring Report (AMR). Together with Regional Spatial Strategy (RSS) these documents provide the planning framework for the authority area.

Local Development Scheme (LDS): A public document setting out the Council's programme for the production of its Local Development Documents.

Local Plan: A plan proposed or adopted by a Local Planning Authority. Local Plans produced by the three former district authorities which now form part of Cheshire West and Chester provide the current statutory planning framework within the authority area.

Maintenance: Routine work regularly necessary to keep the fabric of a place on good order.

Material: Relevant to and having a substantial effect on, demanding consideration.

Monitoring: Continuous survey aimed at discovering and measuring significant deviations from a plan of its underlying assumptions.

Nature Conservation: The planning and management of wildlife and habitats so as to secure their wide use and continuity of supply while maintaining and enhancing their quality, value and diversity.

Open Countryside: The rural area outside the settlement policy boundaries for towns and villages

Open Space:

Formal	Comprises a variety of uses including playing fields, bowling greens, golf courses, cricket pitches, tennis courts, equipped children's play areas, parks etc
Informal	Areas which fulfil a recreational/amenity function but which do not have a specific use, hence the term "informal" open space. They include areas of open space within housing estates used for informal play, kick about areas, dog walking areas etc.

Place: Any part of the historic environment, of any scale, that has a distinctive identity perceived by people.

Preserve: To keep safe from harm.

Redevelopment: Development that takes place after the demolition of existing buildings.

Regionally Important Geological/Geomorphological Sites (RIGS): Sites of geological or geomorphological importance other than SSSIs which are considered worthy of protection. They are selected in Cheshire by the Cheshire RIGGS group.

Regional Spatial Strategy (RSS): A document prepared by regional planning bodies which sets a spatial development framework for the region.

Renewable Energy: Energy flows that occur naturally and repeatedly in the environment, i.e. from the sun, wind and water as well as heat generated from within the earth itself and energy derived from plant material and from combustible or digestible industrial, agricultural and domestic waste materials.

Repair: Work beyond the scope of maintenance, to remedy defects caused by decay, damage or use, including minor adaptation to achieve a sustainable outcome, but not involving restoration or alteration.

Restoration: To return a place to a known earlier state, on the basis of compelling evidence, without conjecture.

Retail Use Classes:

A1 Shops, post offices, retail, warehouses, ticket and travel agencies, sandwich bars, hairdressers, funeral directors, showrooms, domestic/personal hire shops, dry cleaners/washing service.

A2 Banks, building societies, estate and employment agencies, professional and financial services, betting offices, other services appropriate in a shopping area (principally serving visiting members of the public.

A3 Restaurants & Cafes

A4 Drinking Establishments, public houses, wine bars

A5 Hot Food Take-Away

Setting: The surroundings in which a place is experienced, its local context, embracing present and past relationships to the adjacent landscape.

SSSI - Site of Special Scientific Interest: An area of land identified and designated by English Nature as being of special national interest by reason of any of its flora, fauna or geological or physiographical features.

SPD – Supplementary Planning Document: Guidance notes issued by the Council which give advice on particular aspects of development and provide further guidance on policies contained within the Local Plan. Formerly known as SPGs.

Sustainable Development: Defined as "Development that meets the needs of the present without compromising the ability of future generations to meet their needs".

Sustainable Urban Drainage Systems (SUDS): Surface water drainage methods developed in line with the ideals of sustainable development, taking account of quantity, quality and amenity issues.

Traffic Management: The promotion of the more efficient movement of traffic and appropriate use of street systems by rearranging the flows, controlling the intersections and regulating the times and places for parking by means of traffic orders. Traffic management can give priority to different forms of transport, such as buses or to pedestrians.

Value: An aspect of worth or importance, here attached by people to qualities of places.

Wildlife Corridor: A tract of land following a common feature (e.g. river, valley, road) designated for its local ecological value in the former Vale Royal authority area in order to conserve the natural habitats and the wildlife they support.

Document 2

A Play Strategy for Frodsham [2012]

FRODSHAM NEIGHBOURHOOD PLAN

A Play Strategy for Frodsham

Groundwork Cheshire
for Frodsham Town Council

2012



Frodsham Town Council is committed to providing outdoor play and recreation opportunities for the town's children and young people. This Strategy includes an independent review of existing assets, a fresh consultation with all local people with an interest in play and a modern approach to play provision. Outline designs and estimates, funding research and recommendations are set out, so that the Town Council can consider its options. The first phase of the play improvement programme – a major new play re-development on a priority site – is planned to be delivered by October 2013, followed by a second in 2014.



Groundwork Cheshire
Yarwoods Arm
Navigation Road
Northwich
CW8 1BE

A Play Strategy for Frodsham

Executive Summary

Frodsham Town Council's play areas are recognised as being poor, from the findings of consultants and from the views of householders and play users. This has been the situation for a number of years and their modernisation is well overdue. (The Borough Council's recent play and recreation provisions at Castle Park and Saltworks Farm has superseded and rescued the town for play to an extent. They should not continue to mask the deficiencies on the Town Council's sites.

However, on the positive side, the play and recreation sites owned or managed by the Town Council are of a good size and some are in good locations, complementing the CWaC sites. So even if it were possible to acquire new sites for conversion to play, this should not be necessary. It is possible to transform the Town's offer by working with the land already held.

The aim should be to re-develop the selected sites for play over a phased programme that is short enough for progress to be seen and for the end to be in sight, ie up to 5 years.

The bigger picture of play in Frodsham has been viewed, ie including the CWaC sites named above, plus the grounds of the Leisure Centre. This is so that all the sites complement each other and the new re-developed Town sites encourage more and repeated use by having lasting appeal – being exciting and challenging – and offering a choice of activity, capacity to cater for numbers. Alongside the physical renewal of selected play sites (which must include improvements to access and provision for inclusive play) other aspects of outdoor play and recreation must be tackled.

These include working hard to consider and satisfy the reasonable demands of the 13 year and over age group. Often their needs are around outdoor social interaction rather than physical activity. So as well as providing physical challenges, we should be providing well-designed meeting places around the locations this age group already or are likely to use. We need to consider groups that are less obvious to cater for in the town's open spaces, such as teenage girls, or the value of 'niche' activities such as wheeled sports, that allow teenagers to be part of their own 'scene'. It can be easy for their views – even if expressed clearly at the beginning - to get lost in the process. Young people need to be involved in all stages of the projects that are aimed at them.

Out of the consultation process that is a part of this strategy, people will put themselves forward to be more involved in the play programme. It might be useful to set up a play forum (possibly in combination with other initiatives in the town aimed at engaging the local community and its young people) to keep in touch with opinion from all quarters, including residents who live near the play sites.

Both the re-developed play sites (and the existing ones that have some life still in them and have an interim role) need to be well looked after, so as to ensure the safety and convenience of all people using the sites. We look at the whole sites and consider the interests of all users and those who live

Executive Summary (continued)

nearby. Therefore the proposed projects at Churchfields and Townfield Lane will address ground conditions, access, furniture, signage and boundaries as well as play equipment. The aim is to make the sites more usable all year round and for the improved facilities to sit well within their surroundings.

Ideas for Fluin Lane/London Road Fields (and for the grounds of the Leisure Centre) are still the subject of discussion and it is too early to place them in the programme. Other sites held by the Town Council could be put to alternative use, as they no longer fulfil an appropriate role for play. The Town Council should seek independent advice on its options over land that may be deemed to be surplus to play.

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The aims of the Play Strategy:

1. **To transform Frodsham's play opportunities within 5 years:**
   - To develop exciting and challenging play opportunities that appeal to the expectations and demands of users from a broad range of age and mobility, now and in the foreseeable future.
   - To complete the first major play re-development in Frodsham by October 2013 and a second by one year later.
   - To increase the numbers of satisfied play and other users visiting the sites and to encourage repeat visits, adding capacity where appropriate.
   - To put in place arrangements which keep the new and existing play facilities and sites in good order and manage user behaviour through effective links with local community safety agencies.
   - To raise and sustain local community buy-in to the play site portfolio.
2. **To provide guidance for the Town Council in making investment and other key decisions about its play portfolio during the improvement programme:**
   - To propose provisional allocations for play site re-development, aimed at satisfying current demands that are reasonable.
   - To propose levels of investment appropriate and realistic for each preferred site, with due regard to the prevailing financial environment.
   - To prepare a project funding road map that aims to bring together packages of funding from various sources that will enable successive phases of construction to take place, according to priorities set.
   - To produce and review a timeline for implementing all the proposals included in the Action Plan. This will be subject to securing the necessary funds from a variety of sources. Phasing of projects may be necessary for this reason.

COMMENTARY

In preparing sketch designs for the re-development or enhancement of play spaces, Groundwork Cheshire takes into account the principles, guidance and best practice advocated by ***Play England****. This emphasises more play in contact with natural elements, designing in sympathy with the surroundings and non-prescriptive play. 'Inclusive' play should be so fully integrated into the overall design as to be virtually non-apparent.*

Groundwork uses its experience in developing play and recreation projects with local communities, partners and funders to arrive at a design solution that accords with consultation findings and a completed project that meets the expectations of the client. (This includes consideration of future maintenance.)

The finished product is then much more likely to be fully used and looked after as intended. Layouts may allow future additions to a facility if required.

What the Strategy sets out to do:

1. **Assess the existing 'offer' for outdoor play and recreation in Frodsham as a baseline**
   - Summarise a site-by-site analysis, with reference to objective evaluations recently carried out on all play sites and open spaces in Frodsham. Sites have been scored on their quality, accessibility and risk factors.
   - Evaluate present arrangements for the inspection, repair and maintenance of outdoor play and recreation facilities in the town.
   - Distil the results of previous consultations with local people on play.
2. **Analyse the present day population characteristics of the town, to predict where present and future demand for play is likely to lie. Gain an understanding of local people's expectations of a play service for Frodsham, eg play value and convenience**
   - Look at the broad distribution of household types in the town and see how well or otherwise this pattern fits the geographical spread of the existing play sites and highlight any significant gaps or anomalies.
   - Refer to local standards for play spaces, established by Cheshire West and Chester Council in accordance with government guidelines.
   - Map the present and likely future demand for play in Frodsham, to inform planning and future investment.
   - Report the findings of a fresh public consultation by Groundwork Cheshire, designed to gain a better understanding of local people's attitudes, actual use patterns and levels of satisfaction with respect to play and recreation. This will aim to ensure that all voices are heard, including those of 11 to 16 year olds and residents whose properties border play sites, and will provide evidence of local support for outline proposals.

COMMENTARY

*A **broad definition of 'play'** is adopted for the Strategy: active and passive play; informal and more structured games; equipment-based play and physical activity are all included.*

As well as the Town Council's own sites, other opportunities for outdoor play in and around the town are considered, so as to provide a strategic overview. Castle Park and Saltworks Farm recreation area, which are owned and managed by CWaC, are notable examples.

*The **whole** of each green space is appraised for its play value. Other aspects such as landscape value, sense of place, privacy and feelings of personal security are also assessed.*

*The interests of **all site users** (including adults and older people) and those who live nearby are considered.*

In assessing the accessibility and convenience of each site, the Strategy assumes that car travel is to be discouraged as a means of travel to play opportunities, for health and environmental reasons.

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What the Strategy sets out to do (continued):

3. **Make recommendations to achieve a 'best fit' for this ideal model in Frodsham**
   - Take account of local people's reasonable demands and expectations for play.
4. **Set out priorities and preferred sites for re-development or enhancement**
   - Preferences will be derived from a number of sources: public consultation, professional advice and client views.
   - Include interim measures to sustain existing facilities for a period where practical, and reduce liabilities.
   - Recommend short term measures to improve inspection, repair and maintenance regimes.
5. **Present equivalent case studies (two recent Groundwork play & community space projects and one recent Groundwork wheeled sports project) relevant to the preferred sites.**
   - Case studies include a breakdown of actual costs, to inform the funding strategy.
   - (Subject to the agreement of the Town Council, outline sketch designs for these sites could be developed by Groundwork in a following stage and tested against local public opinion. Amendments would be made as necessary to each sketch scheme following secondary consultation and these would be reflected in subsequent Action Plan updates.
6. **Compile a funding strategy for the early preferred play development schemes**
   - Research potential sources of project funding, both capital and revenue, eg national and local grant programmes with appropriate criteria, Section 106 contributions from existing and new development, Community Infrastructure Levy if applicable, local sponsorship and new funding initiatives that emerge during the programme.

COMMENTARY

*Adopting Cheshire West's consultants' **local standards** for play – even if not all their recommendations are taken up - is likely to reinforce the Strategy and Action Plan, and help to maintain collaboration between the Town and Borough Councils.*

*Addressing **occupier's liability** for the Town Council may involve selected repairs or replacements of play equipment or safer surfacing (both major and minor), as well as decommissioning of equipment or even site closure.*

*Reference is made to Cheshire West and Chester Council's play area **inspection and maintenance** arrangements. There may be a case for a service level agreement.*

*It is useful to think of creating a **hierarchy** of play sites within the town, eg classified as doorstep, neighbourhood and destination. The portfolio of sites should also **complement** each other. This helps to manage user expectation and satisfaction.*

What the Strategy sets out to do (continued):

Compile a funding strategy for the early schemes (continued):

- Utilise Town and Borough Council capital as seed money to apply for and accrue additional match funding that is needed to deliver the more ambitious type of play project that is desired.
- Regularly review fund accrued, new funding opportunities and amend tactical approach accordingly. Incorporate the latest position into Action Plan reviews.
- Research ways that optimum value for money may be derived from the available secured funds, eg design & build contracts, competitive tendering of combined projects, contributions in kind and income generation from disposal of assets.
- Consider a consolidation strategy for the Town Council, whereby its land assets and play sites are rationalised, possibly towards fewer but higher quality play facilities. These should be at least close to meeting the recognised local quality and accessibility standards.
- Facilitate professional advice for the Town Council from Cheshire West and Chester Council: on land valuation, planning designations and development control.

7. **Prepare a First Year and Five-Year Action Plan for play improvements in Frodsham**
   - Include a number of statements of intent derived from the strategy recommendations; propose funding combinations, a timeline for delivery of projects 1 and 2, and interim actions on other sites.
8. **Facilitate formal adoption the Play Strategy by Frodsham Town Council**
   - Leading to a fund raising, design development and implementation stage by Groundwork

COMMENTARY

*Project **phasing** may be introduced to spread the benefits of the play improvement programme across the town.*

The inclusion of some play and green spaces in the Play Strategy may help protect them from competing interests.

1. What does Frodsham offer for play?

The town generally

Although Frodsham has been assessed by a recent survey and consultation as having too few public open spaces, those that it does possess are of a good size and are reasonably well distributed within the town's compact layout. These sites contain Frodsham's equipped play and recreation facilities.

This means that most local people can already get to a play space within 10 minutes' walk of their home (at the pace of a young child), or 15 minutes' walk if they are a teenager or adult. This is the level of convenience that local people generally expect (as confirmed by consultation) and matches the local standard set borough-wide. The four primary schools in the town are also reasonably well distributed: the proximity of schools to play facilities can be a significant convenience factor due to linked use.

Nevertheless, closeness to home is given by householders and play users as a primary reason in deciding whether to use a play site or not. The generous extents of the existing open spaces offers potential for adding value and diversifying activities and the landscape within the existing site boundaries.

Frodsham's hillside position means that open and expansive views from many of the existing open spaces add to the quality of experience and help avoid the feeling of being hemmed in by the built environment.

There is an extensive network of public footpaths in Frodsham (Figure 3 - Definitive public footpaths in Frodsham on page 13). These are augmented by other non-designated pathways and a designated national cycle route. These are valued by local

COMMENTARY

Unequipped play and recreation spaces are also valued by young people, according to surveys. They can be a venue for informal play, ball games or meeting up. Semi-natural open spaces - with public access – border the town. For example, Frodsham Hill Woods, Frodsham Marshes and the countryside around Bradley and the River Weaver. Not only are these spaces relatively easy to get to for many, they also compensate for any deficiency of open space within the town. It makes sense to consider all such potential play spaces in any strategic review.

The sites to which the public have full access are generally managed by either Frodsham Town Council (FTC) or CWaC. There are also a number of school and private sports grounds in the town which contain play and recreation facilities, but the public does not generally have free access to use these.

people as traffic-free routes across town to a variety of destinations. There is an issue over parking capacity in parts of the town and the impact of any radically improved play facilities upon the immediate surrounding residential areas (in terms of parking) needs to be carefully considered.

Analysis of Frodsham's play sites

Each of Frodsham Town Council's eight play sites is listed below. Their locations are shown on the street plan on page 11 and site photographs starting on page 10 (Figure 4). The play site profiles that follow in

	75 – 100%
	50 – 74%
	25 – 49%

Table 2 – Site Profiles on page 20 are based upon information from the Town Council's own report of July 2011, information prepared by Strutt & Parker, estate agents in August 2000 and Groundwork's observations in 2012. The sites are all owned by the Town Council, except where shown otherwise:

1. Churchfields (below St Laurence Church)
2. Fluin Lane / London Road Fields (adjoining the Community Centre)
3. Fountain Lane play area (near the Leisure Centre)
4. Ship Street play area (closed)
5. Top Road play area
6. Townfield Lane play area (site leased from local trust)
7. Hawthorne Road (closed)
8. Francis Road (closed)

COMMENTARY

Steps and gradients affect the accessibility of the path network in places. There are also a limited number of points at which to pass over or under the town's railway line. There are also a number of locations in the town where vehicle traffic levels make road crossing difficult and hazardous.

The following sites are owned, managed and maintained by Cheshire West and Chester Council and located, illustrated and profiled in the same way: 1. Castle Park, 2. Saltworks Farm, 3. Frodsham Leisure Centre

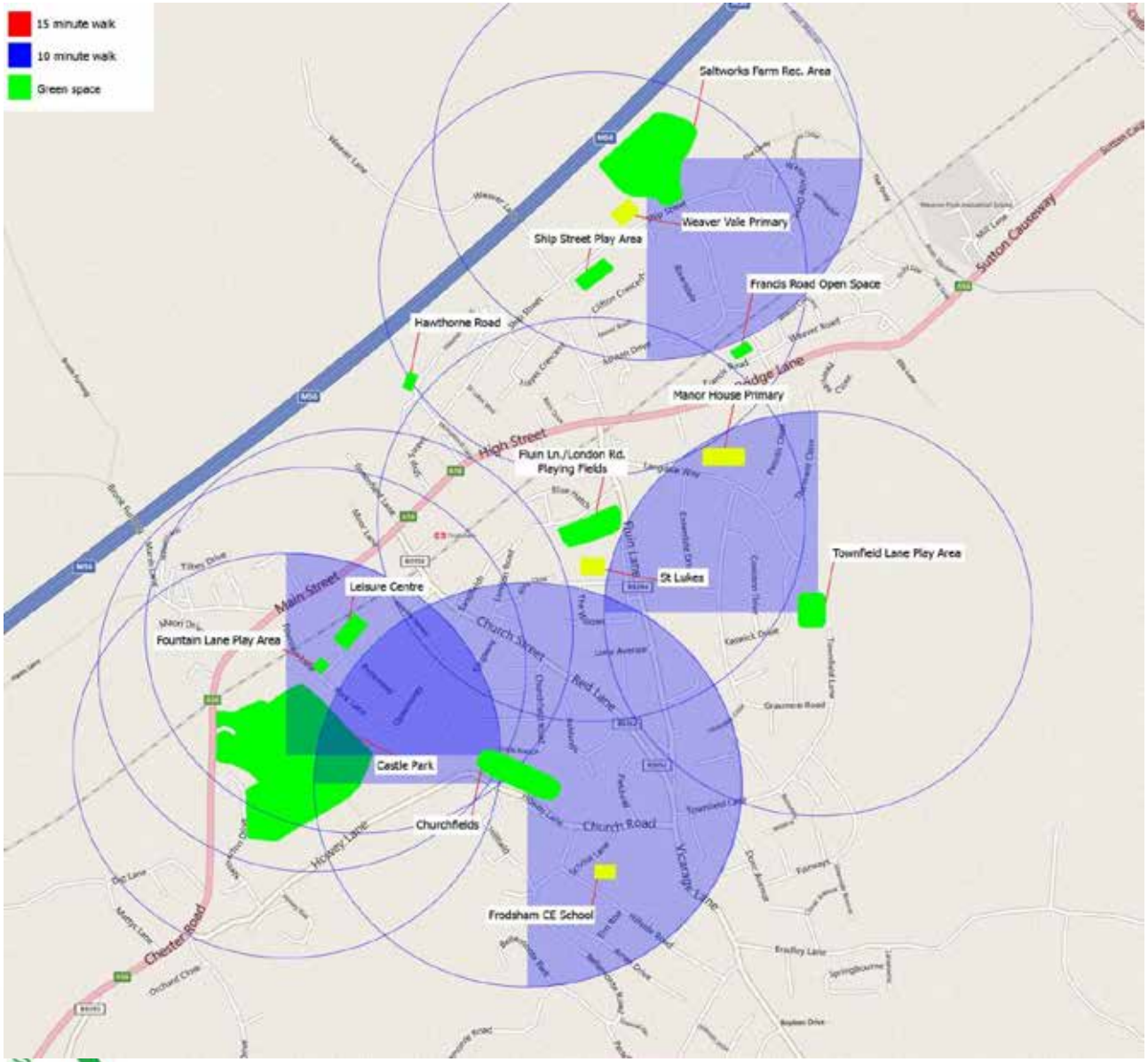


Figure 1

Locations of Frodsham's play sites for children aged 12 years and under

Blue circles centred on selected sites represent the 10-minute walking distance from or to that site. Hence this represents the 'catchment' of each site, as this is the recognised local standard of convenience expected by users.

This time assumes the pace of an adult accompanying a 4 year old child and is the equivalent of 480m in distance covered as the crow flies. Actual times will be influenced by road crossings, circuitous routes and gradients which are all relevant in Frodsham.

The blue-shaded sectors of each catchment indicate where households with resident children of 12 years and under are located.

Note the locations of Primary schools, for their common link to play on public outdoor sites.

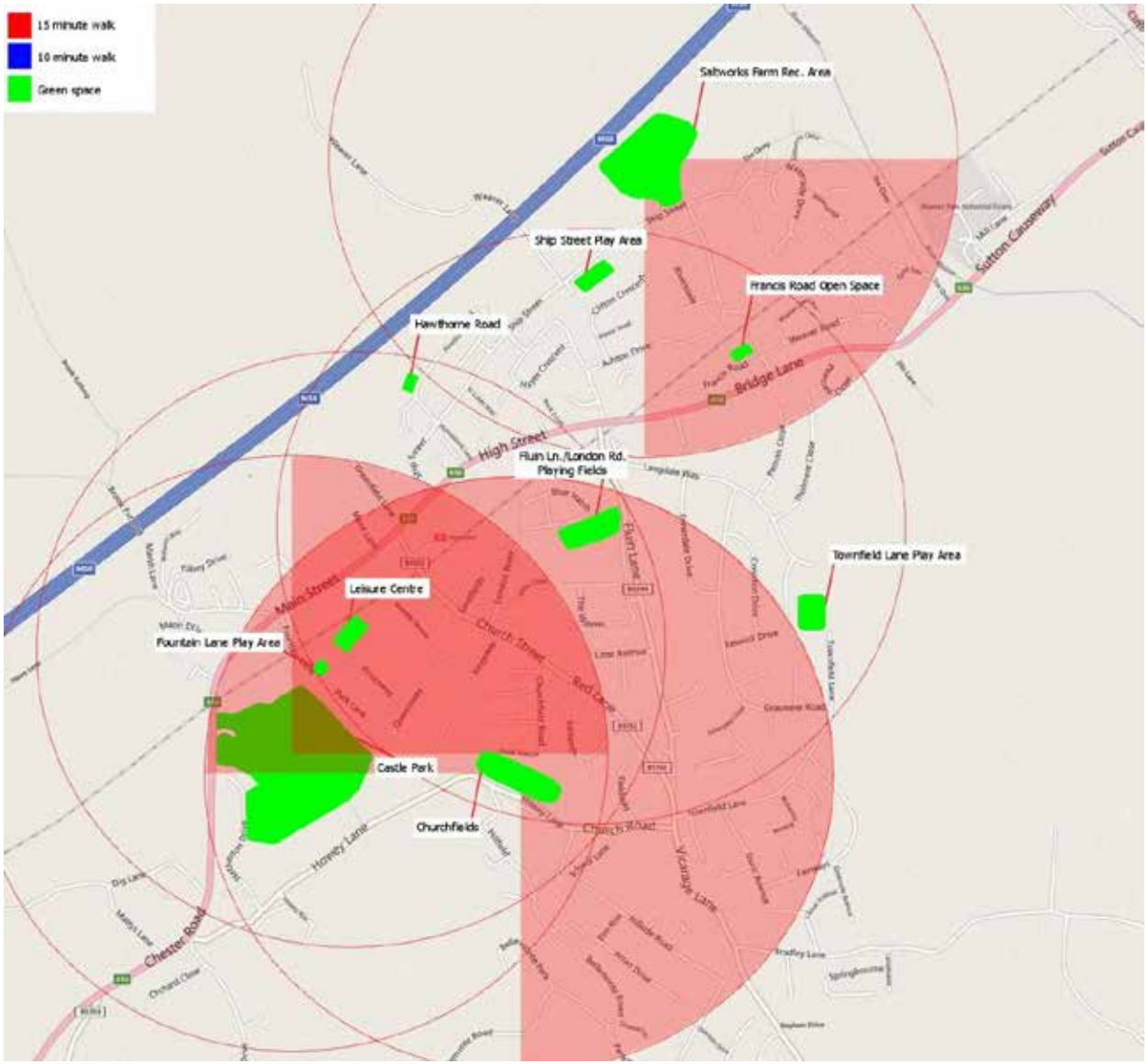


Figure 2

Locations of Frodsham's sites for young people (aged 13 years and over)

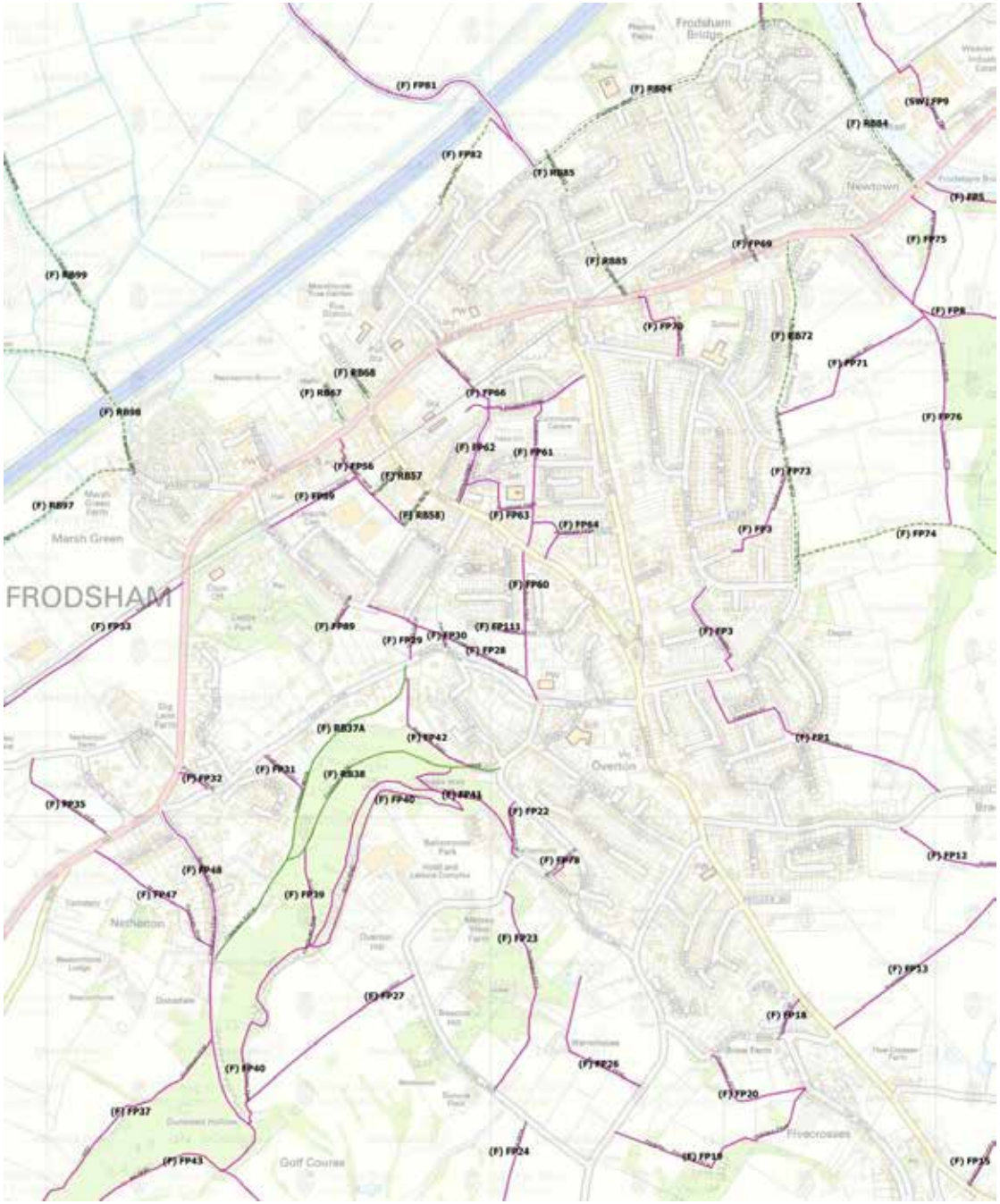
Red circles centred on selected sites represent the 15-minute walking distance from or to that site. Hence this represents the 'catchment' of each site, as this is the recognised local standard of convenience expected by users.

This time assumes the pace of a 13 to 18 year old and is the equivalent of 720m in distance covered as the crow flies.

The red-shaded sectors of each catchment indicate where households with resident young people of 13 years and over are located.

Figure 3 - Definitive public footpaths in Frodsham

Note that key road crossing points and railway under-passes and footbridges affect accessibility.




1. Churchfields (towards NW)


2. Fluin Lane (Top Field)


2. Fluin Lane (Community Centre)


2. London Rd (Bottom Field)

Figure 4 - The Town Council's play sites: site photographs (see Appendix 1 for schedule of equipment & furniture)

Figure 4 - The Town Council's play sites: site photographs (continued)







Figure 4 - The Town Council's play sites: site photographs (continued)







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Figure 4 - Cheshire West and Chester Council's play sites

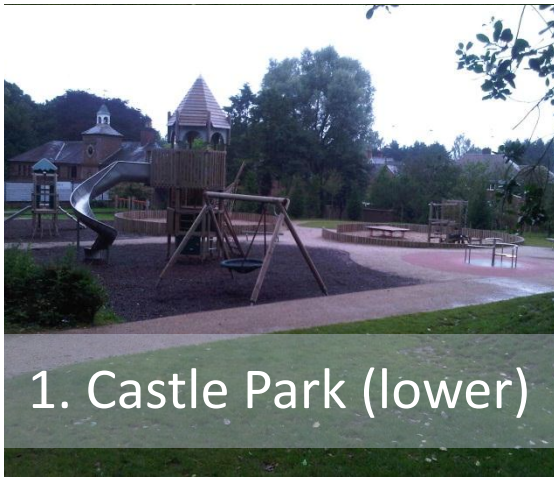










Figure 4 - Cheshire West and Chester Council's play sites (continued)





Analysis of Frodsham's play sites (continued)

In January 2011, consultants working for Cheshire West and Chester Council (CWaC) produced an audit of all Frodsham's play and recreation provision for children and young people (the latter defined as being 13 years of age and over). Other types of open space were included. All sites were scored by the consultants, according to quality and accessibility.

Site Quality

Table 1 - Frodsham's Play and Open Space Sites on page 20 gives the quality assessment results for each site, ranked by percentage score. A site should achieve a 75% score for quality to be acceptable. Scores that meet this threshold are highlighted in green. It is notable that none of Frodsham Town Council's play areas qualify. Townfield Lane and Ship Street play areas are the highest scoring – both at 51% - and the latter is currently closed due to elements that do not meet safety standards. Top Road play area is the lowest scoring at 40%. In contrast, CWaC's Castle Park lower play area scores 80%. Frodsham & Helsby Ward was noted by the consultants as being lower scoring for the quality of its play areas for children under 12 years (and for young people aged 13 years and over), when compared borough-wide.

Site Accessibility

The maps on page 11 and 12 (Figures 1 and 2) show how Frodsham's sites relate to the accessibility standards of 10 minutes' (equivalent to 480m distance) and 15 minutes' (equivalent to 720m distance) walk time as described above, by an as-the-crow-flies radius from each site.

COMMENTARY

Quality *for children's play areas and young people's facilities was scored on the following essential and desirable criteria, based on local consultation, national guidance and best practice:*

Essential: a variety of challenging and exciting play facilities for a range of ages and mobility; clean/litter-free; well-kept grass and safer surfacing; appropriate boundaries; litter bins; conforms to national guidance (including size, taking account of buffer zones, access and location)

Desirable: dog-free area; seating; community involvement; appropriate location, including natural surveillance

Accessibility *is based upon local residents' expected time and mode of travel to a facility.*

CWaC Council's improvements to their sites at Castle Park and Saltworks Farm in the past two to three years may be said to have overtaken and eclipsed the Town Council's.

Table 1 - Frodsham's Play and Open Space Sites

Quality Assessment by Consultants 2011

Site Name	Type of Facility	Quality Score (%)	Managed by
Castle Park	Parks & Gardens	87	CWaC
"	Play area	80	CWaC
"	Multi-use games	77	CWaC
"	Young people's activity	66	CWaC
"	Football pitch	63	CWaC
Saltworks Farm	Play area	Pre-dates audit	CWaC
"	Skate/BMX park	67	CWaC
"	Football pitches	50	CWaC
Saltworks Close	Semi-natural open space	40	CWaC
Fluin Lane Lower Field	Football pitches	47	FTC
Fluin Lane Upper Field	Green space	51	FTC
Townfield Lane	Play area	51	FTC
Townfield Lane	Green space	40	FTC
Leisure Centre	Synthetic pitch	65	CWaC
Fountain La/Park La	Play area	46	FTC
Churchfields	Green space	61	FTC
"	Play area	49	FTC
Top Road	Play area	40	FTC
Ship Street	Play area	51	FTC (closed)
Frodsham Marshes	Semi-natural open space	46	Private (PRoW)
Frodsham Hill Wood	Semi-natural open space	60	Woodland Trust
Waterside Dr open sp.	Green space	61	CWaC

	75 – 100%
	50 – 74%
	25 – 49%

Table 2 – Site Profiles

COMMENTARY

*In Table 1, scores of **75% and over** are considered by the consultants' study to be acceptable in terms of meeting the quality standard. These are highlighted in green.*

*Scores of **less than 75%** are considered below the recognised quality standard and are highlighted in light brown (intermediate scoring) and light purple (lowest scoring).*

FRODSHAM TOWN COUNCIL-OWNED OR MANAGED PLAY & RECREATION SITES						
	Site name	**Description**	**Good points**	**Disadvantages**	**Planning status**	**Legal status**
1	**CHURCHFIELDS** **Quality scores:** **Play area 49%** **Green space 61%**	Small equipped/fenced play area and kickabout on N edge of large green space on higher ground in S central part of town. Existing pathways border site give access to and from town centre and across town. Site area 1.76 ha.	High landscape quality & historic context; expansive views NW over marshes and Mersey Estuary; existing traffic-free pathways with street lighting; good sight lines within site; catchment potential for upper town; could accommodate casual ball games; generous buffer distances. Parking potential (subject to Church approval).	Pathway access points off Red Lane, Park Lane & Pinmill Brow all restricted by steps or ramp. Adequate sight lines from Froda Av only.	Within Frodsham (Overton, St Laurence's) Conservation Area; Frodsham Landscape Character Area 5.02 and Green Infrastructure; St Laurence Church Grade II Listed Building; Frodsham FP28 and FP61; TDS Townscape Area 10 Overton; LPP: BE1; RT4. Howey Lane rock exposures SSSI on SW boundary. Mature trees and hedges on Pinmill Brow and Church Road augment green infrastructure and biodiversity.	Land owned by FTC (not registered).
2	**TOWNFIELD LANE** **Quality scores:** **Play area 51%** **Green space 40%**	Modest play provision set within green space on rising land on E edge of town. Residential surround on 3 sides, public right of way and allotment site on E side. Site area xx ha.	Good-sized green space with mounding, accommodating ball games. Quiet, rural feel with open countryside to E and enclosure by established boundaries. Open public access along E boundary. Proximity to Manor House Primary School.	Peripheral location in town, with obsure location. Poor sight lines, with vehicle approach access from Langdale Way only. Limited highway parking only. FP1 access narrow and obscure.	Inside Frodsham Policy Boundary that borders. Frodsham Landscape Character Area 5.02 and Green Infrastructure; Frodsham Restricted Byway RB72 adjacent to E and FP1 leads off site to SW.	Land leased from Church; equipment owned by FTC.

	Site name	Description	Good points	Disadvantages	Planning status	Legal status
3	**FLUIN LA / LONDON RD** **Quality scores:** **Top Field 51%** **Bottom Field 47%**	Large green space (upper) and playing field (lower) on levelled, partly elevated land adjacent to Frodsham Community Centre (a substantial building with parking, off Fluin Lane, that includes Youth Association). Surrounded closely by residential areas around all other boundaries. Central location in town, SE of railway. No equipped play or furniture. Site area 2.05 ha.	Large space with potential to diversify activities and landscape and still offer good buffer distances. Proximity to active Community Centre and St Luke's Primary School. Parking for site visitors and users (subject to FCA agreement) and access off highway for event transport. Good sight lines within site and from Fluin Lane. Expansive views out SW to Frodsham Hill Woods. High level of natural surveillance through proximity of Centre and surrounding residential properties. Pedestrian accesses also off Blue Hatch, London Road and Red Lane.	Top field presently too uneven and sloping for formal sports pitches. Vehicle access on the the Top Field will have effect on surface quality. Fluin Lane (B5439) is a busy traffic route and crossing this road can be difficult near its junction with Langdale Way, near the Community Centre.	Frodsham FP61 passes between Top and Bottom Fields, giving N-S access between town centre (over the railway) and Overton. This connects with E-W paths on either side, giving access across town.	Land owned by FTC and leased to Frodsham Community Association. Most of land not registered. Bottom Field let to St Luke's Primary School at peppercorn rent. Top Field let by FTC for car boot sales. Community Centre and Youth Centre run by FCA and FYA.
4	**SHIP STREET** **Quality scores:** **Play Area 51%**	Equipped play space and kickabout pitch set within medium-large, gently sloping/level green space with perimeter railing on 3 sides (residential boundaries on SE boundary). Site area 0.44 ha.	Good size of site that is viable for recreational purposes and offers adequate buffer distances to the highway and surrounding houses. Proximity to Weaver Vale Primary School. On public transport route (bus) and national cycle route. Public footpath alonside SW boundary connects to town centre. Good natural surveillance from the highway and surrounding houses. Open aspect to the NW.	Low landscape value. Proximity to higher quality Saltworks Farm recreation area (see below) means that use levels are likely to fall. Perimeter railings may need refurbishment. Older people's residences to NE of site. Recent site issue of dog fouling complaints.	National Cycle Route xx follows Ship Street. Frodsham FP81 borders site. Frodsham Landscape Character Area 5.01. Green infrastructure.	Land owned by FTC and registered. Site currently closed.

	Site name	Description	Good points	Disadvantages	Planning status	Legal status
5	**FOUNTAIN LANE Quality scores: Play Area 46% 2 x cradle swing; small multi; see-saw**	Small equipped play facility within level corner plot at junction with Princeway. Site area 0.08 ha.	Central location SW of town centre, close to railway underpass to Main Street. View out towards Frodsham Hill. Proximity to Castle Park (also a disadvantage), Leisure Centre and Medical Centre. Parking available at Leisure Centre (subject to agreement). Traffic-free footpaths give access to site: FP33 alongside railway gives alternative links to town centre and FP28 connects with Park Lane and then to Churchfields (see above) and Frodsham Hill.	Proximity to Castle Park play facilities is very likely to affect use levels.	Part of Frodsham Conservation Area (key view to War Memorial on Frodsham Hill recognised) and area with archaeological potential. Landscape Character Area 5.01.	Land owned by FTC (not registered).
6	**TOP ROAD Quality score: Play Area 40%**	Small, equipped play area enclosed by railings within a stock field. Located in Fivecrosses area of Frodsham, on the S extremity of the town. Access from Top Road only, approx. 60m distant. Site area 0.14 ha (land owned); 0.01 (enclosed play area).	Difficult to state any advantages.	Difficult, non-inclusive access. Peripheral location to town. Low numbers in catchment.	Lies in North Cheshire Green Belt, just outside Frodsham Policy Boundary and outside Frodsham (Overton Fivecrosses) Conservation Area. Frodsham FP19 passes either side of the play area.	Land owned by FTC (not registered).
7	**FRANCIS ROAD**	Former equipped play area within small public open space crossed by footpath leading to railway underpass.	Difficult to state any advantages.	Site area insufficient to offer adequate buffer zones to surrounding houses and public thoroughfare.	Landscape Character Area 5.01. Frodsham FPxx alongside.	Land ownership to be confirmed.
8	**HAWTHORNE RD**	Vacant plot of land on NW boundary of town, bordering reclaimed marshland. Former facilities not known.	Difficult to state any advantages.	Site area insufficient to offer adequate buffer zones to surrounding houses and public thoroughfare.	Landscape Character Area 5.01. Frodsham FP82 passes alongside.	Land ownership to be confirmed.

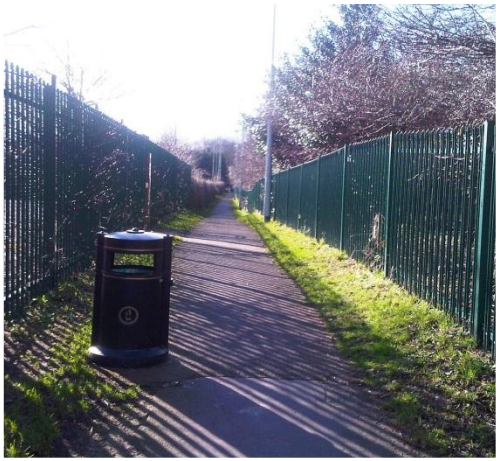
Table 2 – Site Profiles (continued)

CHESHIRE WEST AND CHESTER COUNCIL-OWNED OR MANAGED PLAY & RECREATION SITES						
	Site name	**Description**	**Good points**	**Disadvantages**	**Planning status**	**Legal status**
9	**CASTLE PARK** **Quality scores:** **Play Area 80% (1)** **MUGA 77%** **Young People's Activity 66% (2)** **Football Pitch 63%**	Located at W edge of town, off A56 Helsby Road, the park facilities were upgraded and modernised in 2010 as part of a heritage project. N part of park on level ground, S part on rising ground, part mature woodland, part open. District-sized play facility: 2 - 11's play area on lower ground; doorstep-sized young people's activity on higher ground: play equipment, MUGA and football.	Diverse combination of formal gardens, play & recreation and informal woodland that appeals to visitors. Site-based park management and ranger service. Pavilion/café/toilet building Parking facility. Accessible from town centre. Creative and social play, choice of play, siting of play area. Views from higher ground.	The park's popularity at times means that the play area lacks some capacity and queuing results. At times, this can act as a disincentive to visit. Lacks provision for toddlers. Grass-only access to young people's facility and lack of a fully accessible route from the car park.	Registered Historic Park and Garden; Castle Park Locality Conservation Area; Green Infrastructure; split N-S between Landscape Character Areas 5.01 and 5.02. Area of archaeological potential. A number of footpaths give access to the park: eg FP33 from town centre, FP28 and BR38 from Overton.	Land owned by CWaC
10	**SALTWORKS FARM** **Quality scores:** **Skate/BMX 67%** **Football 50%**	Recreation area on low-lying, level site off Ship Street in NE extremity of town (Frodsham Bridge area). Play space (constructed in 2011), floodlit Skate/BMX park (constructed 2007), basketball, four football pitches with changing accommodation and parking.	Combination of play and recreation with added value of parking, floodlighting and accommodation building. Good access and sight lines off highway. Proximity to Weaver Vale Primary School and Children's Centre. On public transport route (bus) and National Cycle Route. Cycle and pedestrian access to marshes, riverside and town centre.	Open aspect to NW means exposure to prevailing wind and motorway noise. Play space lacks toddler features and general capacity at popular times. Skate/BMX lacks features for full range of abilities. Transition plates and tarmac skate surface slows speeds, making some routes unusable as designed. Site popular for dog exercising, which needs managing with play and recreation.	Site outside boundary of Frodsham Town Policy, but within Landscape Character Area 2.02. Frodsham FP93 & FP81 cross the M56 to the NW either side of the site.	Land owned by CWaC

	Site name	Description	Good points	Disadvantages	Planning status	Legal status
11	**FRODSHAM LEISURE CENTRE Quality score: Synthetic Pitch 65%**	Located in town centre, SW of railway and adjacent to Princeway Medical Centre. Floodlit synthetic grass pitch, sports hall and indoor skate room. Parking to front and side/rear.	Central location in town and proximity to Castle Park. Synthetic pitch and floodlights, indoor skate and sports hall for year round physical activity. Buffer distances to nearest houses. Parking facility within a secure site; pedestrian access in a number of directions. Close to public transport (bus and train).	Any additional or alternative uses of the grounds of the Leisure Centre will be subject to agreements with Brio Leisure and CWaC, eg over location, any additional running costs, times of use and site security.	Frodsham FP56 and FP33 give access to the town centre, Castle Park and FP28 to Overton. Outside Conservation Areas. Within Landscape Character Area 5.01.	Land owned by CWaC (Centre operated by Brio Leisure).
Notes: (1) Rated by play consultant as good at 70.5% for play value in June 2011; (2) Rated by same consultant as basic at 35.5% for play value.						



Junction of A56 Bridge Lane and Fluin Lane (to left)



Frodsham Footpath 59 (Fountain La - Church St / Main St) alongside railway



Frodsham Footpath 56 (Martin Rd - Main St) railway underpass

Figure 5 – Key locations for access to play

The main points arising from the analysis of Frodsham's play sites

- **Few of the Town Council's play sites attract many visitors.** For example, extrapolating responses to the 2011 Town Council survey, Townfield Lane (as the most visited) only receives two people a day on average (one under-7 user with an accompanying adult). The remainder attract about half this number. The reasons for this could be a combination of the following factors.
    - Much of the play equipment provided on FTC sites is up to 30 years old. Frodsham's play areas score low in terms of quality: three sites score 51%, the rest 40 – 50% when 75% is the acceptable standard.
    - The sites all lack play appeal and there is an absence of age-appropriate play and recreation provision for over-8s.
    - Such sites will tend to raise failure notifications under qualified inspections against the latest safety standards. This is often due to safer surfacing limitations, or for design or fabrication details on older equipment that are now recognised as finger traps, for example.
    - Inclusive play opportunities are very limited, both in terms of play equipment and means of access.
    - Refurbishment of the play areas in the past 8 years has been limited to selective renewal of limited, damaged elements with few substantial enhancements that might raise their appeal. Consultants working for the former Vale Royal Borough Council reported in 2005 that Frodsham was "deficient in terms of equipped play provision". The overall position has changed little since then, in respect to the FTC offer.
    - In the past two years, the CWaC offer has eclipsed that of the Town Council and draws some of the potential audience from nearby sites, eg Ship Street and Fountain Lane are overshadowed by Saltworks Farm and Castle Park respectively.
    - Some of the sites are in peripheral locations in the town, eg Townfield Lane and Top Road, which diminishes their catchment audiences compared to more central sites.
    - The centrally-located sites such as Fluin Lane/London Rd and Fountain Lane have limited or no play equipment.
    - The age profile of traditional play catchment areas is likely to have changed over this 30-year period, so that sites acquired for play by the Council in past decades are no longer well placed to meet new demands.
    - The expectations of children and young people have risen and changed, so that traditional play in outdoor public space is challenged in meeting this demand.

The main points arising from the analysis of Frodsham's play sites (continued)

- **Some of the Town Council's play sites have potential to be re-developed for play and recreation.** (See Groundwork's recommendations on page 61.) The sites are mostly of a generous size, which allows adequate buffer distances to surrounding houses or highways, or for diversification of landscape and activities. There is scope for developing some sites that are nearby other facilities, so that **linked use** might be possible. For example the following combinations:
  - Fluin Lane/London Rd – Community Centre/Youth Club – St Luke's Primary School
  - Churchfields – Frodsham CE Primary School
  - Townfield Lane – Frodsham Manor House Primary School
  - Frodsham Leisure Centre – Fountain Lane – Castle Park
  - Weaver Vale Primary School and Children's Centre and Saltworks Farm recreation area
- **There are some conditions that apply to certain sites that may prove to be restrictive upon re-development for play:**
  - For example, Churchfields has several protective planning designations applying to the land. This will mean that in order to meet the conditions of any planning consents, sympathetic and appropriate design solutions will need to be developed in discussion with the planning authority and thorough consultation with local residents conducted. These designations are listed in the site profiles commencing on page 20.
  - Several of the sites are closely surrounded by residential areas, eg Fluin Lane/London Road Fields. Any plans for these sites will need full consultation with residents to establish all their views. Careful and considerate design solutions will have to be worked up and amended as appropriate, over at least two rounds of consultation.
  - Land that is subject to lease, both to and by the Town Council, may not present a full range of options for the Council. Examples include Townfield Lane and Fluin Lane/London Road. The exact terms of these leases and the nature of any past agreements need examination and review, to determine the effect of the terms on aspirations for future use and potential to secure external funding. The terms of new agreements may need to be negotiated. Independent advice may be needed on these matters.
- **There are land management issues that ought to be addressed in future.** These include:
  - Registration of the land owned by the Town Council with the Land Registry. This helps to protect the land from encroachment, the creation of unauthorised access points and other misuses of Council land.

The main points arising from the analysis of Frodsham's play sites (continued)

- **Frodsham's footpath network** serves the town well, by providing traffic-free routes that can be linked up and used to access play and recreation and discourage car travel (see the plan in Figure 3 - Definitive public footpaths in Frodsham on page 13). However some points in the network have steep steps or limited width that do not allow access for all and some improvements or reasonable alternatives are needed.
- **The potential for further development of the CWaC sites at Castle Park and Saltworks Farm.** These are accorded the status of destination/strategic play and recreation sites by the consultants' 2011 report. They are recognised for possessing a wider catchment area and a broader audience. However, they also serve a local catchment (see plans on pages 11 and 12).
    - There are issues at both sites with capacity and for catering for the full age range and for 'niche' interests. There are also some current sensitivities with residents whose properties adjoin parts of the park and with park security arrangements.
    - Additions to these sites could be part of an overall investment in Frodsham's play offer for a relatively modest outlay, given the infrastructure already in place. This could also apply to the Leisure Centre.
    - The floodlights already in place at the Leisure Centre and at Saltworks Farm allow for the development of activities and social interaction in the early evenings during the October to February period.
- **The present lack of convenience for play site users and adults accompanying younger children.** Seating provision on play and recreation sites is important for developing the social potential of the sites and for improving convenience and appeal for accompanying adults and young people. This can be achieved in straightforward ways, but also in less obvious, creative ways. The general level of provision on the Town Council's sites tends to be at a minimum.
- **Crime levels**: the number of incidents of all types of reported crime in Frodsham are significantly lower than the borough average. For example for the year of 2010, reported incidents of anti-social behaviour in Frodsham occurred at a rate of 38.0 cases per 1,000 population, compared to 49.6 for the borough. These also represent very low figures for crime compared to national statistics.
- **Anti-social behaviour (ASB)**: around half of all reported crime in Frodsham is anti-social behaviour. Taking March 2012 as an example, there were 29 ASB cases in the town, from a total of 60 crime records. When analysing the map of these 29 cases, only one – at Froda Avenue – might in any way be related to any of the town's play and recreation sites. There may be a slightly different pattern emerge in

late Spring/early Summer, but it is possible to address any such issues by working closely with the police's neighbourhood beat team and crime records officer.

- There is an apparent gap between these statistics of actual reported ASB cases and the perceptions held by different groups of local people (including young people who are wary of who they may encounter while walking to and from, and using open spaces at certain times, and residents who live close to play sites and experience occasional nuisance).

Present arrangements for the inspection, repair and maintenance of outdoor play and recreation facilities

The Town Council's Amenities Committee meets on a monthly basis to make decisions over issues raised through the reporting mechanism. The General Assistant employed by the Town Council visits and inspects the Town Council's play sites on a weekly basis and reports back any issues to the Office Manager. Equipment is cleaned as required during these visits. A qualified contractor is employed by the Town Council to carry out a quarterly inspection of all the sites and report any issues.

The equipment that remains on the Town Council's play sites consists mainly of swings, springers and static climbers or multi-play units. See Table 9 - Schedule of play equipment & site furniture (July 2012) on page 92 for a full listing of current equipment and the latest report on its condition. A number of equipment removals were carried out following inspection in June 2012. Issues over the safety and condition of the equipment and safer surfacing are likely to arise from predictable wear and tear, trends of wilful damage and littering, or notifications reported against modern safety standards, such as finger traps or the extent of safer surfacing. The quarterly inspection should pick up any issues over structural integrity, such as corrosion. Assessment for possible internal corrosion of tubular components needs to be covered periodically (annually is recommended). Overloading or other mis-use of equipment can also be the cause of its adverse condition.

The Town Council's portfolio of equipment and safer surfacing is therefore not complex. However the ageing equipment is a concern, in that some sites will be needed to perform an interim role during an improvement programme, while other higher priority sites are selected for complete redevelopment for play.

For Groundwork's recommendations on inspection, repair and maintenance, see page 61.

What have local people said about the existing play facilities in Frodsham?

Consultation undertaken in Frodsham by consultants working for Cheshire West and Chester Council in March 2010

As a prelude to the open space audit of 2011, consultants working for Cheshire West and Chester Council consulted local people on open space, play and recreation in Frodsham in March 2010 using a variety of methods. The salient points of the survey findings in relation to play in Frodsham were as follows:

- 44.7 % of respondents in Frodsham & Helsby rated the quality of facilities for young people (aged 13 years and over) as poor or very poor. Young people themselves felt that improving the quality of the existing sites designed for them – providing these were within a 15 minute walk of their home – was more important than creating additional ones.
- The internet survey for young people in the borough gave the reasons for using the facilities as: meeting friends (57%), free of charge (56%) and close to home (42%).
- 34.7% of respondents in Frodsham and Helsby deemed the existing play facilities for children (aged 12 years and under) as average, 24.2% thought them good.
- only 20.9% of respondents use children's play areas regularly (at least once per week), while 61.5% never use them.
- 61.7% of respondents in the borough walk to their chosen play site and assume that the facilities will be within a 10 minute walk of their home.
- The community group survey noted the limited opportunities that young people had to travel elsewhere.

COMMENTARY

Government guidance emphasises the need for opportunities for children and young people to interact with their peers and learn social skills within their home environment.

What have local people said about the existing play facilities in Frodsham? (Continued)

Frodsham Town Council's local consultation on play, March 2011

- The Townfield Lane site and its location was liked by respondents, although a significant number felt personal security and safety was compromised by the poor sight lines and edge of town location.
- The condition and suitability of the play equipment at Townfield Lane, Churchfields and Fountain Lane was disliked.
- The lack of seating provision at Churchfields and other sites attracted adverse comment.
- Litter and dog mess was cited at Townfield Lane and Churchfields.

COMMENTARY

1. Where is the demand for play in Frodsham?

Local population estimates by age group

In order to determine the areas of Frodsham that will generate the greatest demand for play and recreation, and identify where best to meet this demand within the local standard walking distances of 10 and 15 minutes from home, population estimates prepared in 2012 for six data collection areas were analysed. The following Table 3 and Figure 6 – Map of population data collection areas on page 34 describe and show the data collection areas.

Table 3 – Population estimates - Frodsham data collection areas

Ref	Area description	Play/recreation site included
L1	Ashton Dr/Ship St	Ship St Play Area
L2	Waterside Dr/Weaver Rd/Quayside/Penrith Cl/Thirlmere Cl/new development off A56	Saltworks Farm Recreation Area
L3	Bradley/Townfields La	Townfields La Play Area
L4	Town centre (High St), Fluin La-Church St-Red La triangle (but not between Health Centre & St Laurence Church)	Frodsham Leisure Centre
L5	All land N of M56 and between M56 & railway, up to Marsh Green/Fountain La/Park La/Kingsway/Queensway/Prince Way/Church End Rd/Froda Av	Churchfield Play Area Fountain La Play Area
L6	Netherton/Beacon Hill/Fivecrosses/Overton, W of Vicarage La	Castle Park Play Area Top Rd Play Area

COMMENTARY

The population of Frodsham is 9,260. The town has an older population profile than the borough average, with under-25's making up 25% of the town's population (compared to 31% for CWaC).

Population estimates (continued)

The following Table 4 shows the number of children and young people who are estimated to live in the areas described (and shown Figure 6 – Map of population data collection areas on page 34).

Age Group	Low to Med-High	Est.
0 – 4 years	L1 and L3	128
	L4	72
	L5	80
	L2 and L6	176
	Sub-total	**456**
5 – 9 years	L1, L3 & L4	222
	L5	82
	L2	90
	L6	98
	Sub-total	**492**
10 – 14 years	L1, L3 & L5	252
	L2 and L4	200
	L6	108
	Sub-total	**560**
15 – 19	L3 and L5	148
	L1, L2 & L4	246
	L6	98
	Sub-total	**492**
	TOTAL	**2,000**

Table 4

Population estimates for Frodsham by 4-year age bands, collected by area shown on the map in Figure 6 on page 34.

COMMENTARY

The figures show a particular concentration of children and young people in areas L2 and L6, where 38 – 40% of each 5-year age band lives.

The Saltworks Farm recreation area owned by CWaC is well-placed to meet demand from area L2. The railway underpass allows residents of the Francis Rd/Weaver Rd neighbourhood to access the site, while Quayside residents can use the designated path and cycleway.

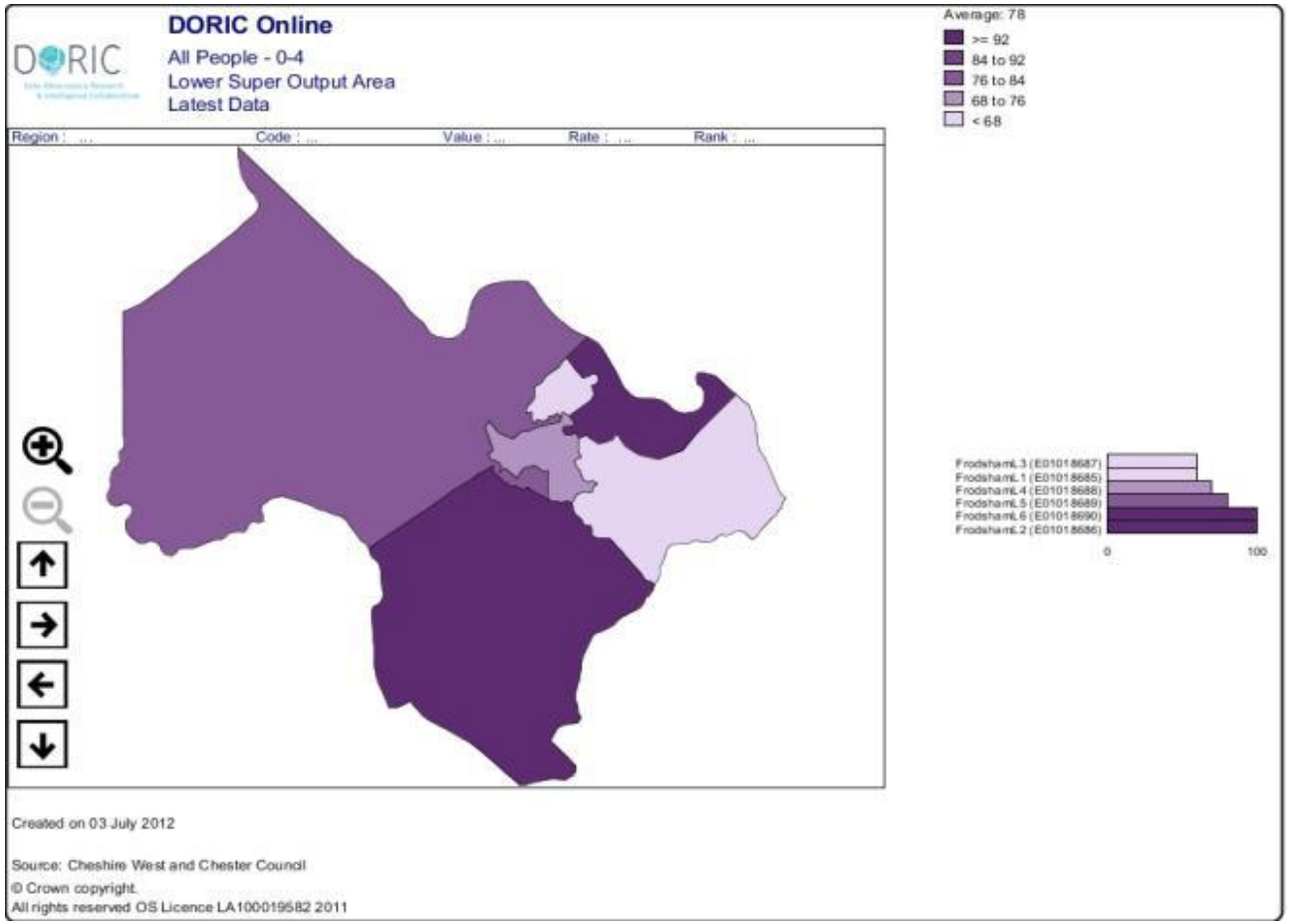
Overton (West of Vicarage Lane) is the neighbourhood in area L6 that is likely to generate the most demand for play from all age groups of children and young people. Churchfields is the best placed to meet this demand, even though crossing Vicarage Lane is necessary for residents of L6.

L5 is the area containing the third highest concentration of 0-9 year olds, in a central Kingsway area, best served by Churchfields.

Population estimates (continued)

The following two maps show the population data collection areas used to estimate Frodsham's population in 2011 and the mosaic of household groups classified by lifestyle (2009).

Figure 6 – Map of population data collection areas

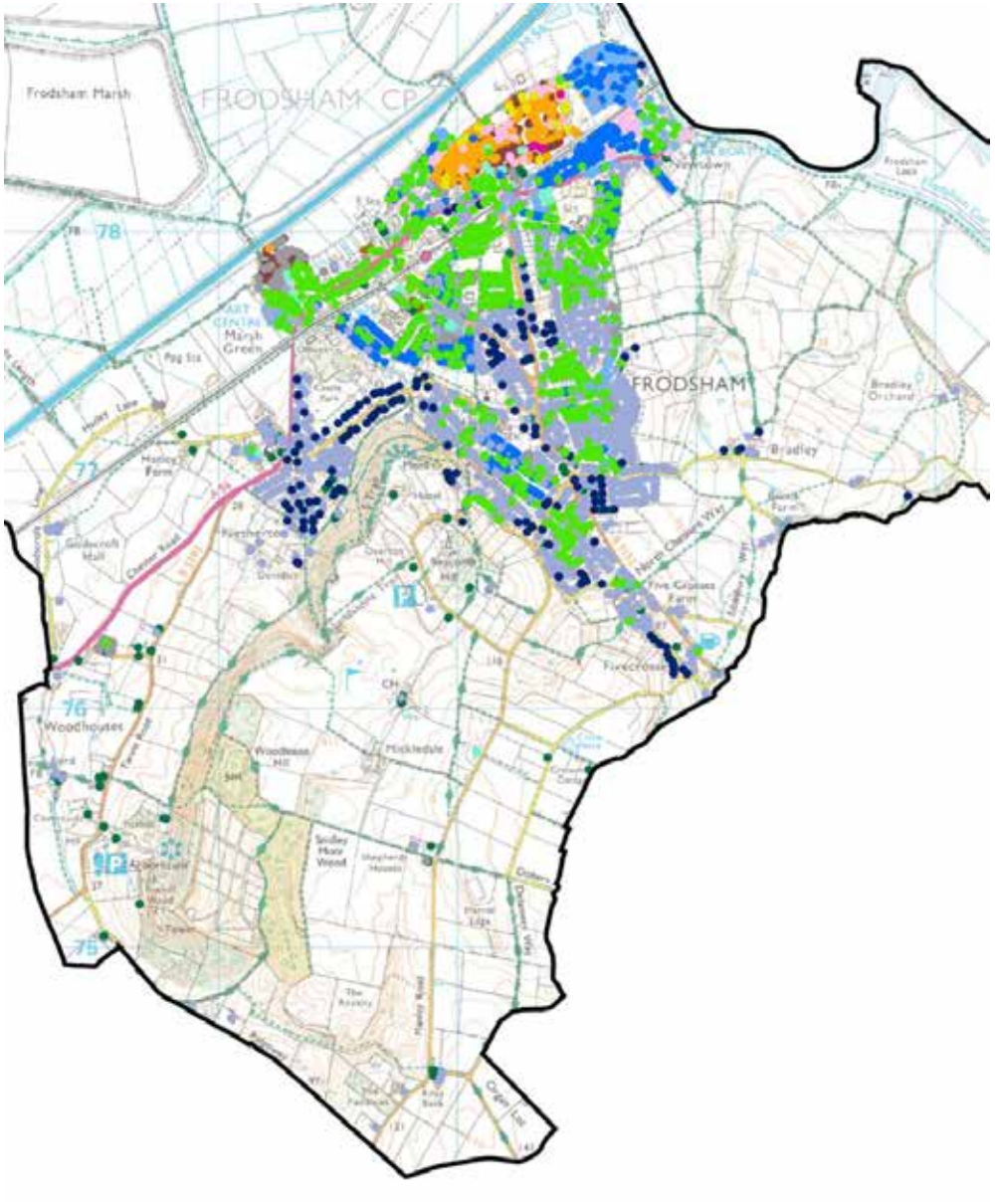


L5 -- **- L2**

L6 --

Analysis of household types in Frodsham

Figure 7 – Map of household groups by lifestyle



Analysis of household types (continued)

Households classified by lifestyle group

As a cross-check against the above estimated numbers of individuals under 20 years of age collected within six broad data collection areas in the town, it is helpful to analyse the town population for distribution of households classified by lifestyle groups. The map in Figure 7 on page 35 shows household types marked by colour coding. Patterns and clusters emerge from this mapping that can assist planning for play over the next 10 years.

The top five most common household types in Frodsham – making up at least 41.4% of households in the town – have no children or young people living in them. A further 4.0% of less numerous household types will similarly be childless. There are therefore clearly large swathes of residential areas in Frodsham that are not likely to generate a demand for play. There may even be a greater intolerance of play in these areas.

On the map, these low demand areas are defined as Group D in light grey (although up to one quarter of these households are owned by relatively well-off commuters, who may have children but are possibly less likely to use public play facilities); Group B in mid-green; Group M in purple.

There are two groups making up 7.5% of households that may have children but who are likely to be in the 10 – 20 year age group. These are Group J shown in pink and Group K in orange.

COMMENTARY

Area L1 (Ashton Drive/Ship Street) is ranked in the top 20% most deprived areas nationally. Area L5 (Ship St (West portion)/Fountain Lane) is ranked in the top 50%. The remainder of Frodsham Ward is ranked in the 40% least deprived areas nationally.

The patterns that emerge from household classification by lifestyle group can also help in targeting and choosing the best methods of consultation and communication.

Analysis of household types (continued)

The areas of Frodsham where high demand is predicted to lie are those with a preponderance of households with children in the 0 – 10 year age group. These are shown on the map as Group E (middle income families living in moderate suburban semis) in royal blue and Group F in mid blue/grey. Together (and including a proportion of Group D as described above), these groups make up around 20.5% of the town's households. This broadly equates with the estimated percentage of population in the relevant age range.

The household types relevant to play are therefore prevalent in the areas of the town listed below. The play site location maps in Figures 1 and 2 on pages 11 and 12 show these areas as segments of the 10-minute and 15-minute catchment areas.

Group E
Waterside Drive/Weaver Rd/Francis Road areas
Fountain Lane/Princeway/Churchfield Road areas
Overton (West of Vicarage Lane, near Primary School)

Group D
A much more widely distributed pattern is evident across the town, but generally these households are sited on the higher ground of Overton, E and W of Vicarage Lane, Fivecrosses, S of Keswick Drive and in Netherton. Unfortunately, the relevant group (with 5.4% of households) is combined with a larger type (at 15.6% of households) which will not have children living at home. Separating these sub-groups for greater reliability

COMMENTARY

Analysis of household types (continued)

in planning for play will need some field checking and questioning in consultation.

Group F
Waterside Drive

Groups J and K (children and young people aged 10 – 20 years)
Ship Street/Ashton Drive

When the households are classified and ranked in this way, it shows that a significant proportion of Frodsham's households (around 64%) are unlikely to make any use of the play and recreation facilities provided in the town. This makes it imperative that play investment decisions are made in the right places in the town to better satisfy demand and meet accessibility standards.

It is noticeable that several of Frodsham Town Council's play sites may no longer be in a location that is convenient for neighbourhood users (or for residents from the point of view of acceptance and tolerance). They appear to be surrounded either by households that no longer include children (eg Fluin Lane/London Road Fields, Townfield Lane, Hawthorne Road) or households where perhaps the common age of young people is now well in to the teenage years (eg Ship Street). Only Fountain Lane and Francis Road are appropriately positioned according to the age profile of their catchment areas. However, these two sites have their own disadvantages.

COMMENTARY

Fresh consultations and local people's expectations of play

Please see Appendix 2 for a list of individuals and organisations consulted for intelligence gathering prior to public consultation.

1. Helsby High School

Years 7 to 11 (aged approx. 12 to 15 years)

30 May 2012

63 completed online survey forms were returned, 52.4% female/47.6% male

- 42.9% from Year 8
- 23.8% from Year 9
- 30.2% from Year 10
- 3.2% from Year 11

40% lived in Frodsham; 36% in Helsby; 24% in surrounding rural area (Elton, Kingsley)

Summary of notable points from the online survey

Participants' use of existing play and recreation facilities in Frodsham

70% visited Frodsham's parks and play areas, 30% did not

The main reasons for using the sites were:

- to hang out and meet friends (89%)
- to play football on grass (35%)

COMMENTARY

Since the closure of Frodsham High School in 2009, the majority of Frodsham's 11 – 18 year olds attend Helsby High School for their secondary education.

The online survey was facilitated by a form tutor and this helped secure a good level of response.

The importance of outdoor spaces to young people for social interaction is shown by the high level of citation (89%). However, there is also a level of apprehensiveness about who may be encountered (see below).

A significant proportion (35%) of respondents want to go out and play football on grass.

BMX, skate and all-weather sports pitch use are more niche activities. However, this does not make them less important: strategic provision for recreation should not all be about mainstream activities and led wholly by percentages. There may be a significant latent or potential demand.

Helsby High School consultation (continued)

Lower ranking reported reasons:

- to BMX (13%)
- to use an artificial playing surface (11%)
- to skateboard (6.5%)
- to use activity equipment (6.5%)

The main reasons given for not using the sites were:

- sites too far away from home (21%)
- might encounter people I do not want to meet (21%)
- low play value/not age appropriate (12%)
- litter/broken glass/dog waste (10%)

Which sites did participants use and how did they rate them?

Frodsham Town Council sites

Table 5 – Usage & rating (Helsby High School survey)

Site	Usage (%)	V. poor/poor (%)	Fair (%)	Good/excel (%)
Townfield La	73	34	47	18
Ship St	66	73	25	2
Fountain La	67	53	40	7
Churchfields	67	49	38	13
Fluin La	67	36	33	31

COMMENTARY

Those living in Helsby are only likely to travel to Frodsham for specific recreational needs and are unlikely to walk.

The likelihood of actual or perceived intimidation by individuals or groups in outdoor spaces is a real issue for young people: more than one in five giving this as a reason for not venturing out to such places. This is a factor to be accounted for in the design of outdoor spaces and access to them.

Young people who took part in the survey expressed dissatisfaction with the Town Council's provision. Fluin Lane and Townfield Lane were given a 'middling' assessment; the rest all 'poor' or 'poor to middling'. Often the provision was regarded as not appropriate for teenagers.

Helsby High School consultation (continued)

Cheshire West & Chester Council sites

Table 5 (cont'd) – Usage & rating (Helsby High School survey)

Site	Usage (%)	V. poor/poor (%)	Fair (%)	Good/excel (%)
Castle Park				
u12s play	85	18	35	48
Teen activity	87	46	28	26
MUGA	82	31	36	33
Football pitch	85	14	26	60
Saltworks Fm				
U12s play	73	41	37	23
Skate/BMX	72	17	40	44
Basketball	70	53	26	21
Meeting points	70	45	47	9
Football pitches	73	20	37	43
Bike route	72	44	42	15
Frodsham LC				
Artificial pitch	76	12	33	55
Indoor skate	73	26	35	39
Other spaces				
Unknown	34	39	52	8

COMMENTARY

In contrast, CWaC's play and recreation provision was in some cases well rated. 'Good' ratings were given to the football pitch at Castle Park and the artificial pitch at the Leisure Centre. 'Fair – Good' was applied to Castle Park's under-12s play, Saltworks Farm skate/BMX and football pitches, and indoor skate at the Leisure Centre. The rest of the facilities listed were all rated 'poor – middling', some surprisingly so, ie the teen area and multi-use games area in Castle Park. The meeting points at Saltworks Farm fared badly too, and these examples illustrated how significant capital expenditure aimed at young people can miss the mark.

It is vital to consult thoroughly and keep up-to-date, as demands change and decision-making adults can be out of touch with young people and the environments in which they live.

Helsby High School consultation (continued)

Frequency of visits to Frodsham's parks and play areas

- Half of all respondents visited their preferred sites at least once per week in Spring/Summer, about a quarter once per month and the rest less frequently.

Means of travel to play destinations

- Just over half (52%) walked to their preferred play destinations, while 28% went by car and 9% cycled.

Convenience of play sites

- A small percentage (16.5%) found the existing play and recreation sites in the town to be difficult or moderately difficult to use. The precise reasons are not clear from the survey, so further work will be needed in this area, to inform future design solutions, eg an access audit by specialists.

Other activities tied in with visits to play sites

- Almost three quarters (73%) tied in another activity and by far the most common was to call in at a local shop.

Pathways used to access play and recreation

- There were no strong patterns of use or non-use of Frodsham's pathway network.

Other difficulties in using play sites

- There were few specific difficulties cited. Again, the people who might be encountered were given as an issue: either with respect to overcrowding and too

COMMENTARY

There remains a regular usage of outdoor public spaces by a sub-group of this age group.

Car travel to play sites may apply to over a quarter of participants because play is tied into collection from school, even at secondary school age. Nevertheless, walking remains at a reasonably encouraging level from a health perspective and may reflect the relative compactness of Frodsham's size and layout.

There remains scope to improve the cycling rate, although this will not come easily or quickly. Careful consideration needs to be given to the design of open spaces (including bike security), the access to them and the patterns of vehicle traffic. This will require collaboration between the appropriate authorities.

Helsby High School consultation (continued)

many young children (ie Castle Park at certain times) or possible intimidation.

General comments

- The need to improve the existing sites, for younger and older age groups was recognised.

Using out-of-town play and recreation facilities

- 30% did use such facilities, but in a widespread fashion with no strong, singular draw. For example, places such as Helsby Quarry, Runcorn parks, Chester; other varied leisure and social pursuits.

Comments on collages of natural and traditional play, recreation, skate and BMX

- 45% of participants liked the play examples given.
- 25% said they would use the sites if they were re-developed in the ways shown.
- 22% said they would not.
- Mostly, there were no alternative ideas put forward, only singular suggestions of providing quieter areas for older people, more meeting places with seating.

Preferred order of priority for re-developing the existing sites for play:

1. Churchfields (49%)
2. Townfield Lane (49%)
3. Frodsham Leisure Centre (47%)
4. Fluin Lane/London Road (53%)

11% mentioned Castle Park for early enhancement

COMMENTARY

2. Primary Schools

13 July 2012

Weaver Vale Primary & Frodsham CE Primary
Years 4 and 6 – aged approx. 8/9 and 10/11 years respectively, boys & girls living in Frodsham & Helsby

- All participants visited at least one of Frodsham's play sites, with Castle Park and Saltworks Farm the only destinations named specifically.
- All participants generally walked to the play sites, although bicycle and car were also modes of travel on occasion.
- The combination of a visit to a play site on the way home from school was not a regular occurrence: only sometimes or never was given as an answer.
- Two pathways were quoted as regular routes to play: Fountain Lane – Church St (alongside railway and Leisure Centre) and through Churchfields.
- Play destinations outside Frodsham were visited by all participants: for better parks with more exciting play with more choice of activity. Phoenix Park and Town Hall Park, Runcorn; Victoria Park, Widnes; Walton Gardens, Warrington were given as favourite destinations.
- Aspects of play that were attractive include: plenty of alternative types of play to choose from, including genuinely age appropriate facilities for older age groups and adventurous play. Houses nearby gave a feeling of safety. Cableways and mound slides were specifically named as favourite play features.
- Other features liked were rope apparatus; feelings of height and wider open space; equipment that could accommodate more than one person at a time (so as not to have to wait your turn); high timber log climber and tunnels.
- The play activities selected as favourites were: swinging, ball games, hanging, balancing, climbing, being high up, biking and hiding.
- Participants' own ideas for play included bike ramps, monkey bars, rope & knot swing, tree climbing, pirate ship, helter skelter & normal slides, big roundabout, basketball and water fountains.

Survey questionnaires were also sent to St Luke's Catholic Primary School, Manor House Primary School and Hinderton Special School (Ellesmere Port).

'The Den' and 'The Link' out-of-school clubs

'The Link' out-of-school club
(Serves Manor House Primary and Weaver Vale Primary Schools)
16 October 2012

Respondents ranged from Year 4 up to Year 6, boys and girls. There was nothing to distinguish the boys' returns from those of the girls'. All used Frodsham's parks, although none of the Town Council's sites were singled out as most visited. These were Castle Park, Saltworks Farm and Kingsley. Walton Gardens was cited as a favourite out-of-town play destination. Often friends lived elsewhere and play facilities were used when visiting them. The reverse is also likely to apply. The appeal of going somewhere different to play was mentioned.

Visiting a play site between school and home was occasional rather than regular. Most walked to play sites, using pathways.

Popular play activities/features were (in order of rank): climbing (eg space net), tunnel, cableway, being at height, crawling, bouncing, hiding, hanging, sliding and swinging.

Hinderton Special School, Ellesmere Port

COMMENTARY

3. Near Neighbour Surveys

Two Town Council-managed play sites were selected initially for a survey of near neighbours. Houses within visual and/or aural range of both sites were visited. The questionnaire was available to be completed face-to-face at the time of visit, or a hard copy completed and submitted by post or to a local drop point, or completed and submitted online. Numbers in brackets refer to number of responses with this view; otherwise singular.

a. Churchfields

31 questionnaires were presented, 15 returned (48%)

53.8% of respondents use the site on a daily basis (for access, play, etc)

46.2% consider the site to be very well used, mostly at weekends

41.7% consider the site to be well maintained (33.3% satisfactorily). Trees, hedges and perimeters sometimes get overgrown (3)

Site issues that affect respondents:

- Dog fouling to footpaths (4). Dog walking is a common activity on site.
- Steep steps and poor surface at Park Lane access (extended handrail and anti-slip surface needed); no path across grass, making access difficult for buggies; occasional congregation of adults/teenagers causing noise/litter (2). However, no serious anti-social behaviour problems experienced in recent years (6). Existing play area old and dilapidated with insufficient equipment, especially toddlers (4)

Priorities for site re-development:

- Take advantage of central location of site by promoting its use as a short cut and as a stopping-off point for play, with seating and possibly picnic table. Aim at pre-school use during the day, older children (up to early teens) for meeting up after school and at week-ends (3). Provide a choice of play activities with modern

COMMENTARY

Churchfields (continued)

equipment (3). Consider multi-user pathways and general exercise.

- Retain and refurbish ball games area, ie some minor drainage and levelling (5). Consider a goal end for football and basketball.
- Provide fence around play area to keep dogs and children separate.
- Open up hedge line bordering upper part of site.
- Site should remain as it is
- Additional footpath not needed

b. Townfield Lane

28 questionnaires were presented, 18 returned (64%)

35.5% of respondents used the site daily, 47.1% rarely

60.0% considered the site to be very well used, mostly after school. Usage had dropped since removal of some items in May 2012. Users come from other parts of town as well as the immediate neighbourhood.

57.1% considered the site to be satisfactorily maintained. Mowing this year not frequent enough (possibly due to wet weather).

Site issues that affect respondents:

- No problems with the site (18). Dog mess not an issue; football orientation resolved previous problem of damage to perimeter fencing; no graffiti; occasional litter/broken glass.
- Play area needs updating (18). Town Council response to complaint about this had been inadequate. There is a desire for the 'secret' and countryside character of the site to be retained, to complement other play in the town and for well-chosen and appropriate new play equipment to be installed.

COMMENTARY

4. General town-wide online consultation

An online questionnaire was publicised and the link placed on various locally relevant web sites from April through to October 2012.

Eleven responses were received by the date of publication and will continue to be recorded going in to the implementation phase of the play improvement programme. All respondents to date are adults in the 25 – 64 year age range; three quarters are female.

A high proportion (over 90%) of respondents lived in Frodsham and visited the town's parks and play areas. Play and recreation are the dominant reasons behind their visits (83.3%) although around a third used the sites to pass through to another destination.

80% visited the sites at least once per week and the same proportion walked to these destinations and described access to the sites as easy. No particular pedestrian routes were commonly used nor presented any difficulties. Around 40% visited a shop or school on the same journey.

Respondents generally rated the Town Council's play sites as 'poor' or 'very poor'. Cheshire West and Chester Council's (CWaC) play sites at Castle Park and Saltworks Farm were better rated:

Castle Park
Lower play area, multi-use games area and grass pitch: 'good' – 'fair'
Upper teen area: 'fair' – 'very poor'
Saltworks Farm
Under-12s play area, skate/BMX and basketball: 'fair'
Meeting shelters, grass pitches and cycle route: 'fair' – 'poor'

COMMENTARY

General town-wide online consultation (continued)

Frodsham Leisure Centre
Artificial pitch: 'good' – 'very poor'
Indoor skateboard room: 'good' – 'very poor'

On which sites to prioritise for play re-development, Townfield Lane had full agreement as first site, Churchfields split opinion equally.

General comments given included:

- As the Town Council's play areas have in recent years become run down, no-one seemed to take responsibility for modernising and improving them.
- On the play design ideas presented in the questionnaire, there is a desire for the design to be kept simple and to accommodate imaginative play.

Two thirds of respondents also used play facilities outside Frodsham: Helsby and Victoria Park, Widnes were cited as having good play equipment that interested children.

COMMENTARY

3. Which of Frodsham's sites to invest in and develop for children and young people, and which to divest?

Please refer to the town plans in Figures 1 and 2 on page 11 and to the site profiles in Table 2, page 20.

Children 12 years of age and under:
Local Standard – play area to home walk time of 10 minutes
(equivalent distance 480m)

General

The walk time and distance assumes an adult accompanying a 4 year old child. Children a year or two older - usually still accompanied – will be willing and able to cover a greater distance in this time, say 600 to 800m.

If walking and cycling are to be encouraged as means of travel to play opportunities, road crossing will inevitably be a part of the journey. The main routes of A56 High St/Main St/Bridge La, B5439 Fluin Lane and B5152 Church St/Red La/Vicarage La are all notably busy with vehicle traffic, from the point of view of those wishing to cross.

Both the A56 main road through Frodsham and the railway can act as a barrier for those living to the North side, with limited under- and over-passes and pedestrian-controlled road crossings. Some of these pose disincentives to use, eg poor sight lines, poor illumination or non-inclusive access, eg the steeply stepped footbridge over A56 Bridge La, above the railway tunnel. Few people are likely to use this footbridge and it is unusable for wheelchair users or those with buggies.

COMMENTARY

Frodsham Town Council owned or managed sites

(see also site profiles on page 20)

1. Churchfields

The site's catchment overlaps that of Castle Park by about 40%. However, Churchfields serves Overton in the upper part of the town that includes significant numbers of households with under-12s. The Fivecrosses area is outside the 10-minute walk threshold. However, this area does not include a significant proportion of households with under-12s.

The proximity of St Laurence's churchyard to the existing play area needs consideration with reference to the potential for noise and activity.

Those who live, or attend school East of B5152 Church St/Red La/Vicarage La have to cross this main highway to visit Churchfields. The two zebra crossings to Vicarage Lane are both to the SW of the catchment and so serve only a proportion of play visitors from these areas, with no crossing on Church St/Red La to assist those using Footpaths 60 & 61.

2. Townfield Lane play area

Fifty percent of the catchment is unpopulated and a further 25% contains households with few children. However the site does serve residential areas around Langdale Way and Manor House Primary School (which incidentally has its own playing field). The same quarter would be served by Fluin Lane Field if new provision for under-12s were to be built there (see below). The site is the subject of a lease by the Town Council from the Feoffees Trust. This could affect the eligibility or chances of success of a grant application for a land project proposed for this site. However, initial enquiries indicate that in principle, the Trust would support continued play provision on the site.

COMMENTARY

Frodsham Town Council owned or managed play sites (continued)

3. Fluin Lane/London Rd Fields

The households immediately around Fluin Lane/London Rd Fields tend not to include children or young people.

Those who live or go to school East of Fluin Lane, eg in Langdale Way area, have to cross Fluin Lane to visit this site. There is a pedestrian refuge between the junctions with Langdale Way and Blue Hatch, but the road alignment, sight lines and frequency and speed of traffic can make this crossing less than straightforward.

Due to the main A56 road and the railway, Fluin Lane is not easy to get to for those who live North of these routes, particularly those walking with young children. Those who live SW of Church St/Red La have to cross the latter highway to visit the site.

Fluin Lane/London Rd Fields therefore have a limited audience of under-12s and the Fields serve the same 12 years and under catchment as Townfield Lane play area (see above), but with the addition of being very convenient for those attending St Luke's Catholic Primary School. The School has an agreement with the Town Council for use of the bottom field for football and other activities. The School itself has limited school grounds.

4. Ship Street play area

The value of this site for play has been superseded by the development of Saltworks Farm Recreation Area by CWaC and the preceding borough authority.

COMMENTARY

Frodsham Town Council owned or managed play sites (continued)

Half of the site's catchment area is unpopulated and an additional 25% contains households with no children or young people. The households immediately surrounding the site generally do not include children or young people. The site could therefore be regarded as surplus to play requirements and could be considered for alternative use or disposal. (See land options on page 59.)

5. Top Road play area

The site's remoteness, its difficult and non-inclusive access and its very low level of present or potential use from its 10-minute catchment, mean that this site is inappropriate to develop for play. The site could therefore be regarded as surplus to play requirements and could be considered for alternative use or disposal. (See land options on page 59.)

6. Fountain Lane play area

The value of this site for play has been superseded by the development of Castle Park by CWaC and the preceding borough authority. The site could therefore be regarded as surplus to play requirements and could be considered for alternative use or disposal. (See land options on page 59.)

7. Francis Road open space

Where households in the Francis Rd/Weaver Rd area include young people, they are generally in late teenage years. Access to Saltworks Farm Recreation Area is possible for this age group via the railway underpass off Ashton Drive. The open space off Francis Road is really too small to develop for play, due to insufficient buffer distances to surrounding homes. (This has been proven in the past, with the removal of earlier

COMMENTARY

Frodsham Town Council owned or managed play sites (continued)

play equipment due to misuse and anti-social behaviour.) The ownership of the open space is to be confirmed. However, it is likely to remain as amenity open space, with a key pathway passing through the site and converging with another near the railway underpass off Ashton Drive.

8. Hawthorne Road

This site is unsuitable for play, so if title to the land is held by the Town Council, the site could be considered for alternative use or disposal.

Cheshire West and Chester Council owned and managed sites

1. Castle Park

The audience within a 10-minute walk is limited in extent and overlaps with that of Churchfields (see the map in Figure 1 on page 7), although local people will be prepared to walk a little further than this, due to the site's "destination" standard of facilities.

2. Saltworks Farm Recreation Area

Half the site's catchment area for under-12's is unpopulated, plus 25% contains households that do not generally include children and young people. However, the facility serves Waterside Way, the recent Overton Close development by Weaver Vale Housing Trust off Ashton Drive and Quayside, as well as Francis Rd/Weaver Rd areas.

COMMENTARY

<u>Young people aged 13 years and over</u> –

Local standard: walk time of 15 minutes between site and home (equivalent distance 720m)

Frodsham Town Council owned or managed sites

1. <u>Fluin Lane/London Road Fields</u>

The site's central location in the town is its key value for young people, rather than straightforward 15-minute convenience. It could therefore be said to be an ideal location for the Youth Club housed within the Community Centre sited here. (From pre-consultation intelligence, there is some reluctance from young people to walk from the NE end of the town - where Saltworks Farm is situated - to the SW periphery of the town - where Castle Park is situated and vice versa. The Castle Park and Saltworks Farm 15-minute catchments almost meet at Fluin Lane.)

Young people like to be "where it's at" and peripheral locations in the town may offer recreational opportunities for some, but do not provide full value for social interaction. This desire for central, visible space of the right configuration, situation and access, probably applies to all groups of young people. It is particularly applicable (but can prove difficult to satisfy and get right) for teenage girls and 'minority' interests such as wheeled sports. (See also Frodsham Leisure Centre below.)

There are a relatively small number of events held annually on the upper field, eg car boot sales and a fair. These events occupy most of that field when they are held.

The upper field is unsuitable in its present ground configuration and condition for

COMMENTARY

Frodsham Town Council owned or managed play sites (continued)

sports field use. Surface re-grading would be required before any pitch construction would be appropriate, should this end-use be considered in addressing the presently declared shortage of football pitches in Frodsham. The lower field, which is more even and level - and therefore suitable as it stands for training and fixtures in football - is fully occupied if marked out for junior football fixtures.

The extent of occupancy of these current events and activities would appear to rule out space for the development of any permanent new play, physical activity or outdoor meeting place for young people. A review of these events and fixtures is needed if a suitable part of the Fields (up to a suggested maximum area of 40 x 30 metres) is to be given up for new outdoor provision for young people. Given the population profile and proximity of residents surrounding the site, any such sketch designs may not receive full support in the event of a near neighbour survey being carried out.

Furthermore, the open land to the SW of the Community Centre which might be considered for such a development is the subject of a lease by the Town Council to Frodsham Community Association. The 99-year lease is approximately halfway through its lifespan. This may affect the eligibility or chances of success of a grant application for a land project proposed for this portion of the Fluin Lane Field.

2. <u>Churchfields</u>

Given the site's conservation area status, proximity to St Laurence Churchyard and extensive catchment overlap with Castle Park, any outline design for play and recreation will need to take account of these landscape and townscape sensibilities. Conservation Area Consent will be required for any proposal. This may place a limit on the scale and extent of new facilities and infrastructure and possibly limit provision to that for those aged 14 years and under.

COMMENTARY

3. Townfield Lane

Given the site's peripheral location in the town, poor sight lines and proximity of surrounding properties, this site may be better regarded as more suitable for 12 years and under.

Cheshire West and Chester Council owned and managed sites

1. Frodsham Leisure Centre

The combination of its central location with adequate access, existing site infrastructure (including floodlights for winter evenings) and managed site status give the grounds of the Leisure Centre advantages for an outdoor wheeled sports site. This could be designed as a concrete plaza (with full user consultation and commissioning of specialist designers) for skateboards, inline skates, BMX bikes and scooters.

If the jump pit area adjacent to the NW boundary with the railway was to be considered for site development, there are adequate buffer distances to the nearest houses. The adjacent Princeway Health Centre would benefit from the diversion of skate activity away from its curtilage.

There is already an indoor skateboard room in an adjacent part of the Leisure Centre. This serves as an all-weather, all-season facility that has developed as a small 'hub' in the time of its existence. An entry fee of £1 is payable to use this facility.

The question of whether an outdoor wheeled sports facility could be offered on a free of charge / free to come and go basis within the present grounds of the Leisure Centre would need to be a part of early negotiations. So too would be the extent of any management responsibilities on the part of the Leisure Centre.

COMMENTARY

Cheshire West and Chester Council owned and managed sites (continued)

2. Castle Park

Castle Park's 15-minute catchment includes the railway station and Church St bus routes, so that for young people without access to independent car transport, it may still be reached from outside the town (eg from Helsby and some outlying villages) or from further parts of the town (eg from Fivecrosses or Newtown). The catchment includes Churchfields, suggesting that new provision here would represent some duplication. Fluin La/London Rd Fields is just outside the catchment (as it is with Saltworks Farm).

The floodlit multi-use games area in Castle Park is a key recreational asset for young people: for football, basketball and other potential games. This makes possible early evening use during the October to February period, when there may be few indoor alternatives open to young people.

The activity area in the upper part of the park designed for young people has patchy use and a number of defects/damage since its inception have not helped. Some young people find the lower play area and (on rainy occasions) Castle Park House more convenient places to meet up. This has caused some issues with the residents of Park Lane whose properties back on to this part of the park.

3. Saltworks Farm Recreation Area

The site's 15-minute catchment includes all areas North of A56 High St/Bridge La. The railway underpass between Francis Rd and Ashton Dr is essential in this accessibility. The bus service along Ship St serves the site. The Quay footpath/cycleway connects the site with Quayside/A56 Sutton Causeway.

COMMENTARY

Cheshire West and Chester Council owned and managed sites (continued)

4. Overflow car park by Frodsham Railway Station

Cheshire West and Chester Council's view is that given the site's strategic value and adjacency to conservation areas, they wish to retain their options on this land. Therefore it must be discounted as a possible site for wheeled sports.

Land options for Frodsham Town Council (FTC)

Cheshire West and Chester Council (CWaC) would not normally advise or act on behalf of Town and Parish Councils over their land interests. In any case, the Council is likely to have to charge fees for its services. In terms of workload, both Property and Legal Services would struggle at present to fulfil any requirements. However, the Borough Council's Property & Information Manager may be in a position to assist to some degree and gave the following advice:

- FTC should develop local contacts with solicitors to obtain independent advice and valuations for their land. CWaC could suggest some practices to approach.

- FTC should register all its land holdings: this generally assists any disposal. FTC should negotiate an agreement with the Land Registry to register the sites collectively.

In the view of Groundwork Cheshire, the FTC land currently under recreational use that might be considered for change of use/disposal includes the following sites:

1. Fountain Lane play area (junction with Princeway) – this site falls within Frodsham Conservation Area

COMMENTARY

Land options for Frodsham Town Council (continued)

2. Ship Street play area – this site falls within the town settlement line, ie it is not designated open space under the Local Plan
3. Hawthorne Road – land ownership to be verified
4. Francis Road - land ownership to be verified

Obtaining planning consent for residential development of land will generally enhance its value. There will be costs involved in making such an application. Normally, an outline application for change of use would be made, in the above cases by FTC or their agent. The work required to put this together is almost equivalent to a full planning application. Therefore, it is essential to assess beforehand whether it is worthwhile submitting an application.

Obtaining guidance on a possible way forward could be achieved by a pre-application discussion with a CWaC planning officer in Development Control, based at Wyvern House. It would be advantageous to know who may be interested in developing the available site(s) at the time of such a meeting.

A requirement for affordable housing may apply to an indicative proposal, depending upon the number of residential units planned. (The relevant Supplementary Planning Document should clarify requirements.) A valuation for the land could then be prepared. Planning consent for market value houses to be built on a site will raise a higher land value than that for lower cost housing, for example through development by a Housing Association or Trust. Developers will also buy land for low cost housing.

COMMENTARY

4. Recommendations for Frodsham play, towards a 'best fit'

Short term actions

To ensure that local people using the Town Council's play areas find the existing play facilities in a clean and safe condition and to protect the Town Council from potential compensation claims arising from any injured parties, it is essential that a routine inspection, reporting and repair regime is carried out and recorded. This should start with an initial qualified inspection that includes a condition survey and an assessment of risk at each site.

Recommendation 1
Commission an **annual inspection and report** of all Frodsham Town Council play sites by a qualified inspector as soon as possible.

This will immediately protect the Town Council to some extent from possible accusations and claims arising from any incidents that might occur in the near future on its play sites.

There will need to be some consideration given as to how to **respond** to the inspection results and resources allocated accordingly, eg temporary decommissioning of equipment, site closure, selective repairs to equipment, safer surfaces or boundaries, or appropriate temporary signage. Financial and management resources will be needed to arrange ordering of materials and services as appropriate.

COMMENTARY

A basic inspection regime, carried out by a trained and competent person and diligently adhered to, will help defend most claims, especially if supported by reasonable efforts to make improvements to risks assessed and highlighted in a qualified inspector's report.

Play facilities that include equipment of the age prevalent on the Town Council's sites (ie 25 to 30 years old) often incur adverse notifications under inspection, over particular design issues with obsolete equipment, eg finger traps. This is a consequence of the BSEN Standards being revised during the intervening period. A lack of suitably inclusive play equipment and corresponding access will also be picked up in reports.

Recommendations for Frodsham play – short term actions (continued)

The inspection will generate specific information around the condition of equipment and surfaces. However, the inspection should also include an assessment of risks in and around each site as a whole and not just the discrete, equipped play area.

This might include the extent of natural surveillance and quality of sight lines; the condition and type of boundary walls, fences or hedges; the condition of internal and approach path surfaces; the extent and condition of any adjoining plantations; the presence, adequacy and condition of any lighting and other factors that might affect personal safety (actual and perceived).

Assessment of accessibility issues should be included in the inspection for each site, such as what would constitute reasonable measures for meeting the requirements of the Disability Discrimination Act (DDA).

Recommendation 2

Obtain fixed quotations for all remedial work or replacements to the existing play equipment, safer surfacing, hard surfacing for access and site furniture identified and prioritised by the qualified play inspector.

The cost of making the existing sites compliant with the relevant British & European (BSEN) Standards can thus be calculated and sites assessed individually and collectively.

COMMENTARY

Recommendations for Frodsham play – short term actions (continued)

How far each site is from being realistically maintainable to this basic standard can be assessed and a maintenance budget calculated and allocated.

This information also forms the basis upon which to make medium and longer term decisions for each relevant site. Scenarios may be set out for each site, depending upon the level of risk identified. A plan for each site can then be worked out.

Recommendation 3
Prioritise, select & commission repairs/replacements/removals/decommissioning arising from report.

A basic regular inspection and reporting system should be scheduled, formulated, procured and put in place, either provided in-house with appropriate training, or bought in. Maintenance responsibilities for each site should be clarified and confirmed with Cheshire West and Chester Council, so that there are no misunderstandings, duplications or gaps, and reporting lines clarified.

Recommendation 4
Fully specify and schedule (with frequencies and specific requirements such as weekend inspections expressed) a regular inspection, reporting and repair service for all play areas to be included in the programme going forward. Contingency arrangements for unforeseen incidents must be clearly stated.

Recommendation 5
Obtain quotations for the above service.

COMMENTARY

It may be possible that, through negotiation and agreement, the functions of inspection, reporting and repair of the Town Council's play facilities might be combined with those of CWaC. The borough presently employs an in-house team to undertake this work on its own play sites in Frodsham. Under present arrangements, CWaC Streetscene already undertakes grounds maintenance such as mowing and waste bin emptying on the Town Council's sites. However, like all its services, the borough Council's play maintenance arrangements are presently under review and adding the Town Council's play portfolio to their schedules may not be appropriate at present.

Recommendations for Frodsham play – short term actions (continued)

Recommendation 6
Commission the above inspection, reporting and repair service for a 12 month period. Review performance on a monthly basis and renew on a yearly basis. Alternatively, realistic estimates should be prepared for any in-house, shared service or community-based arrangements, with a robust agreement drawn up.

The Town Council's present play inspection regime represents a **minimum** level and it is recommended that the following additional measures are put in place.

- A **back-up arrangement** is put in place for the regular inspections, in the event that the General Assistant is absent or unable to carry out a round of inspection.
- These inspections should take place **at least twice per week** (separated by an appropriate interval) and scheduled according to local knowledge about any predictable incidence of mis-use, eg broken glass and peak times of use. Often mis-use occurs on Friday and Saturday evenings and legitimate users could be presented with unacceptable hazards the following morning. This should be avoided and therefore one of the two visits should be early Saturday or Sunday morning as appropriate. Arrangements should be reviewed after a period, and adjusted according to actual experience.
- The person(s) carrying out these regular inspections should have **basic training and competence** to do so and could combine litter picking and waste bin emptying on the same visit, according to need.
- There are computer software packages and handheld devices available to simplify the checklist of inspection, logging of faults and reporting and recording that would

COMMENTARY

Several of the play manufacturing and supply companies offer regular inspection and repair as a service and as the Frodsham play improvement programme progresses and the Town Council's portfolio of play facilities is modernised and grows, it may be prudent to factor in the costs of outsourcing at least a part of the regime. In the case of more complex repairs, such a company would, in any case, have to be brought in to rectify defects. The manner in which repairs are made can affect the warranty conditions attached to newer play equipment and whether it continues to meet the relevant British/European safety standards.

Recommendations for Frodsham play – short term actions (continued)

facilitate this whole part of the operation, and for a modest outlay, greatly improve protection of the Town Council's interests.

Recommendation 7
Investigate Town Council land options at Fountain Lane, Ship Street, Saltworks Farm and Top Road.

Recommendation 8
Commission a project management agreement to redevelop the **Churchfields** site for play, as **Project 1** of the play improvement programme. This would cover all stages from sketch design, secondary consultation, detailed design and tender, contract supervision and monitoring for a year after completion.

Recommendation 9
Commission a project management agreement to redevelop the **Townfield Lane** site for play, as **Project 2** of the play improvement programme.

Churchfields and Townfield Lane represent achievable projects that will be valued by play site users resident throughout Frodsham. Both locations are widely supported as play and open spaces amongst residents who live nearby and other key stakeholders. The completion of these two schemes by April 2014 (subject to match funding being secured) would represent a tangible and substantial start to the improvement programme, so that

COMMENTARY

local people could see progress and following schemes gain more widespread support from stakeholders than they perhaps do at present.

Recommendations (continued)

The possibility of community asset transfer from CWaC to the Town Council at Saltworks Farm could be re-visited meantime and a project progressed that reflected consultation findings as funds permit. Similarly, negotiations with CWaC over use of part of Frodsham Leisure Centre grounds for wheeled sport may be continued. Presently, there are too many variables for CWaC to consider before making any commitment to a land allocation and end-use of this nature. Adding to or altering selected play and recreation features at Castle Park – although suggested as a Project 5 – could come forward if stakeholder consultation and funding opportunities present themselves. Fluin Lane top field presents a central location in the town next to existing indoor youth facilities. During the next three years, a review of the events traditionally held on the fields might be appropriate, to see if some land could be given up for (i) developing an outdoor landscape feature that specifically serves young people and (ii) enhancements to the open space for the general visitor, given that the site has a notable role for access across the town.

COMMENTARY

Equivalent case studies and illustrative costs

The following case studies are all projects managed by Groundwork Cheshire, from inception to completion. The projects are broadly equivalent to those proposed for Frodsham, in terms of their scope, landscape elements, quantities and therefore costs. The costs shown are actual and recent. They can therefore inform decisions to be made around project priorities, the Funding Strategy (to assess how much finance is required overall to fund a project and any phasing required) and the Action Plan.

Case Study 1 – Lower Heath Community Space, Congleton

A two-phase, neighbourhood play, recreation and open space project started in July 2009 (consultation with nearby residents) and completed ready for use by the public in October 2010. (The defects period ended in October 2011.)

The project included new play facilities for toddlers to 14 year olds, ball sport areas (both natural grass and hard surfaced), improved multi-user access through and around the open space, mounding and land drainage over a large extent, to facilitate all year round use. Plenty of seating and other furniture was included in the design. A local steering group was set up specifically for this project. A phased master plan for the whole open space was agreed with this group and the local authority (who own and manage the land) before detailed design and tender. Phase 1 was designed as a free-standing project, pending ratification of Phase 2 funding.

Phase 1 was funded by Playbuilder (to a value of £43,000), Phase 2 by a Section 106 contribution allocated by Cheshire East Council (£133,300). Congleton Town Council contributed to access improvement (£1,500).

Total funds secured £177,800

Case Study 1 – Lower Heath Community Space, Congleton (continued)

Table 6

Financial Summary

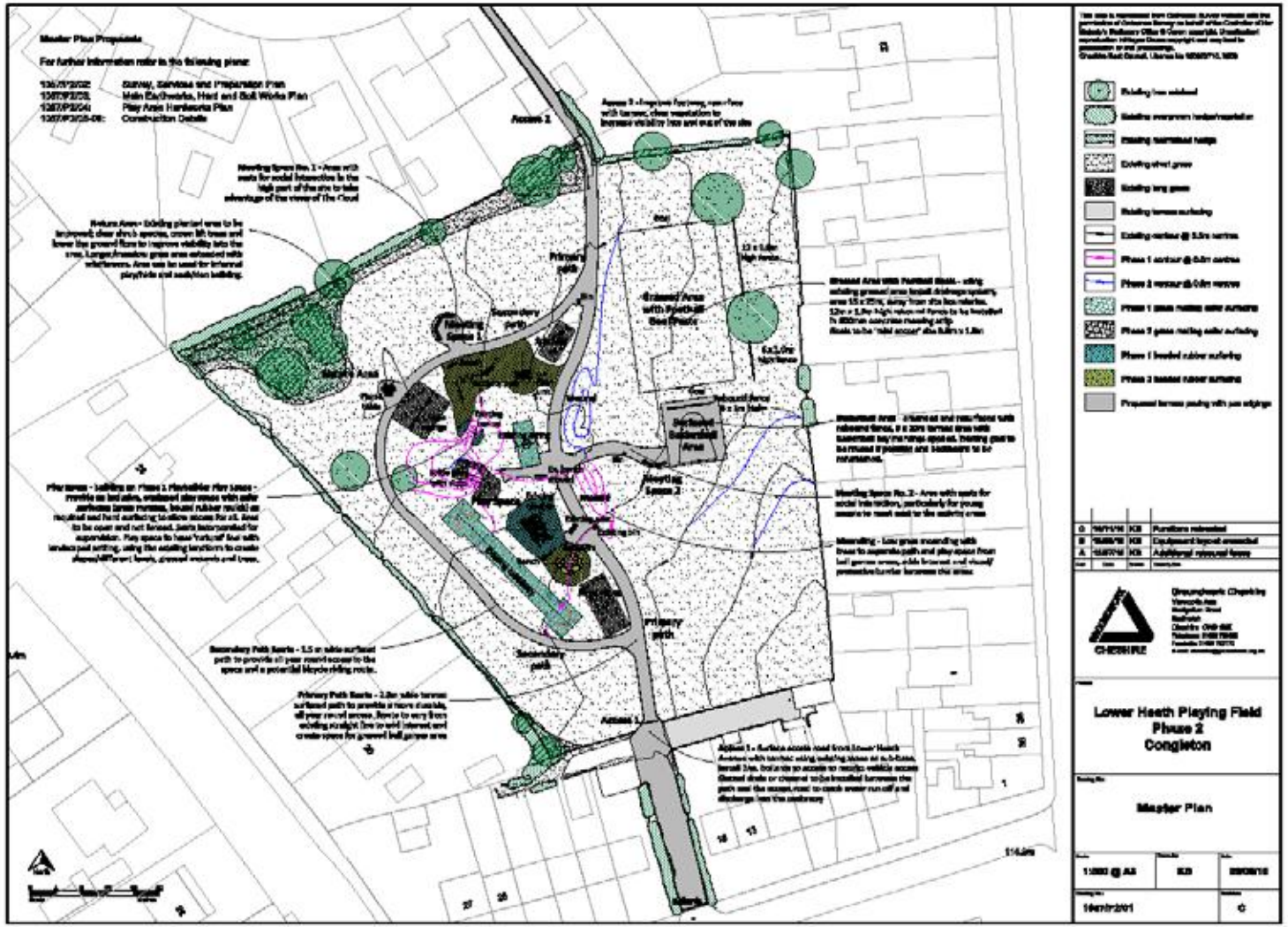
Total capital works	£143,300
Total project consultation, design & management fees	£34,500
Total project costs	**£177,800**

Breakdown of capital works costs

	Landscape element	**Actual Cost (£)**
1	Prelims	5,200
2	Site clearance & earthworks	6,700
3	Primary path	28,600
4	Safer surfacing	19,800
5	Site furniture	10,500
6	Play equipment	42,700
7	Recreation equipment	6,600
8	Reinstatement	6,600
9	Drainage	11,000
10	Contingency	5,600
	TOTAL	**143,300**

Case Study 1 – Lower Heath Community Space, Congleton (continued)

Figure 8 Phased Master Plan (as built)



Case Study 1 – Lower Heath Community Space, Congleton (continued)

Figure 9 Photographs of completed project









Case Study 2 – Brereton Community Space

A three-phase, neighbourhood play, recreation and open space project started in July 2008 (local consultation) and completed ready for use by the public in July 2009 (Phase 1), February 2010 (Phase 2) and April 2011 (Phase 3). (The defects period ended in October 2011.)

The project included new play facilities for toddlers to 14 year olds, enhanced natural grass sports pitch, improved multi-user access through and around the open space, mounding and land drainage over a large extent, to facilitate all year round use. Plenty of seating, a picnic site, a meeting point for local young people and other furniture such as amenity lighting and power supply was included in the design. A local steering group was set up specifically for this project. A phased master plan for the whole open space was agreed with this group and the local authority (who own and manage the land) before detailed design and tender. Phases 1 and 2 were designed as free-standing projects, pending ratification of Phase 3 funding. The local Community Interest Group played (and continue to play) an increasing role in fund raising, additional new works and maintenance. The project has stimulated development of the local rural community and provides a central venue and destination for events and social interaction.

Phase 1 (land drainage) was funded by the Parish and Borough Councils (to a value of £10,000 each),

Phase 2 (play space & primary path) was funded by Playbuilder (£43,335), the Parish Council (£6,200), Cheshire Aggregates Fund (£18,532), Youth Capital Fund (£9,800), Cheshire East Council (£15,623) and Groundwork Cheshire (£6,300)

Phase 3 (secondary path, picnic area & planting) was funded by WREN Landfill Communities Fund (£11,000), community and arts grants awarded by Cheshire East Council (£11,000), five grants from various trusts and organisations (total £8,000), the Parish Council (£3,800) and a volunteers' in-kind contribution of £2,550 (based on time worked).

Total funds secured: £157,500

Case Study 2 – Brereton Community Space (continued)

Table 7

Financial Summary

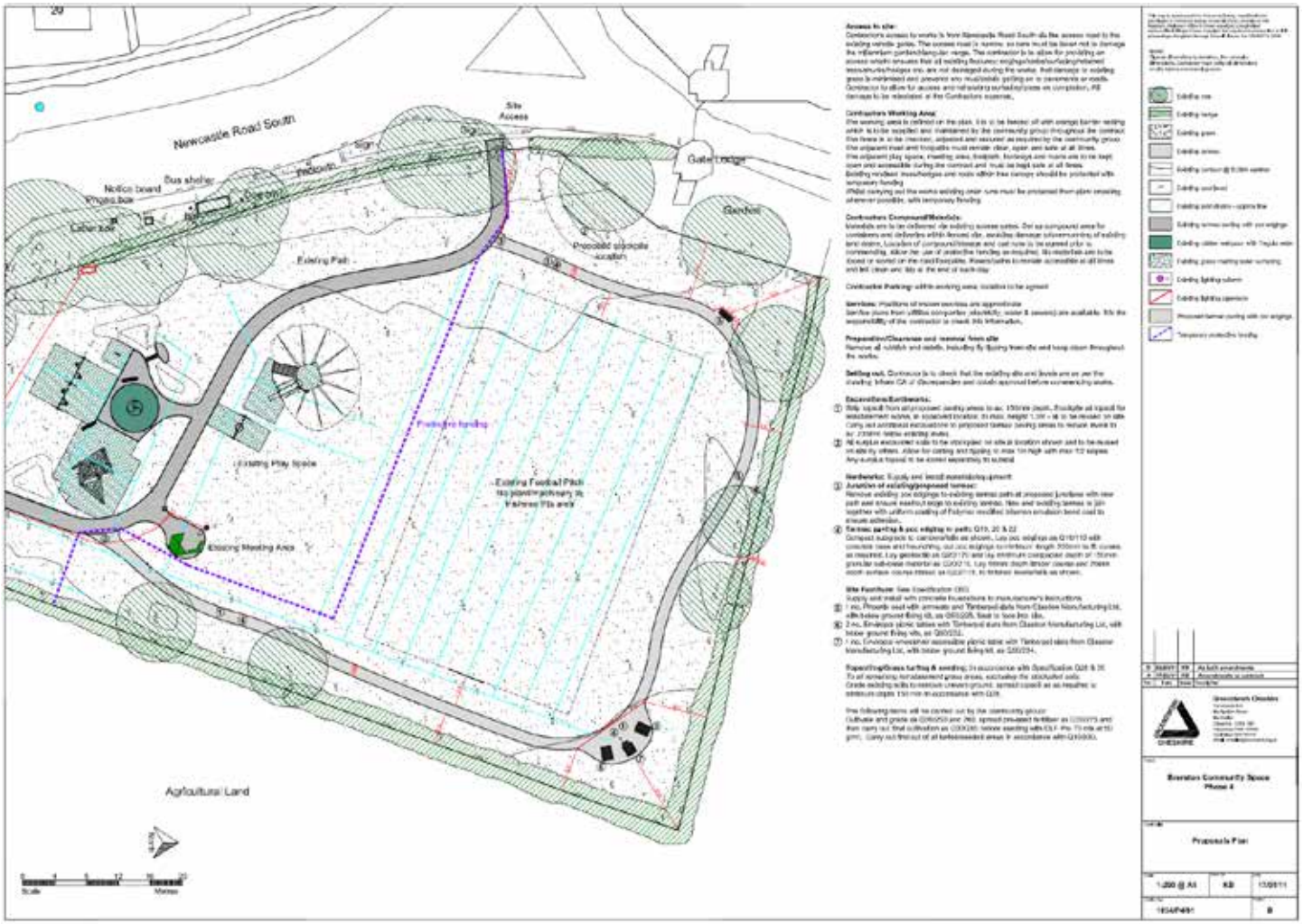
Total capital works	£120,000
Total project consultation, design & management fees	£37,500
Total project costs	**£157,500**

Breakdown of capital works costs

	Landscape element	**Actual Cost (£)**
1	Prelims	3,400
2	Site clearance & earthworks	7,000
3	Primary path	11,700
4	Secondary path	11,800
5	Safer surfacing	16,500
6	Site furniture	14,400
	Fencing/gates	5,300
7	Play equipment	19,000
8	Recreation equipment	800
9	Reinstatement	2,600
10	Drainage	14,700
11	Lighting	6,600
12	Contingency	6,200
	TOTAL	**120,000**

Case Study 2 – Brereton Community Space (continued)

Figure 10 Phased Master Plan (as built)



Case Study 2 – Brereton Community Space (continued)

Figure 11 Photograph of completed project



Case Study 3 – Weston Wheeled Sports Area, Macclesfield

The second phase of a three-phase, neighbourhood play, recreation and open space project, the Weston Wheeled Sports project was started in February 2011 (skate/BMX consultation) and completed ready for use by the public in July 2011. (Initial consultation with residents took place in Summer 2010. The defects period ended in July 2012.)

The overall project included improved multi-user access through and around the open space, mounding and land drainage over a large extent, to facilitate all year round use. Plenty of seating and other furniture was included in the design. A local community development group acted as project steering group. A phased master plan for the whole open space was agreed with this group and the local authority (who own and manage the land) before detailed design and tender. Phase 1 was a land drainage and pathway project which had to be undertaken first, Phase 3 was the construction of a play space, multi-use games area and installation of site furniture. The wheeled sports area is in situ concrete (with brick paved feature and steel grind rail), suitable for use on skateboard, in-line skates, BMX and scooter.

The Phase 2 Wheeled Sports project was funded by a combination of WREN Landfill Communities Fund (to a value of £26,125), Veolia Environmental Fund (£26,150) and a Section 106 contribution allocated by Cheshire East Council (£46,225).

Total funds secured: £98,500

Table 8 - Financial Summary

Total capital works	£95,000
Total project consultation, design & management fees	£3,500
Total project costs	**£98,500**

The contract let was a design and build one, where the specialist contractor led on consultation, and designed and constructed the wheeled sport area for the all-inclusive price of £95,000 tendered.

Case Study 3 – Weston Wheeled Sports Area, Macclesfield (continued)

Figure 12 – Perspectives of final design (as built)



Case Study 3 – Weston Wheeled Sports Area, Macclesfield (continued)

Figure 13 Photographs of Weston Wheeled Sports







Figure 14 Examples of other wheeled sports areas



Croyden



Windmill Park BMX

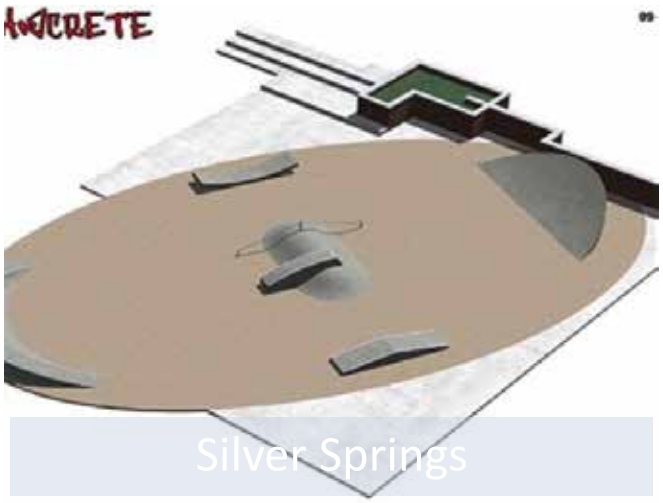






Figure 14 Examples of wheeled sports designs (continued)

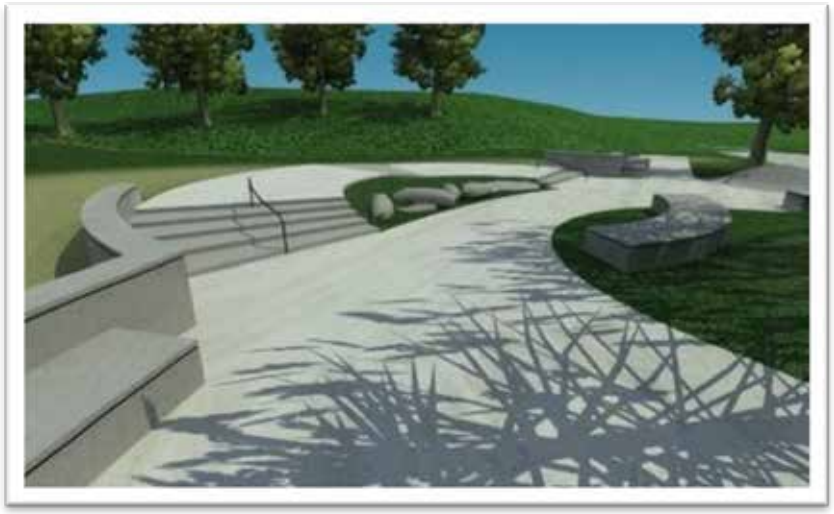






Figure 14 - Examples of wheeled sports designs (continued)

5. A Funding Strategy

The following section describes potential sources of funds for the Frodsham play programme and suggests how best to be in a position to take up funding opportunities that might arise and how to improve the chances of success.

Grant awarding bodies

- Keep abreast of changing funding programmes and the criteria (often changed as a result of government policy). As a minimum, the Town Council needs to make annual checks on these programmes and criteria.
- Use a scoring matrix to gauge potential projects against funders' criteria.
- Create **appeal** for funders when putting together a potential project.
- Build a rapport with funders and bounce off ideas for new projects.
- Be aware of the relevant application deadlines.
- A key consideration is: who should be the **grant applicant**? Would a locally-based group have more chance of success? Would they need to be constituted and have a bank account?
- Another key consideration is who should be the **accountable body** for a grant award? This may be different from the applicant. An organisation in receipt of a grant award needs to be able to deal with the **cash flow** involved in a project that might have a contract value of between £60,000 and £150,000. Purchase order commitments must be underwritten and contractors' interim invoices may need paying on a monthly basis, often before any grant may be claimed.
- Funders' **decision timetables** need to be known, ie from the application deadline to letter of award and signing a grant contract.
- Any requirement for **Third Party Funding** needs to be borne in mind when setting budgets. This often amounts to 11% of the value of a grant awarded. This releases a grant but does not go towards the cost of work or fees. An organisation will have to meet this amount and in many cases it is a local authority.
- Different funders have varying requirements for the level of **match funding** which has to be secured.
- A key criteria in the assessment of grant applications can be level of deprivation. Neighbourhoods are scored in this respect against recognised indices. This can count against applications in many areas of Cheshire, but there are pockets of deprivation where a good case can be put together for particular types of project.
- Some funders prefer to fund around 40% of the total project costs. Others do not wish to be meeting a small proportion of the total costs, while other funders are reluctant to be the first to commit towards a required combination of funds. Some funders are open to the possibility of continuation funding or, conversely, others place a restriction on repeat applications.

A Funding Strategy (continued)

- Sustainability funding may be available, to promote and support use of newly developed facilities via a revenue grant.

Examples of funders to consider for the Frodsham play programme are:

- Landfill Communities Funds: WREN (up to £75k), Veolia (up to £40k), Biffa(up to £40k). (Sita, Cemex, Cory Env. are all not available in Frodsham).
- Big Lottery programmes: Awards for All (up to £10k), People's Millions

Public Sector
Frodsham Town Council (receipts from land sales and other capital; raised precept)
Cheshire West and Chester Council (Section 106/Community Infrastructure Levy/Capital Programme/Members' budgets)

Private Sector
Corporate Social Responsibility programmes
Sponsorship from large local companies, eg Peel Holdings, Ineos Chlor
Supermarket community funds (often £2k to £5k) eg Morrisons, Tesco, United Cooperative Stores, Tesco (including partnership with Unilever)
Personal health budget agenda

Third Sector
Canal & River Trust (restoration grants)
Housing Associations and Trusts (improvement funds, regeneration budgets)
Mersey Forest

Health Sector
Primary Care Trust, GP Consortia (health & wellbeing agenda)

A Funding Strategy (continued)

Partnership working (for support, as opposed to a direct financial contribution)
Love Frodsham
Northwich & Rural Area North Area Partnership Board

In-Kind Contributions and local community buy-in

Probation Service (restorative justice)
Volunteering value, eg maintenance and reporting roles
Commercial companies' donations to the construction supply chain, eg aggregate
Direct benefits to schools, eg the involvement of children and young people at all stages of project proposals and improved links to their local community.

Project stages for which it is relatively <u>difficult</u> to find funding:

- The outline design stage of a project – including consultation, design development and submitting and supporting grant applications is often not funded by external grant awarding bodies. Therefore, the Town Council contribution may have to meet this cost component, plus any shortfall in funding the detailed design, tender and contract administration stages.

- It will be very difficult to find external funds for any increased costs in improving the inspection, repair and maintenance of new, enhanced and existing play areas. The Town Council may have to consider raising the precept to meet this recommendation.

The pattern of securing funds for a project is often the reason a project or programme must be phased. Planned phasing or other interruptions to projects (such as grant applications being declined) can give rise to additional costs that need to be anticipated and agreed or adjustments made.

Cheshire is not eligible for People's Postcode Lottery grants.

A Funding Strategy (continued)

Table 9 - Relevant and eligible sources of funds for Phase 1 of Frodsham play programme

Funding body	Grant programme	Criteria	Max. award (£)	Next deadline(s)	Website
WREN	Landfill Communities Fund	Outdoor public amenity	£75,000	22/8/12 then probably Nov 2012	www.wren.org.uk
Veolia	Environmental Fund	Outdoor public amenity	£100,000 (but commonly £25,000) (10% TPF for awards >£40k)	5/10/12 (planning consent required & 20% match funding secured before application); 4-6 months	www.veoliatrust.org
Biffa	Biffaward	Recreation	£50,000 (11% TPF for awards >£40k)	Rolling programme. Ideally, 50% match funds secured at application. Full application within 3 months of invitation.	www.biffa-award.org

Funding body	Grant programme	Criteria	Max. award (£)	Next deadline(s)	Website
Big Lottery	Awards for All	Improving lives	£10,000	Rolling programme (grants paid up front to community group)	www.awardsforall.org.uk
Big Lottery	People's Millions	Increased community involvement	£50,000		
Heritage Lottery Fund	Young Roots	13-20 year olds involvement in community and local heritage	£25,000		www.hlf.org.uk
SITA Trust	QEII Fields Volunteer Support Fund & Major Works Fund	Outdoor recreational spaces (focus on delivery by volunteers)	£5,000 and £25,000 respectively		www.sitatrust.org.uk/projects/qe2fields
Gannett Foundation		Creative approach to community needs	£50,000 (£5,000 more common)		
William Dean Trust	Grants	Countryside and environment	£1,500		

A Funding Strategy (continued)

Funding body	Grant programme	Criteria	Max. award (£)	Next deadline(s)	Website
MOTO	Moto in the Community Trust		£10,000		www.motointhecommunity.co.uk
Weaver Vale Housing Trust		Diversionary activities for young people		n/a	www.wvht.co.uk
Unilever Declined		Play area makeover	£50,000	31/7/12; close to Tesco store	sarah.reece-mills@groundwork.org.uk
Cheshire West & Chester Council	Rural Support Fund		£20,000	11/12; 50% match funding required	ruralsupport@cheshirewestandchester.gov.uk
Cheshire West & Chester Council	Members' budgets		£5,000		
Cheshire West & Chester Council	Capital programme				greenspace@cheshirewestandchester.gov.uk

6. Action plans for the next 12 months and following 4 years

Frodsham Play Improvement Programme Year 1

Action Plan for Projects 1 and 2, October 2012 to October 2013

Summary of Activities – Project 1 (see also Figure 15)	Dates
Stage 1 - Project set up, surveys, briefing	Oct 2012
Stage 2 - Sketch master plan and budget cost estimate	Nov 2012
Stage 3 - Secondary public consultation	Nov/Dec 2012
Stage 4 - Post-consultation	Jan 2013
Stage 5 - Planning application	Jan - March 2013
Stage 6 - Grant & other funding applications	Jan - April 2013
Stage 7 - Preparation and issue of tender documents	*June 2013 at earliest*
Stage 8 - Grant agreements and award of construction contract	*July/Aug 2013 at earliest*
Stage 9 - Construction contract period	*Sept-Oct 2013 at earliest*
(Stage 10 - Monitoring period	*Nov 2013 - Nov 2014)*

Summary of Activities – Project 2	Dates
Stage 1 - Project set up, surveys, briefing	February 2013
Stage 2 - Sketch master plan and budget cost estimate	March 2013
Stage 3 - Secondary public consultation	April/May 2013
Stage 4 - Post-consultation	June 2013
Stage 5 - Planning application	June - Sept 2013
Stage 6 - Grant & other funding applications	July - Oct 2013

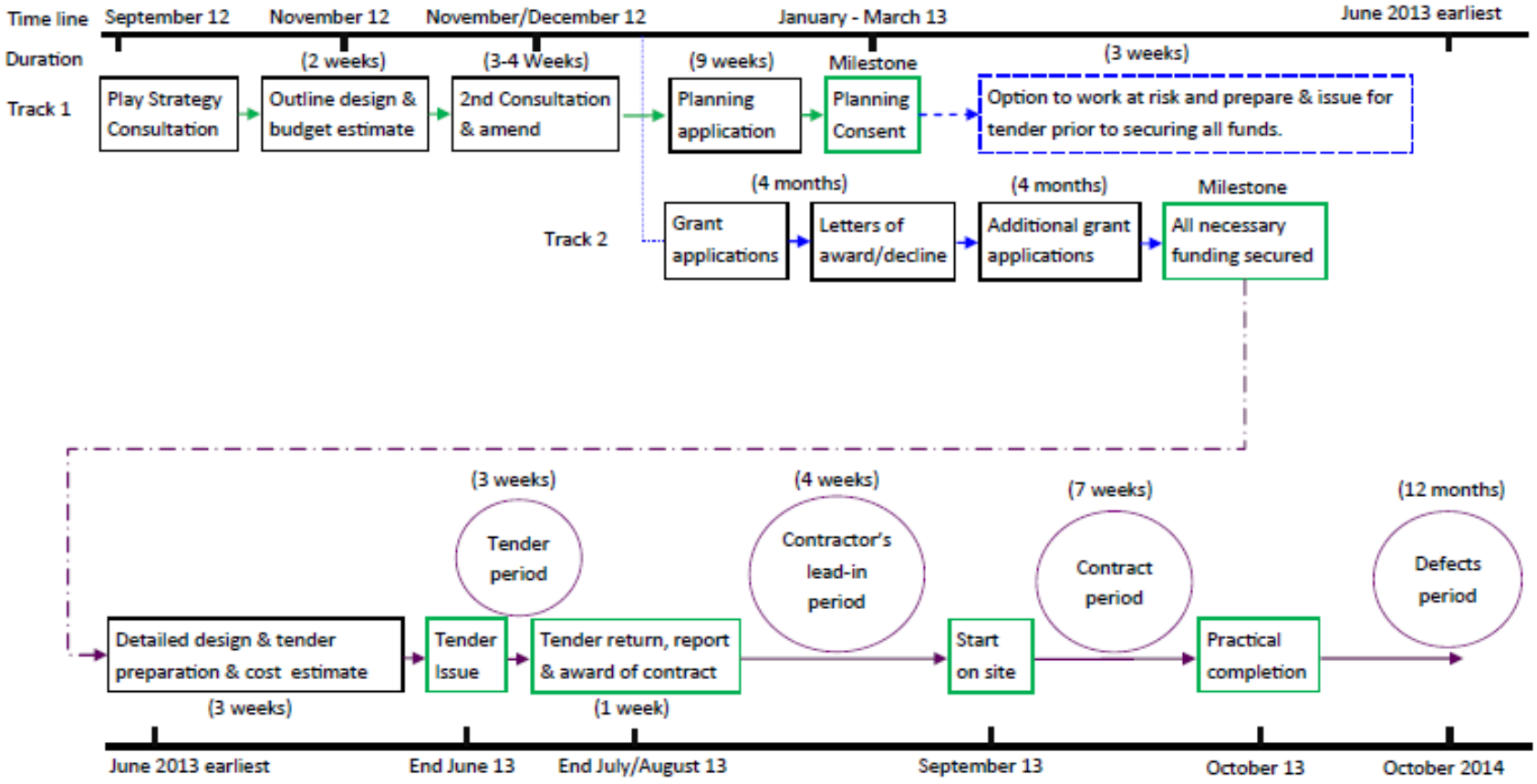
Figure 15 - Project 1 (Churchfields): the process from consultation to implementation

Frodsham Play Programme 1: Churchfields

Features - Redevelopment of play for 12 & under, ball games & pathway access

Cost Estimate: (based on case study 2)

Works - £90,000
Fees - £15,000
Total - £105,000



Frodsham Play Improvement Programme

Five-Year Action Plan (October 2012 - October 2017)

	Play Strategy Recommendation		Provisional timeframe	FTC allocation (£)	Match funds (£)	Sources
1	Commission annual play inspection & report	2012/13	May 2012	350	0	
7	Investigate land options at Fountain Lane, Ship Street, Saltworks Farm & Top Road		Sept - Dec 2012	3,000	0	
2	Obtain fixed quotations for selected remedial work arising from report		Nov 2012	0	0	
3	Prioritise, select & commission repairs/replacements/removals/decommissioning		Nov 2012	1,000	0	
8	Commission project management of Project 1 (Churchfields) - see note 1		Nov 2012	15,640	0	
4	Specify regular play inspection, reporting & repair system		Nov - Dec 2012	450	0	
5	Obtain quotations for new system		Jan - Feb 2013	0	0	
6	Award 12-month inspection & repair contract (or in-house alternative/combination)		Feb 2013	4,800	0	
	Monitor contract for 12 months and review (or in-house alternative)		Mar 2013 - 14	2,000	0	
8	Commission project management of Project 2 (Townfield Lane)		Jan 2013	10,400	0	
	Milestone: Planning consent (fee) for Project 1		March 2013	1,300	0	
	Sub-total			**38,940**	**0**	
9	Commission project management of Project 3 (Saltworks Farm) - part design & build	2013/14	July 2013	10,500	0	
	Milestone: Tender return, contract award & place order - Project 1		Aug 2013			
	Milestone: All funding secured for Project 1		Aug 2013			
	Milestone: Planning consent (fee) for Project 2		Sept 2013	1,300	0	
	Milestone: Practical completion & public opening Project 1		Oct 2013			
	Total contract payments for capital works Project 1		Oct 2013	10,000	80,000	
	Commission project management of Project 4 (Frodsham Leisure Centre)		Jan 2014	10,500	0	
	Milestone: Tender return, contract award & place order - Project 2		Feb 2014			
	Milestone: All funding secured for Project 2		Feb 2014			
	Renew annual inspection & repair contract (or in-house alternative/combination)		Feb 2014	4,900	0	
	Milestone: Planning consent (fee) for Project 3		March 2014	1,300	0	
	Sub-total			**38,500**	**80,000**	

	Play Strategy Recommendation		Provisional timeframe	FTC allocation (£)	Match funds (£)	Sources
	Milestone: Practical completion & public opening Project 2	2014/15	Apr 2014			
	Total contract payments for capital works Project 2		Apr 2014	10,000	50,000	
	Commission project management of Project 5 (Castle Park)		July 2014	5,800	0	
	Milestone: Tender return, contract award & place orders - Project 3		Aug 2014			
	Milestone: All funding secured for Project 3		Aug 2014			
	Milestone: Planning consent (fee) for Project 4		Sept 2014	1,300	0	
	Milestone: Practical completion & public opening Project 3		Oct 2014			
	Total contract payments for capital works Project 3		Oct 2014	10,000	90,000	
	Commission project management of Project 6 (Fluin Lane Fields)		Jan 2015	10,800	0	
	Milestone: Tender return, contract award & place order - Project 4		Feb 2015			
	Milestone: All funding secured for Project 4		Feb 2015			
	Renew annual inspection, reporting & repair contract		Feb 2015	5,000		
	Milestone: Planning consent (fee) for Project 5		March 2015	1,300		
	Sub-total			**44,200**	**140,000**	
	Milestone: Practical completion & public opening Project 4	2015/16	Apr 2015			
	Total contract payments for capital works Project 4		Apr 2015	10,000	110,000	
	Milestone: Tender return, contract award & place order - Project 5		Aug 2015			
	Milestone: All funding secured for Project 5		Aug 2015			
	Milestone: Planning consent (fee) for Project 6		Sept 2015	1,300	0	
	Milestone: Practical completion & public opening Project 5		Oct 2015			
	Total contract payments for capital works Project 5		Oct 2015	5,000	20,000	
	Milestone: Tender return, contract award & place order - Project 6		Feb 2016			
	Milestone: All funding secured for Project 6		Feb 2016			
	Renew annual inspection, reporting & repair contract		Feb 2016	5,150	0	
	Sub-total			**21,450**	**130,000**	

	Play Strategy Recommendation		Provisional timeframe	FTC allocation (£)	Match funds (£)	Sources
	Milestone: Practical completion & public opening Project 6	2016/17	Apr 2016			
	Total contract payments for capital works Project 6		Apr 2016	5,000	20,000	
	Renew annual inspection, reporting & repair contract		Feb 2017	5,250	0	
	Sub-total			**10,250**	**20,000**	
	TOTAL			**153,340**	**370,000**	

8. Appendices

Appendix 1

Frodsham Town Council's Play Areas

Table 9 - Schedule of play equipment & site furniture (July 2012)

	Site	Equipment
1	Churchfields	1.6m 2-bay, 4 x cradle swing on black safety tiles 1.8m A-frame, 1 x flat swing on black safety tiles 2.2m A-frame, 1 x flat swing on black safety tiles Slide on black fleck wet pour Multi-unit (high level) on black wet pour Multi-unit (low level) on black wet pour Triple chin-up bars on grass; football goal 1 x seat; 1 x litter bin; 1 x sign Perimeter railing with 2 x pedestrian gates, 1 x vehicle gate
2	Fluin La / London Rd Fds	No play equipment
3	Fountain Lane	1.8m 1-bay cradle swing on black wet pour Multi-unit on black safety tiles See-saw on black wet pour Perimeter wall/fence with combined gate 1 x seat; 1 x litter bin; 1 x sign
4	Ship Street	1.6m 2-bay 4 x cradle swing on black safety tiles 1.8m A-frame, 1 x flat swing on black safety tiles 2.2m A-frame, 1 x flat swing on black safety tiles Slide on black fleck wet pour Triple chin-up bars on grass; football goal Perimeter railing with 2 x pedestrian gates, 1 x vehicle gate 1 x seat; 1 x litter bin; 1 x sign

Appendix 1 (continued)

Frodsham Town Council's Play Areas

Table 9 - Schedule of play equipment & site furniture (July 2012)

	Site	Equipment
5	Top Road	Springer elephant & horse on black wet pour 2.3m double arch swing, 1 x flat & 1 x cradle on black safety tiles Zig-zag tower slide on grass Perimeter railing with pedestrian gate 1 x seat; 1 x litter bin; 1 x sign
6	Townfield Lane	1.9m A-frame, 1 x flat swing on black safety tiles 1.8m A-frame, 1 x flat swing on black safety tiles 2.2m double arch swing, 2 x cradle on black safety tiles 8m mound slide with steps on grass Football goal Vehicle gate 2 x seats; 2 x litter bins; 1 x sign
7	Hawthorne Rd	No play equipment
8	Francis Rd	No play equipment

Appendix 2

List of individuals and organisations consulted for intelligence gathering purposes prior to public consultation

Darren Kelly – Councillor, Frodsham Town Council
Simon Shepherd – ICT Strategy & Architecture, Cheshire West & Chester Council (11/6/12)
Linda Sharp – Principal Planning Officer, Cheshire West & Chester Council
Steve Ashall – Russell Play (19/1/12)
Paul - Proludic (24/1/12)
Debbie Chambers – SMP Playgrounds (19/4/12)
Kevin Sellwood – Sutcliffe Play (4/5/12)
Susie Woodward-Moore – Play Development Officer, Cheshire West & Chester Council (9/5/12)
Jo Robinson – Teacher, Helsby High School (29/5/12)
Richard Green – Property & Information Manager, Cheshire West & Chester Council (21/2/12)
Tony Lozinski – Property Manager, Cheshire West & Chester Council (22/5/12)
Fiona Dunning – Community Engagement Officer (Northwich & Rural Area North), Cheshire West & Chester Council
Eleanor – Research & Consultation Team, Cheshire West & Chester Council
Hazel Barber – Greenspace Policy Officer, Cheshire West & Chester Council
Amanda Doyle – External Funding Officer, Cheshire West & Chester Council
Kate Dodgson – Town Clerk, Frodsham Town Council
Sam Williams – Chairman, Frodsham Community Association
Stephanie Hefferan - Ranger, Cheshire West & Chester Council (11/7/12)
Rod Hyde – Treasure, Frodsham Youth Association (12/7/12)
PCSO Neil Flanagan – Cheshire Constabulary
Steve Warren – Chairman, Frodsham Junior FC
Paul Smith – Facilities Manager, Princeway Health Centre 17/7/12)
Geoff Davies – Neighbourhood Manager, Weaver Vale Housing Trust (18/7/12)
Mike Dix – Head of Leisure & Recreation, Cheshire West & Chester Council (7/12)
Elly McFahn & Paul Ashley – Chief Executive, Brio Leisure; Manager, Frodsham Leisure Centre

Document 3

Cheshire West and Chester Local Plan, Part 1 [July 2013]

FRODSHAM NEIGHBOURHOOD PLAN

Cheshire West & Chester Council

Local Plan

Part One: Strategic Policies



Publication Draft

Key Service Centres
Background Paper
July 2013

Visit: cheshirewestandchester.gov.uk

Cheshire West and Chester

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1 Introduction

1.1 The Cheshire West and Chester Local Plan (Part Two) proposes that the city of Chester and towns of Northwich, Winsford and Ellesmere Port will be the main focus for development. This will enable the best use of previously developed land within these urban areas and allow the integration of homes, jobs, services and facilities in the most accessible locations. The policy approach for the rural area set out in STRAT 8 aims to provide new homes and support economic development and rural businesses. The approach taken to the rural area is to locate development in the most sustainable settlements whilst enabling communities to bring forward additional development to meet local needs.

1.2 This background report provides evidence to support the identification of Key Service Centres outside the four main urban areas as sustainable locations for the growth identified in the Local Plan (Part One). The paper identifies the key considerations that have informed the proposed distribution of housing and where possible has incorporated information and updates provided through the Preferred Policy Directions consultation undertaken between 31 August and 12 November 2012.

1.3 This is a background report which seeks to assess the relative sustainability of settlements within the borough. It is part of the Local Plan evidence base but is not in itself a statement of Council policy. The paper identifies, in broad terms, the availability of services and facilities within settlements at a point in time.

1.4 Policy STRAT 8 in the Publication Draft Local Plan identifies 10 settlements as Key Service Centres. STRAT 1 sets out the sustainable development principles, against which all applications will be assessed.

2 Historic policy context

2.1 Whilst the identification and assessment of the Key Service Centres for Cheshire West and Chester is based on the most up-to-date information available and is written to support the Local Plan, it is useful to consider the previous policy context and settlement hierarchy which has been applied and tested across the borough.

2.2 The former local authority areas of Chester, Ellesmere Port and Neston, and Vale Royal had varying approaches to the consideration of the settlements in their Local Plans.

2.3 Vale Royal defined settlement policy boundaries and a hierarchical approach to development was employed which directed different levels and types of development to the most sustainable settlements identified through a 4 tier policy system, with Tier 1 settlements identified as the most sustainable. Settlements within the hierarchy were as follows:

2.4 Tier 1 – The defined settlements of: Anderton, Barnton, Cuddington, Davenham, Hartford, Higher Wincham, Lostock Gralam, Lower Marston, Lower Wincham, Moulton, Northwich, Rudheath, Weaverham and Winsford.

2.5 Tier 2 – Locations within the defined policy boundaries of Frodsham, Helsby and Tarporley.

2.6 Tier 3 – Locations within the defined policy boundaries of Comberbach, Cotebrook, Crowton, Delamere, Eaton, Kingsley, Lach Dennis, Little Budworth, Lostock Green, Marton/Whitegate, Norley, Oakmere, Sutton Weaver, Swan Green and Utkinton.

2.7 Tier 4 – All other locations, namely Green Belt and Open Countryside (including villages which have no defined policy boundary).

2.8 The Ellesmere Port and Neston Borough Local Plan directed new housing development to allocated sites within the Ellesmere Port and Neston policy boundaries. In Neston and the western area of the district, the strategy continued with development restraint in order to support urban regeneration.

2.9 The Chester District Local Plan focused new housing to serve the rural part of the district principally in specified larger villages, where it was considered that there was a range of community facilities. Proposed development in these villages was to be at a scale that would not undermine the character of these villages and would help safeguard the existing range of community facilities and contribute to the overall viability of the villages.

2.10 Chester City Council also adopted a Sustainable Development Supplementary Planning Document (SPD) which identified the following key villages in the rural area outside the Green Belt with a good range of services where development should be focused:Farndon, Kelsall, Malpas, Tarvin, Tattenhall.

2.11 In considering the former policy context of the settlements in Cheshire West and Chester, it can be concluded that the main urban areas of Chester, Ellesmere Port, Northwich and Winsford and their suburbs have been the main focus for development, followed by Key Service Centres. These have been

2 Historic policy context

selected due to their relative sustainability including access to services and facilities and public transport links. An important consideration has also been to ensure that the level of development can contribute to the overall vitality and viability of the settlements, a theme that has been integral to the selection of the settlements which have been taken forward within the Cheshire West and Chester Local Plan (Part One).

3 Developing the policy approach to Key Service Centres

3.1 The policy approach is based on delivering new development in locations considered to be the most sustainable reflecting the range of services, facilities, constraints and opportunities for further development in each Key Service Centre (KSC). The evidence base that supports the ultimate identification of the KSCs has been formulated over the past four years. The work was initially encompassed within a wide ranging analysis of settlement relationships and potential hierarchies covering both urban and rural settlements. In the latter stages of the work, the focus has turned to the identification of a number of settlements considered to perform the function of Key Service Centres.

Topic Paper – Draft Settlement Hierarchy (July 2009)

3.2 The initial stage in developing an approach to rural settlements was to produce a draft methodology, which was subject to public consultation in July 2009 as part of a series of evidence base Topic Papers prepared to inform the Local Plan (formerly the Core Strategy).

3.3 To identify settlements to be included in this initial study, five broad groups of settlements were established based upon the extent of the existing built up areas. The groups included settlements that were of a relative comparable size. Boundaries were identified based upon the existing settlement boundaries or built up envelope informed by existing evidence documents, such as the Vale Royal Settlement Guide and adopted policies in the development plans of the former Chester, Ellesmere Port and Neston, and Vale Royal Councils.

3.4 The draft methodology suggested survey criteria which included economic, social and environmental sustainability and any prevailing constraints and opportunities which may restrict or promote the potential for future development. The criteria was consulted upon alongside the methodology.

Draft Settlement Hierarchy (October 2009)

3.5 Following the initial consultation on the Settlement Hierarchy Topic Paper, a further paper was prepared to take account of comments received. The methodology was updated in light of comments received, to streamline the process and focus on identifying sustainable locations in the borough.

3.6 The Draft Settlement Hierarchy (October 2009) proposed a hierarchy based on categorising settlements in terms of their current provision of services and facilities, the accessibility of services, and the ability to accommodate windfall and/or infill development. Appendix 3 sets out the scores identified within the draft.

3 Developing the policy approach to Key Service Centres

Issues and Options Consultation (November 2009)

3.7 A number of strategic spatial options were considered through the Issues and Options consultation. Option 1D proposed a balanced approach to development which proposed to spread development between the main city, towns and villages throughout the borough. Ellesmere Port would be the focus for development and there would be some development in Chester, Northwich and Winsford. However, there would be a significant proportion of development in the smaller towns and villages. Development in the smaller towns and villages would be appropriate to the size of the settlement. Question 7 of the Issues and Options consultation asked consultees to provide details of the settlements that they considered to be suitable to accommodate future development.

Preferred Policy Directions (2012)

3.8 The Topic Papers and Issues and Options consultations focused on an approach to establish a settlement hierarchy that examined the extent to which services and facilities were available within each town and village, using this to rank the settlement's sustainability and ability to accommodate further development. On further consideration it was decided that whilst the approach was helpful, it failed to recognise the function that towns and villages may have had in relation to other settlements. For example, a larger village could act as a local service centre for nearby smaller villages and therefore could potentially accommodate further growth.

3.9 Additional evidence was considered as a result of the publication of the Council's Rural Regeneration Strategy (2011) and Rural Housing Strategy and Action Plan (2011). Housing delivery set out in the two strategies, alongside the subsequent demographic and economic forecasting undertaken in 2012 and 2013, provided a key update to inform the housing figures that feature in the Preferred Policy Directions (PPD) and Publication Draft Local Plan.

3.10 The approach set out in the Key Service Centres Background Paper, that accompanied the PPD, considered how key settlements functioned as well as accounting for constraints, services and facilities, and capacity. This helped to build up a complete picture of the settlement and how it functioned within the borough. This was intended to ensure an appropriate scale for new development in the most sustainable settlements and deliver plan-led growth across the borough.

3.11 An initial nine KSCs were identified within the PPD document. The Publication Draft Local Plan added Cuddington and Sandiway as a further KSC. The consultation responses to the PPD highlighted a range of views regarding the nine proposed KSCs and the Council's response is summarised below:

- The level of development in the Key Service Centres reflects the range of services and facilities, constraints and opportunities for further development of the settlement.
- Through the Key Service Centre Background Paper and Infrastructure Delivery Plan issues of infrastructure and service provision have been considered.
- Policy STRAT 8 in the Publication Draft Local Plan addresses development in these areas and the requirement to protect the intrinsic character and beauty of the Cheshire countryside.
- Where appropriate, the growth figure for each of the Key Service Centres has been revised following the PPD consultation and updates to the Local Plan evidence base.

4 Identifying the Key Service Centres

4.1 In determining the list of Key Service Centres and associated levels of housing development identified within the policies of the Local Plan, each settlement has been assessed against their levels of access to services and facilities, public transport, employment areas and opportunities, infrastructure capacity and any policy or physical constraints which could affect the levels of proposed development. Housing need and capacity of each of the Key Service Centres has been assessed within the Strategy and Housing Background Paper which also supports the policies of the Local Plan (Part One).

4.2 Following consideration of comments received through the consultation on the Preferred Policy Directions, the Key Service Centres were reassessed in light of comments received relating to the need to include Cuddington and Sandiway as a Key Service Centre. Cuddington and Sandiway was assessed using the approach described above and was deemed to serve the role of a Key Service Centre. Cuddington and Sandiway has therefore been included within this paper and the Local Plan (Part One) policy as a Key Service Centre.

4.3 The key principles underpinning the identification of the Key Service Centres are summarised below and reflect the Government's sustainability theme within the National Planning Policy Framework (NPPF):

- Development should be provided in areas with access to the widest range of essential services and facilities where the need to travel is minimised. Where there is a need to travel, it is important that a realistic choice of transport is available.
- That development is distributed in a way that is commensurate with the role and services provided by different settlements and the ability of infrastructure to cope with additional growth.
- Where facilities are not available within individual settlements, higher order settlements are easily accessible by a choice of transport modes (that do not rely solely on the private car).
- To ensure that development is provided in settlements where there will not be adverse impacts on the built and natural environment, such as increased flood hazards, impact on areas/buildings of historic value or the character of settlements (including important gaps between towns and villages).
- To plan positively for the growth in the more sustainable settlements and avoid high levels of sporadic growth in smaller settlements.
- To allow an appropriate level of development that will protect or enhance essential services and facilities in existing settlements.
- To allow an appropriate level of development that will help to protect services and facilities in settlements that support a wider hinterland.
- To be consistent with strategic priorities as set out in high level plans and policies, such as NPPF and other policies within the Council's Local Plan.

5 Assessment criteria

Availability of infrastructure, services and facilities

5.1 The availability of services and facilities within settlements has been a key consideration in the distribution and levels of proposed housing, ensuring the settlements' continued vitality and reducing the need to travel significant distances.

5.2 The key services which have been assessed include, amongst others:

- Secondary or primary school
- General store
- GP facility
- Post office
- Community building
- Supermarket
- Newsagent
- Bank
- Place of worship
- Leisure centre
- Public house
- Library
- Dentist
- Sports pitches/children's play area

5.3 It is considered that access to education, groceries, finance and healthcare are key requirements of any successful and sustainable settlement. Primary education and access to a secondary school, post office, banking facility, community buildings, GP practice and a convenience store are therefore considered to be important services and facilities when defining a sustainable settlement.

5.4 In addition, community buildings are considered necessary to offer venues for education, health and well-being events and social meetings. Such buildings promote social interaction and can help communities to form and be sustained. Community buildings are therefore important facilities to identify when determining those settlements more able to accommodate growth and ensuring their continued vitality.

5.5 Access to services and facilities provides one measure of the ability of settlements to accommodate growth. The availability of public transport, access to employment, the existence of infrastructure and policy and land use constraints also need to be considered in order to build a comprehensive picture and apportion the appropriate levels of growth to each settlement. These issues are addressed in more detail below:

Access to public transport

5.6 Access to a choice of transport modes (other than private motor vehicles) has been used as a measure of a settlement's sustainability. Settlements that have a frequent and direct public transport service to higher order centres (containing employment, retail, leisure and health services etc) are considered more able to accommodate growth. An assessment of access to public transport and travel times by various modes of transport for each of the settlements has therefore been undertaken.

Employment opportunities

5.7 The potential for new and existing residents to access a range of employment opportunities without the need to travel significant distances is a further consideration in establishing a settlement's ability to accommodate further growth. Settlements that contain the widest employment opportunities within a short distance of travel are considered to be more sustainable and able to accommodate additional growth.

Constraints

5.8 The distribution of development has also been informed by the ability of settlements to accommodate growth taking into account recognised constraints.The key constraints identified were:

- Flooding (as informed by the West Cheshire Strategic Flood Risk Assessment).
- Strategic planning policy constraints (including Green Belt areas which separate individual settlements enabling them to retain their identity).
- Transportation and infrastructure including the capability of transport networks to accommodate further growth, education capacity, health provision, open space provision, waste capacity, electricity, water and gas supply capacity, sewerage capacity and access to telecommunications (as informed by the Infrastructure Delivery Plan and Water Cycle Strategy).
- Important areas of biodiversity/geodiversity and important habitats (primarily protected areas).
- The presence of heritage assets (including Listed Buildings, Conservation Areas, Scheduled Monuments, archaeology and other key designations).

Flooding

5.9 The tidal and fluvial River Dee puts parts of Chester at risk of flooding. The main area of flood risk can be found in parts of Chester city but the village of Farndon is also at risk from the fluvial River Dee. High, wind assisted, spring tides in the River Dee have resulted in flooding to small areas adjacent to the estuary marshes at Parkgate and Little Neston. The impact to the Neston area from the tidal Dee is low due to the steep topography inland from the Dee. Other identified areas at risk of flooding lie within the main urban settlements of Northwich, Winsford and the Stanlow complex in Ellesmere Port.

5.10 The Local Plan (Part One) will seek to reduce and manage flood risk. In line with ENV 1, all development will be required to follow the sequential approach to determining the suitability of land for development, directing new development to areas at the lowest risk of flooding and where necessary application of the exception test as outlined in national planning policy.

5 Assessment criteria

5.11 The West Cheshire Strategic Flood Risk Assessment and Water Cycle Strategy have been used to assess the settlements in relation to flood risk. This is detailed within the settlement analysis section of this document.

Green Belt

5.12 The original Green Belts in Cheshire West and Chester (the North Cheshire Green Belt and the West Cheshire Green Belt) came into being in the 1960's with the purpose of achieving the following aims: to check the further growth of a large built up area; to prevent neighbouring towns from merging into one another; and to preserve the special character of Chester. The North Cheshire Green Belt was extended in1977.

5.13 Where a Key Service Centre is constrained by Green Belt, the level of development reflects the ability of the settlement to accommodate new development without Green Belt release in line with STRAT 9 Green Belt and countryside.

Transportation and infrastructure constraints

5.14 The Infrastructure Delivery Plan (IDP) has been used to identify any constraints to growth within the Key Service Centres. The IDP is intended to provide a greater understanding of infrastructure requirements necessary to support future development and growth within the borough. It will identify programmed infrastructure from both the public and private sectors, and will provide an overview of future infrastructure requirements and, where known, who is responsible for delivery, a broad indication of phasing, costs and funding mechanisms at the local level. This information will be used to support delivery of the Local Plan and future work around Section 106 and Community Infrastructure Levy funding.

Important areas of natural environment

5.15 The borough contains various sites and species which are protected as internationally, nationally and locally important. Statutory protected biodiversity (generally under international or national designations) are afforded the highest level of protection. Developments outside but adjacent to statutory sites or within their catchments may have an adverse impact on them. Local designations identify important sources of environmental, social and economic benefit at the community level and contribute to functioning ecological networks.

5.16 In line with ENV 34 Biodiversity and geodiversity, development should not result in any net loss of natural assets, and should seek to provide net gains. Where there is unavoidable loss or damage to habitats, sites or features because of exceptional overriding circumstances, mitigation and compensation will be required to ensure there is no net loss of environmental value.

Areas of importance to the historic environment

5.17 Areas of importance to the historic environment may constrain the ability of settlements to accommodate additional growth. Scheduled Monuments and other historic assets including archaeology listed on the Cheshire Historic Environment Record and their settings are key considerations that could influence development form.

Development capacity

5.18 The Housing Land Monitor and the Strategic Housing Land Availability Assessment (SHLAA) have been used to consider the sites available with planning permission and those which could potentially accommodate some of the housing requirement within or adjacent to a settlement. Policy STRAT 8 states that 'development should be appropriate in scale and design to conserve each settlement's character and setting.'

Summary

5.19 The identification of the Key Service Centres is based on the considerations set out above as well as information taken from other evidence base documents which underpin the polices of the Local Plan. In some cases however, it is not possible to attribute housing numbers based on the access to services and facilities, public transport and employment alone. In many cases the ability to accommodate growth is limited by physical or policy constraints, even when there are wide ranging services available. Ten settlements have been identified as sustainable Key Service Centres as detailed in the following section.

6 Settlement analysis and establishing the distribution of housing

6.0.1 The Local Plan (Part One) aims to support thriving rural communities whilst protecting the intrinsic character and beauty of the countryside. Within the rural area provision will be made for around 4,200 new dwellings.

6.0.2 Having undertaken an assessment of the rural settlements using the criteria based approach discussed in Section 4, it is considered that the ten settlements listed below serve the function of Key Service Centres within the borough, providing the greatest scope for further growth where a proportion of the rural growth can be accommodated in a sustainable manner.

6.0.3 The following levels of residential development will be accommodated within or directly adjoining these Key Service Centres. The levels shown should be treated as a maximum figure.

6.0.4 This approach aims to strike a balance between allowing for the managed growth of rural towns and key settlements and taking account of the overall plan strategy to concentrate most new development in the borough's four main urban areas.

Key Service Centre	Level of Housing Growth Proposed Over The Plan Period 2010 - 2030	Percentage Increase over existing dwelling count(1)
Cuddington and Sandiway	200	9%
Farndon	200	26%
Frodsham	250	6%
Helsby	300	13%
Kelsall	200	18%
Malpas	200	25%
Neston (including Parkgate)	200	3%
Tarporley	300	25%
Tarvin	200	17%
Tattenhall	250	26%

1. Baseline dwelling count figures taken from Census 2011. 2011 Census Office for National Statistics © Crown copyright 2013. Office for National Statistics licensed under the Open Government Licence v1.0

6.0.5 The detailed assessments for each of the Key Service Centres are provided in the following sections.

6.0.6 Where possible, Cheshire West and Chester parish boundaries have been used for data collection as these boundaries provide the closest fit around the settlements to be able to extract the most up-to-date Census data.

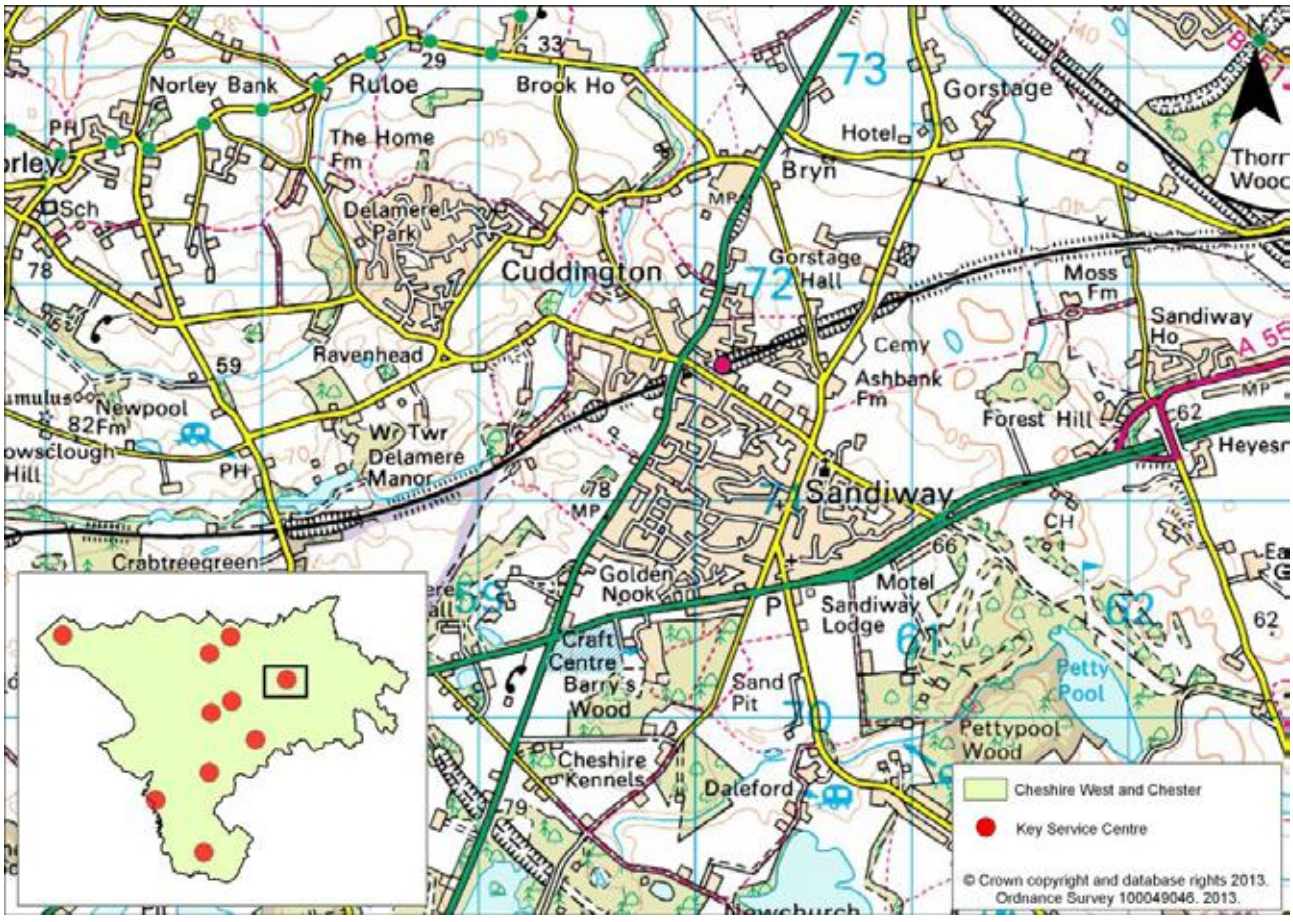
6.1 Cuddington and Sandiway

6.1.1 Based on the assessment detailed below, a maximum of 200 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a nine per cent increase over the existing dwelling count.

6.1.2 Table 6.1 provides a list of services and facilities which were identified in Cuddington and Sandiway at the time of the survey in March 2013.

6.1.3 Cuddington and Sandiway lie centrally within the borough with a population of 5,333[(1)]. They are linked to Northwich and Chester via the A556 Chester Road and the A49 which links the settlement to the M56 to the north and Whitchurch to the south. Cuddington also has a railway station on the Mid-Cheshire line between Chester and Manchester.

Map 6.1 Sandiway and Cuddington Key Service Centre



1 2011 Census Office for National Statistics © Crown copyright 2013. Office for National Statistics licensed under the Open Government Licence v1.0.

Table 6.1 Cuddington and Sandiway services and facilities

Service/facility		Comments
Doctor's surgery	√	Danebridge Medical Practice
Pharmacy	√	Rowlands and within surgery
Dentist	√	Mere Lane, Cuddington
Optician	x	
Library	√	Sandiway Library
Place of worship	√	St John the Evangelist, Sandiway Methodist, Gospel Church,
Community hall	√	St John's Church Hall, Village Hall, Sandiway and Cuddington Scout Hut
Banking facility	√	Cash Machine associated with Spar store, Birmingham Midshires Building Society
Post office	√	Chester Road
Public house	√	Blue Cap (with associated Premier Inn Hotel), Hungry Horse
Newsagents	√	Handley's Newsagents
Convenience goods	√	Spar, Premier Convenience Store. Shell Petrol Station and associated shop.
Butcher	√	W.H. Garner and Son, Littlers
Baker	√	Country Bakery
Greengrocer	√	Fruitlands
Supermarket	x	
Comparison goods	√	Hollybank Vets, Lovia Bridal, The Hair Studio, John Dudley Hair Shop, J.P Moores Garage, Define Wine Shop, Red Carpet Hair & Beauty, Blakemere Craft Centre, The Studio (Face, Hair, Body), Greenwood Lighting, The Hair Company, Sandiway Dry Cleaners, Allsons Estate Agents, Surf and Fix It Computer Repairs.
Café/restaurant/takeaway	√	Jade Budda Chinese Restaurant, Sandiway Chip Shop, Sandiway Kebab & Pizza House

Service/facility		Comments
Playgroup/nursery	√	Holly Grange Nursery, Toddler Group within Sandiway Primary School
Primary school	√	Sandiway Primary, Cuddington Primary School
Secondary school	x	
College	x	
Police station	x	
Fire station	x	
Allotment gardens	x	
Sports facilities	√	Norley Road Playing Fields and Tennis Courts, Sandiway Golf Club
Play area/park	√	Boundary Lane Green Jubilee Play Area

Other observations

- Redwalls Private Nursing Home
- Sandiway Lodge Care Home
- Cuddington Railway Station
- iMap Centre Independent Day and Residential Special School

Accessing the local area

Distance to other towns/higher level service centres

6.1.4 The distance from Cuddington and Sandiway to the main urban areas/higher level service centres are provided in the table below. The nearest large centre to Cuddington and Sandiway is Northwich, approximately 5 miles by road.

Location[1]	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	14	30 minutes	23 minutes	1 hour 26 mins	26 minutes
Ellesmere Port	19	1 hour 13 mins	1 hour 8 mins	1 hour 37 mins	29 minutes
Northwich	5	16 minutes	09 minutes	25 minutes	13 minutes
Winsford	5	1 hour 54 mins	1 hour 47 mins	28 minutes	12 minutes
Middlewich	10	1 hour 59 mins	N/A	55 minutes	18 minutes

1. Source: Google Maps,Travel Line and National Rail Enquiries

Accessing public transport

Mode of transport	Services
Bus	Service 82 every half hour between Chester and Northwich (Mon-Sat)
Train	Access from Cuddington Station to an hourly service on the Mid-Cheshire Line from Chester to Manchester
Walking/Cycling	Access to The Whitegate Way off Norley Road

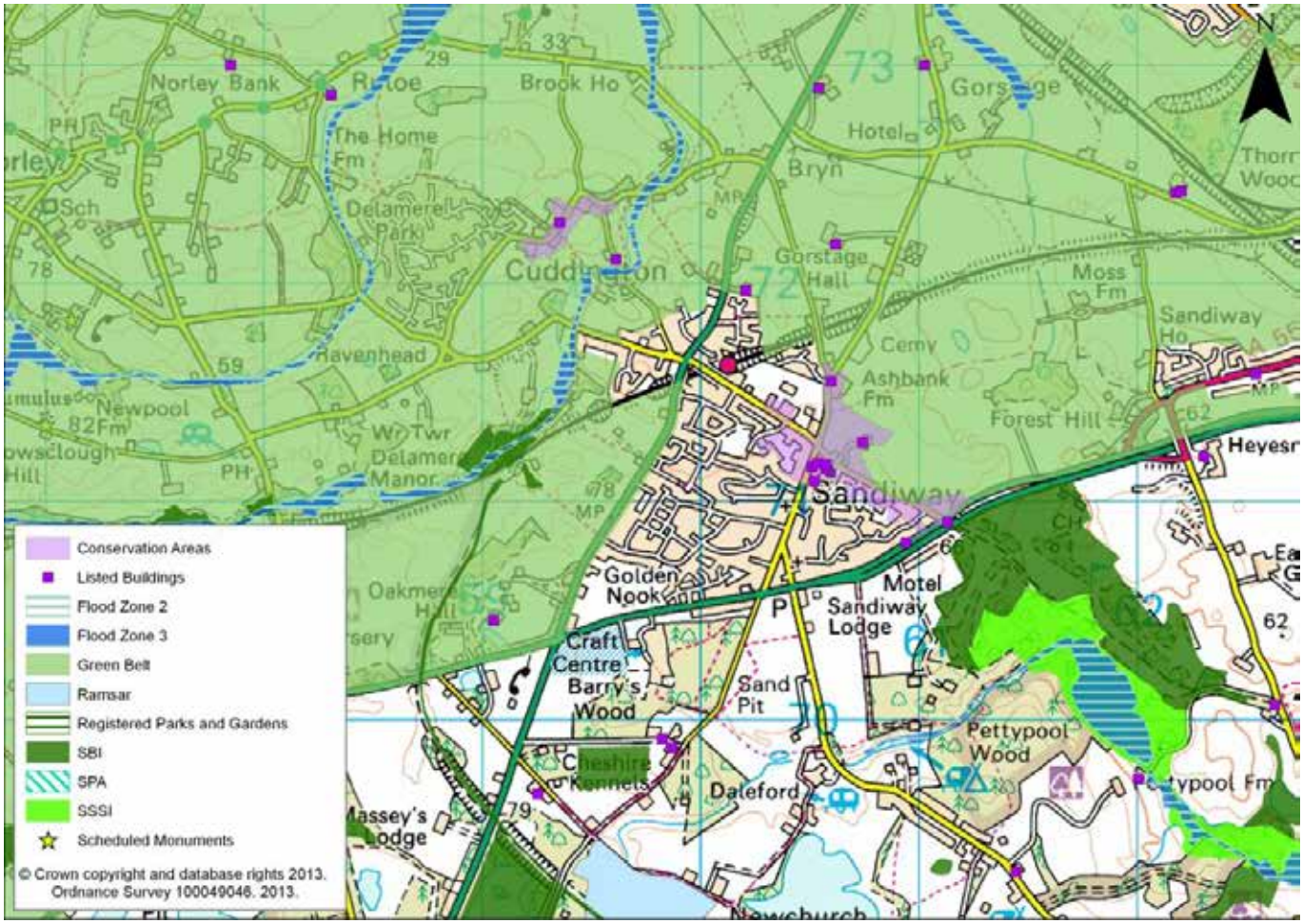
Accessing employment

6.1.5 The nearest employment areas to Cuddington and Sandiway are detailed in the table below:

Location	Distance (approx. miles)
Winnington Business Park	6
New Cheshire Business Park	6
Denton Drive Industrial Estate	6
Gadbrook Park	6
Woodford Park Industrial Estate	5
Road 1-5 Industrial Estate Winsford	7
Whitehouse Industrial Estate, Runcorn	8

Policy and physical constraints

Map 6.2 Sandiway and Cuddington physical and policy constraints



6.1.6 Areas along the route of Cuddington Brook are identified as Flood Zone 3a (high probability of flooding) as shown on the map above.

Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Overall, it is considered that the network could cope with the level of growth proposed.	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education [(1)]	The primary schools within Cuddington and Sandiway have sufficient capacity to accommodate growth.	
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	
Gas	No specific issues identified.	

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Sewerage	Cuddington Waste Water Treatment Works has very limited capacity.	Waste Water Treatment Works may require increased capacity, however land is available to accommodate this if required.
Water Supply (2)	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.1.7 The Cuddington and Sandiway KSC lies centrally within the borough, has close links to Northwich and is easily accessible to Chester and Manchester from Cuddington Railway Station.

6.1.8 The North Cheshire Green Belt forms a boundary to the north, east and west of the current Cuddington and Sandiway settlement area. Within the settlement and the wider area there are also a number of designated built and natural environment features, including the Cuddington and Sandiway conservation areas, a number of listed buildings, five sites designated as Local Wildlife Sites (formerly known as Sites of Biological Importance) and one Site of Special Scientific Interest. Areas to the north of the settlement area have also been identified as being within Flood Zones 2 and 3.

6.1.9 Cuddington and Sandiway has a good level of local service provision, with good transport links to key employment areas and higher order services. The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. Cuddington Waste Water Treatment Works has limited capacity, however land is available for upgrades to the works and therefore would not preclude further growth. The primary schools within Cuddington and Sandiway have sufficient capacity to accommodate growth.

6.1.10 200 dwellings is therefore considered a reasonable level of housing growth for Cuddington and Sandiway.

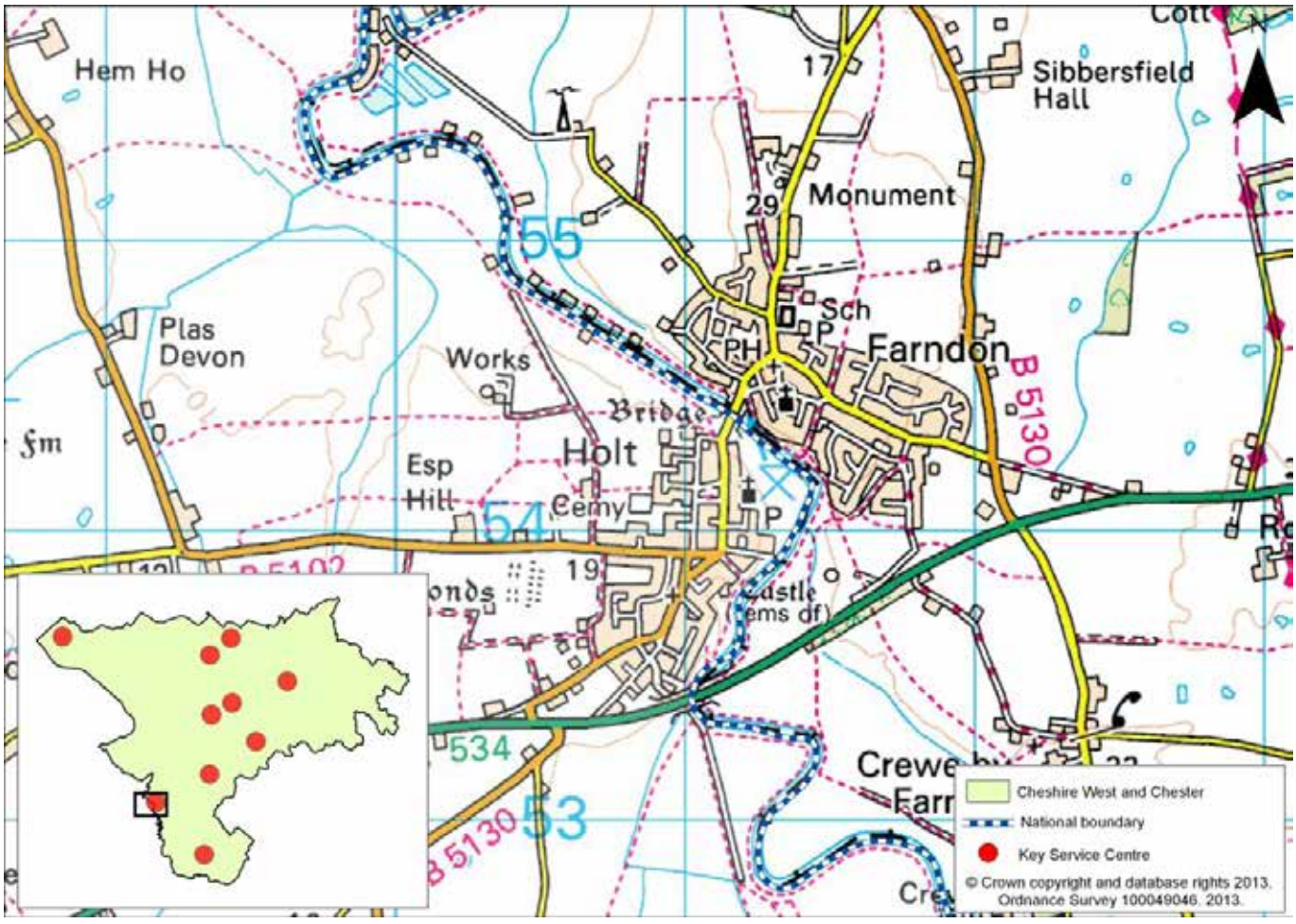
6.2 Farndon

6.2.1 Based on the assessment detailed below, a maximum of 200 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a 26 per cent increase over the existing dwelling count.

6.2.2 Table 6.2 provides a list of services and facilities which were identified in Farndon at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.2.3 Farndon lies in the south west of the borough on the Welsh/English border and is located on the banks of the River Dee. Farndon has a population of 1,653 [(2)].

Map 6.3 Farndon Key Service Centre



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Table 6.2 Farndon services and facilities

Service/facility		Comments
Doctor's surgery	√	Farndon Health Centre
Pharmacy	√	The Pharmacy, High Street
Dentist	X	
Optician	X	
Library	√	Mobile Service
Place of worship	√	St. Chad's/Rock Chapel
Community hall	√	Farndon War Memorial Hall
Banking facility	X	
Post office	√	Church Road
Public house	√	The Greyhound (inc B&B), The Farndon Arms
Newsagents	√	
Convenience goods	X	
Butcher	√	
Baker	X	
Greengrocer	X	
Supermarket	X	
Comparison goods	√	Dawson's Hardware, Willie Carter Pottery, Paul Burrell Flowers, Confectioners, Bridal Wear
Café/restaurant/takeaway	√	Little Churtons Restaurant
Playgroup/nursery	√	Monument Place Day Nursery, Strawberries Pre-School
Primary school	√	Farndon Primary
Secondary school	X	
College	X	

Service/facility		Comments
Police station	X	
Fire station	X	
Allotment gardens	X	
Sports facilities	√	Sports and Social Club
Play area/park	√	Quarry Hill

Other observations

Farndon

- Farndon Physiotherapy and Sport Injury Clinic
- Farndon County Market (Weds at Chapel House)
- Scouts and Venture Scouts
- Cattery and kennels
- Clock shop
- Picnic site

Holt

- Hair Salon/Barbers
- White Lion Inn
- Deli Fine
- Holt Cars Taxi
- Hildegards Sandwich Takeaway
- Children's play area
- Londis
- Post office
- Kenyon Hall Community Centre
- Secret Spa
- Chinese restaurant x2
- Presbyterian Church of Wales
- Farm shop/garden centre
- Off licence
- St Chad's Church

Accessing the local area

Distance to other towns/higher level service centres

6.2.4 The distance from Farndon to the main urban areas/higher level service centres are provided in the table below. The nearest large centre to Farndon is Wrexham, approximately 6 miles by road.

Location[(1)]	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	10	25 minutes	N/A	54 minutes	19 minutes

Location[1]	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Ellesmere Port	15	1 hour 4 minutes	N/A	1 hour 34 minutes	28 minutes
Northwich	23	1 hour 19 minutes via bus and train	N/A	2 hours 18 minutes	43 minutes
Winsford	24	2 hours 4 minutes	N/A	2 hours 5 minutes	40 minutes
Wrexham	6	14 minutes	N/A	44 minutes	16 minutes
Whitchurch	15	1 hour 41 minutes (includes one change)	N/A	1 hour 22 minutes	27 minutes

1. Source: Google Maps,Travel Line and National Rail Enquiries

Accessing public transport

6.2.5 The public transport services operating in Farndon are listed in the table below:

Mode of transport	Services
Bus	Route C36: Chester to Wrexham (Mon-Sat, hourly)
Train	N/A
Walking/Cycling	Links to local cycle route 'River to Ridge'

Accessing employment

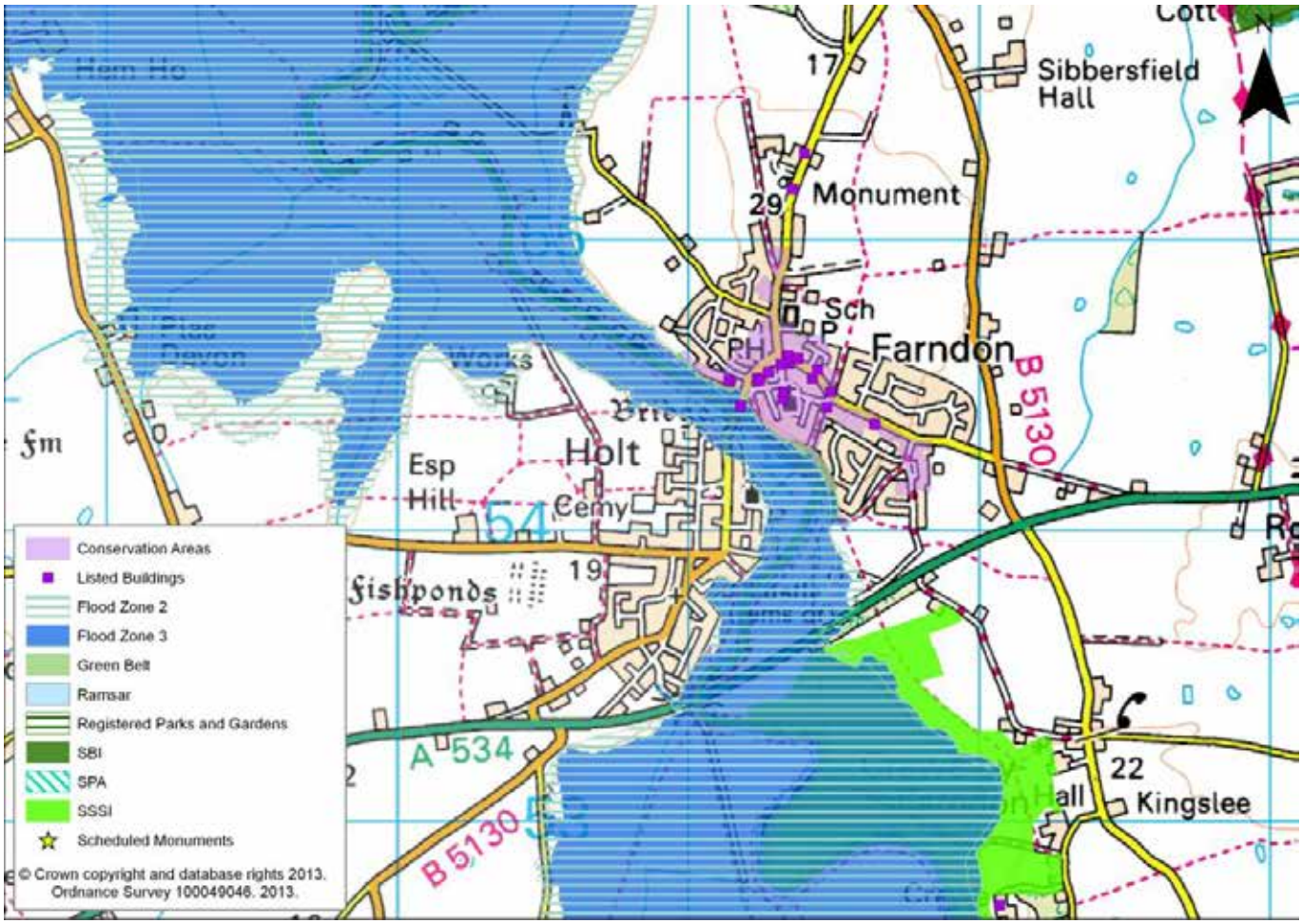
6.2.6 The nearest employment areas to Farndon are detailed in the table below:

Location	Distance (approx. miles)
Monument Farm	1
Wrexham Industrial Estate, Flintshire	5
Llay Industrial Estate, Wrexham, Flintshire	8
Chester Business Park	9

Policy and physical constraints

6.2.7 A number of built and natural environmental features can be found within and surrounding the Farndon settlement area. These include the Farndon Conservation Area, a number of Listed Buildings and a Site of Special Scientific Interest (SSSI). Parts of the wider area to the south and north of the main settlement are identified as being within Flood Risk Zones 2 and 3 as well as along the course of the River Dee which runs through the centre of the settlement.

Map 6.4 Farndon physical and policy constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Overall, it is considered that the network could cope with the level of growth proposed.	Junction/highway/parking improvements would be considered and addressed through any specific planning application.
Education [(1)]	Farndon Primary School has sufficient capacity to accommodate growth.	
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate and the implementation of policy SOC 6.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	Nearby primary sub-station has capacity. New circuits may be required to meet demand which may require a mix of public and private funding.
Gas	No strategic gas mains in the vicinity, therefore reliant on connections to the local low pressure network.	Reinforcement will probably be required unless alternative heating technologies are used.

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Sewerage	Currently insufficient capacity at Farndon Sewerage Treatment Works	Sewerage Treatment Works will require expansion, however there is space to expand the works.
Water Supply[(2)]	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.2.8 In summary, Farndon has a basic level of service provision and access to leisure, secondary education and other services is reliant on the private car. However, this level of service provision is enhanced by Farndon's close proximity to Holt where there is a range of services and facilities including a post office, café and pubs which can be easily accessed by residents of Farndon.

6.2.9 The Monument Farm employment allocation is substantially completed, therefore there may be a need for further small scale employment land provision.

6.2.10 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. The gas supply and sewerage treatment capacity have been identified as constrained, however would not preclude further growth. Farndon Primary School also has sufficient capacity to accommodate growth.

6.2.11 200 dwellings is considered to be a reasonable level of growth over the Plan period.

6.3 Frodsham

6.3.1 Based on the assessment detailed below, a maximum of 250 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a six per cent increase over the existing dwelling count.

6.3.2 Table 6.3 provides a list of services and facilities which were identified in Frodsham at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.3.3 Frodsham is a popular market town, with a population of 9,077 [(3)], which lies to the north of the borough and has developed to become a distinctive and attractive market town, with a mixture of historic buildings and independent traders.

6.3.4 The River Weaver flows through the area to the east and the town overlooks the Mersey Estuary, Frodsham Marshes and Manchester Ship Canal. Frodsham is in a prime location for access to Junction 12 of the M56 motorway and the railway line links Frodsham with Chester and Manchester. Frodsham Hill, a clear landmark on the Cheshire Plain offers dramatic views over the Mersey Estuary and is popular with walkers and the starting point of the Sandstone Trail.

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Map 6.5 Frodsham Key Service Centre

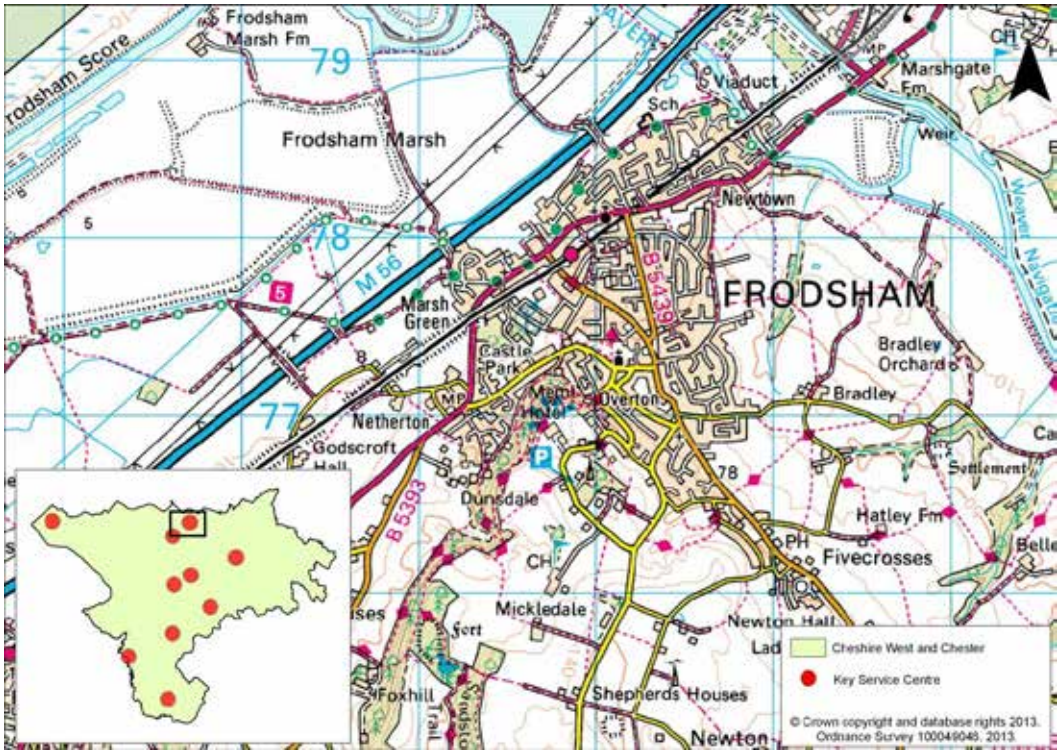


Table 6.3 Frodsham services and facilities

Service/facility		Comments
Doctor's surgery	√	Frodsham Medical Practice, The Knoll Surgery and Sure Start Children's Centre
Pharmacy	√	Alliance / Boots
Dentist	√	The Dental Surgery and Frodsham Dental Surgery
Optician	√	Taylors / Boots
Library	√	Main Street / Alexandra Mews
Place of worship	√	St Lawrence Parish Church, Frodsham Methodist, St Luke's Catholic Church, Main Street Chapel, King's Church, Five Crosses Methodist Church
Community hall	√	Frodsham Parish Hall, Community Centre, Conservative Club, Castle Park Arts Centre
Banking facility	√	Nat West, Cheshire Building Society, Lloyds TSB, HSBC, Barclays

Service/facility		Comments
Post office	√	Main Street and St. Hilda's Drive
Public houses/hotel	√	The Bear's Paw, Cholmondeley Arms, Golden Lion, The Queen's Head, Old Hall Hotel, Red Lion, Helter Skelter, Ring O Bells, Bull's Head, Forest Hills
Newsagents	√	Elliots, WH Smith, Overton Stores, Top Shop
Convenience goods	√	Premier Convenience Store, Overton Village Stores, Mace Store, Top Shop
Butcher	√	A. Pickup, HE Coward
Baker	√	Devonshire Bakery
Greengrocer	√	Hales of Frodsham
Supermarket	√	Morrisons (High Street)
Comparison goods	√	Various including Florist, DIY
Café/restaurant/takeaway	√	Pizza Pan, Coffee & Cake, The Olive Tree, Costa Coffee, Taj Mahal, The Indian Garden, Frodsham Tandori
Playgroup/nursery	√	Pre-school at Weaver Vale School, Pre School Private Nursery, Main Street, Manor House, St Luke's and Overton
Primary school	√	Frodsham Manor House Primary/ St Luke's Catholic Primary/ Frodsham C of E Primary/ Frodsham Weaver Vale Primary (Frodsham Children's Centre), Over Pre-School all with pre-school facilities
Secondary school		Catchment: Helsby High School
College	X	
Police station	√	Rural neighbourhood - Ship Street Police Station
Fire station	√	Retained service - Ship Street
Allotment gardens	√	Managed by Frodsham Town Council, includes some private provision
Sports facilities/leisure	√	Tennis / bowling green / leisure centre, Frodsham Water Sports, walking opportunities on the River Weaver/Mersey and Frodsham Marshes. Proximity to Delamere Forest
Play area/park	√	Castle Park, London Road/ Fountain Lane/Saltworks Farm

Other observations

- Blockbusters Video
- Johnsons Dry Cleaners
- Frazer Jones Hair
- Frodsham News
- Charity Shops
- Leonidas
- Bargain Booze
- The Flower Shop
- The Original Factory Shop
- Sayers
- Beresford Adams
- Les Harris Jeweller
- Twelve 50 Bikes
- EV3 Womenswear
- Frodsham Computers
- Presentations Engraving
- Cars N Bikes
- Bloomsburys of Frodsham
- Coral
- Tanners Specialist Tanning
- Swetenhams
- NFU Mutual Insurance
- Cheshire Relocation
- Wedding Belles
- Amore
- Felicitations
- Top Marks
- Frodsham Business Centre
- The Olive Tree Wine Bar
- DRB Jewellers
- Sterling Dry Cleaners
- Charles Lordi
- Dandelion
- Celebrations
- The Paperwell
- Rowlinsons Solicitors
- Zoe's
- Ian J Tickle
- Frodsham & District Taxis
- Frodsham Foot Clinic
- Lusso
- Classy Rags
- Yuet Ben Beijing Restaurant
- AFC Clinic
- Paws and Claws
- Fineline Tattoo
- Frodsham Chiropody Clinic
- 4 Seasons 4 Food
- Haircraft
- No 5 High Street Barbers
- Hair by Design
- Paul Stirrup Furnishers
- Collinson's Court
- Hair Company
- Cut Above
- Castle Park Arts Centre
- Suzannes
- No 8 Women's Wear
- A Design Kitchens
- William Hill
- Lusse
- Halifax Your Home
- Cheshire Brides
- Thomas Cook
- Elegant Lady Jewellery
- Park View Garden
- Rodgers Carpets
- Paul's Barber Shop
- Frodsham Frames
- HE Coward
- Merricks Hair
- Charter House
- J C Clarke & Son Funerals
- Milmark Foods & Health Clinic
- Allsops
- Top Taste
- The Cottage Tea Shop
- DT Turner
- Haworths
- Slim and Trim
- Mojito 88
- CK Charles
- Cheshire Dogs
- Complete Security Services

Accessing the local area

Distance to other towns/higher level service centres

6.3.5 The distance from Frodsham to the main urban areas / higher levels service centres are provided in the table below. The nearest large centre to Frodsham is Runcorn approximately 5 miles by road.

Location[1]	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	11	33 minutes	16 minutes	1 hour 13 minutes	22 minutes
Ellesmere Port	11	40 minutes	51 minutes (includes one change)	49 minutes	17 minutes
Northwich	10.5	51 minutes	59 minutes (includes one change)	1 hour 10 minutes	20 minutes
Winsford	14	1 hour 30 minutes	2 hours (includes two changes)	1 hour 23 minutes	33 minutes
Runcorn	5	37 minutes	1 hour 20 minutes (includes three changes)	43 minutes	8 minutes

1. Source: Google Maps,Travel Line and National Rail Enquiries

Accessing public transport

6.3.6 The public transport services operating in Frodsham are listed in the table below:

Mode of transport	Services
Bus	Route 21: Chester to Runcorn (Mon-Sat, hourly) Route X30: Chester/Runcorn/Warrington (Mon-Sat, hourly) Route 36: Ellesmere Port to Runcorn (Mon-Sat, hourly) Route 31/31A: Chester/Frodsham/Warrington (Sun, hourly) Route 36: Frodsham to Northwich (Mon-Sat, every two hours)
Train	Access to an hourly service to the Chester to Manchester line via Warrington from Frodsham station
Walking/Cycling	On National Cycle Route 5, Head of The Sandstone Trail, access to the River Weaver and Frodsham Marshes together with several local cycle routes.

Accessing employment

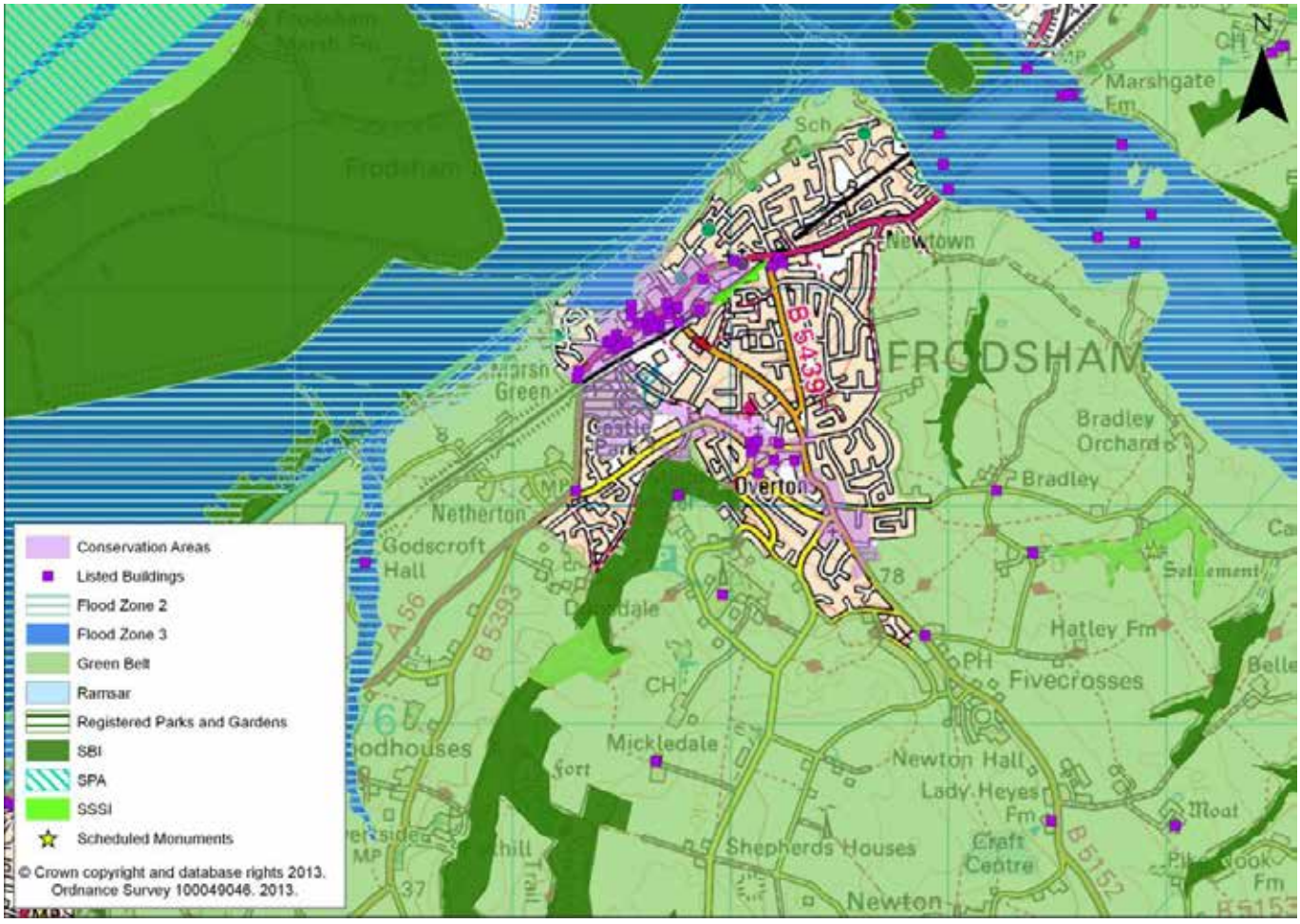
6.3.7 The nearest employment areas to Frodsham are detailed in the table below:

Location	Distance (approx. miles)
Weaver Park Industrial Estate	1
Frodsham Business Centre	0.5
Ince (e.g Quinn Glass/Kemira)	5
Stanlow Complex	7
Mere's Edge	3
Whitehouse Industrial Estate	4
Weston Point Industrial Area, Halton	5

Policy and physical constraints

6.3.8 The extent of the existing Frodsham settlement area is bounded by the defined North Cheshire Green Belt, which covers the surrounding area. Within the settlement and the wider area there are a range of designated built environment features, including four Conservation Areas, a number of Listed Buildings, a Scheduled Monument and a Registered Park and Garden. Both within and outside of the main settlement area, there are a number of natural environment designations, including three Sites of Biological Importance (SBI), (now named Local Wildlife Sites), Sites of Special Scientific Interest (SSSI) and international designations covering the Mersey Estuary (RAMSAR site). Areas to the north west of Frodsham are within flood zone 3a (high probability of flooding). Areas to the north and north west are within flood zone 3b (functional flood plain) as shown on the map below.

Map 6.6 Frodsham physical and policy constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Overall, it is considered that the network could cope with the level of growth proposed. Major refurbishment and re-strengthening of the A56 Sutton Weaver swing bridge is underway and is considered critical to avoid weight restriction on this key M56 diversionary route.	Junction/highway/parking improvements would be considered and addressed through any specific planning application. Sutton Weaver Swing Bridge - total cost of £4.5 million. Funding now mainly secured.
	The improvements to the Halton Curve including reinstatement of the points at Halton and Frodsham junctions and upgrades to the track are identified as beneficial to enable a direct link between Chester and Liverpool and additional passenger and freight capacity.	No funding currently identified for improvements to the Halton Curve.
Education[(1)]	The Secondary and Primary Schools within Frodsham and Helsby have sufficient capacity to accommodate growth.	
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	A new medical centre is currently being delivered in Frodsham. The precise details of future service provision are yet to be developed but are likely to require both public and private funding.

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate in line with SOC 6.
Waste	Household Waste Recycling Centre in need of replacement or upgrade. Sufficient capacity at waste disposal facilities over the Plan period.	Sites to be identified as required in the Local Plan (Part Two) Land Allocations and Detailed Policies.
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	
Gas	Medium pressure gas mains in the immediate vicinity.	It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.
Sewerage	Frodsham and Helsby both drain into the Helsby Sewerage Treatment Works and there is capacity within the existing Sewerage Treatment Works until the end of 2015. Flooding incidences in the sewer network recorded.	Helsby Sewerage Treatment Works will need upgrading to meet the increase in demand beyond 2015, however space is available to allow for this upgrade if required.
Water Supply[(2)]	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there

will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.

2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.3.9 Frodsham has excellent transport links to the A56 and M56 to Manchester and Chester and has a railway station which is served by the hourly service from Chester to Manchester via Warrington.

6.3.10 Frodsham town centre shows signs of strong viability and vitality with a good balance of independent and national retailers. There is a consistently low town centre vacancy rate and provision of key local services including a supermarket, leisure centre, medical services and a thriving weekly market. Castle Park Arts Centre is a key asset for Frodsham providing three art galleries, craft units, coffee shop and workshop rooms. Castle Park House and Gardens is an attractive historic park which, over nine hectares, offers a mixture of formal gardens and lawns and recreational leisure facilities such as a bowling green and tennis courts. The house offers access to Council Services and purpose built conference and office facilities.

6.3.11 Frodsham is at the head of the Sandstone Trail which stretches 34 miles (55 kilometres) and offers superb walking opportunities across Cheshire between Frodsham and Whitchurch in rural north Shropshire, to the south. Access can also be gained along the River Weaver and Frodsham Marshes for other walking opportunities.

6.3.12 Employment opportunities in Frodsham include Weaver Park Industrial Estate and Frodsham Business Centre. A large percentage of residents in Frodsham work outside of the borough.

6.3.13 Based on the assessment of access to services, facilities and public transport, it is considered that Frodsham has a good range of services that could sustain further growth. Notwithstanding this, it is constrained by floodplain, Green Belt and SSSI designations. It is anticipated that some growth may occur as a result of 'infill' and brownfield development.

6.3.14 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. The sewerage treatment works have been identified as at capacity after 2015, however space is available to allow for an upgrade to the works if required and would not preclude further growth. The Secondary and Primary Schools within Frodsham and Helsby also have sufficient capacity to accommodate growth.

6.3.15 It is considered that 250 dwellings over the Plan period is an appropriate level of growth for Frodsham.

6.4 Helsby

6.4.1 Based on the assessment detailed below, a maximum of 300 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a 13 per cent increase over the existing dwelling count.

6.4.2 Table 6.4 provides a list of services and facilities which were identified in Helsby at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.4.3 Helsby is in the north of the borough overlooking the Mersey Estuary. The M56 motorway and the railway line between Chester and Manchester are easily accessible. Helsby has a population of 4,972 **(4)**.

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Map 6.7 Helsby Key Service Centre

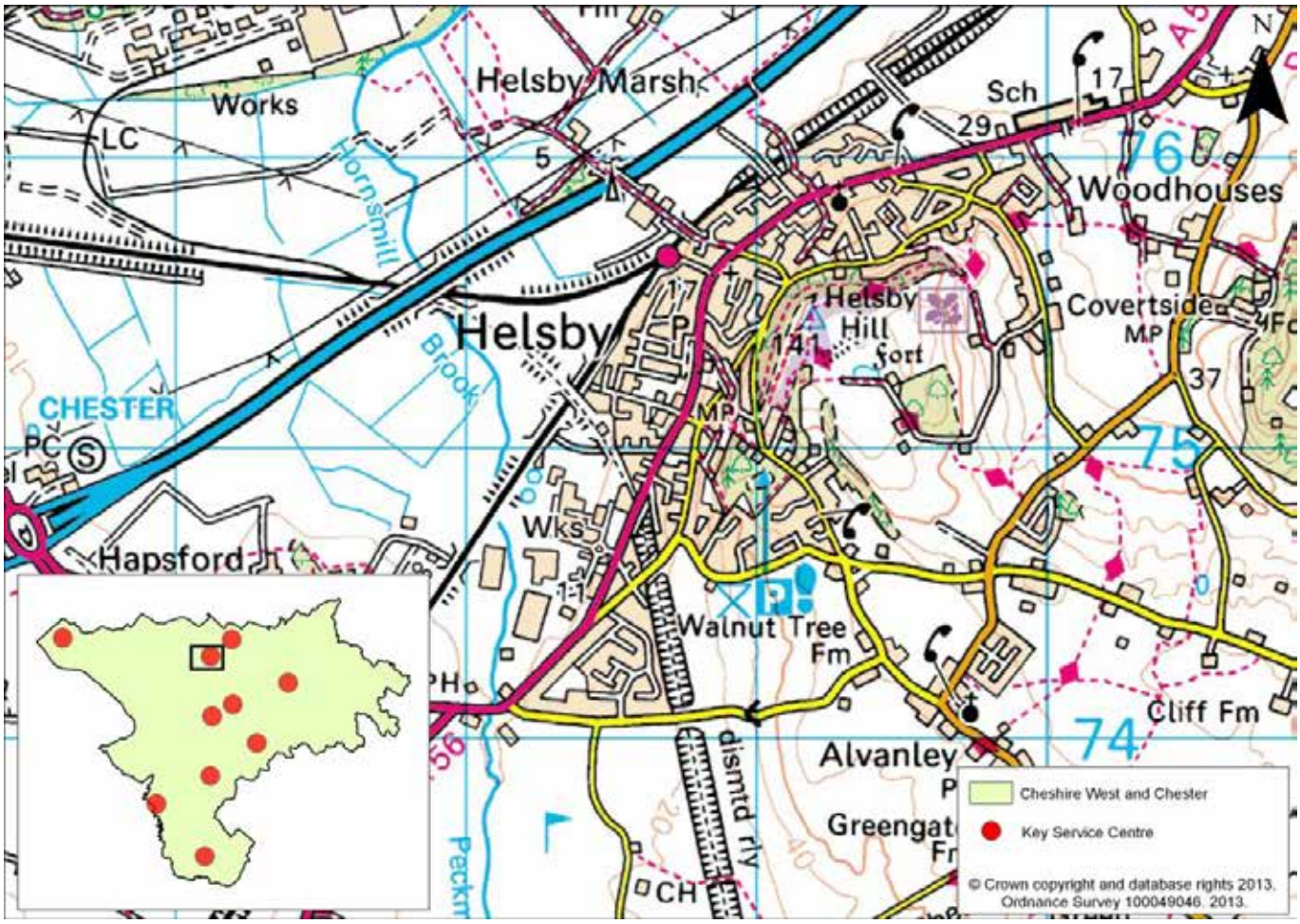


Table 6.4 Helsby services and facilities

Service/facility		Comments
Doctor's surgery	√	Helsby and Elton Practice
Pharmacy	√	Fearn's Pharmacy
Dentist	√	Helsby Dental Practice
Optician	X	
Library	√	Lower Robin Hood Lane
Place of worship	√	Incl. St Paul's/St John the Evangelist/Helsby Methodist

Service/facility		Comments
Community hall	√	Community Centre/Social Club, Helsby Ex Servicemens Club, Scout Group
Banking facility	√	Cash point
Post office	√	Including newsagent
Public house	√	Helsby Arms/Railway Inn
Newsagents	√	Within Post Office, One Stop and Tesco
Convenience goods	√	One Stop 6am to 10pm
Butcher	X	
Baker	X	
Greengrocer	X	
Supermarket	√	Tesco
Comparison goods	√	Incl. day spa/car garage
Café/restaurant/takeaway	√	PIPS Sandwiches, Helsby Fast Food, Helsby Wok, Helsby Spice, Seaway Fish & Chips, Sher Khan Indian
Playgroup/nursery	√	Homestead Children's Nursery, Helsby Pre-School, Hornsmill Pre-School
Primary school	√	Helsby Hillside Primary/Hornsmill Primary
Secondary school	√	Helsby High
College	X	
Police station	X	
Fire station	X	
Allotment gardens	√	Provided by Helsby Parish Council
Sports facilities	√	Golf club/Helsby Community Sports Club
Play area/park	√	Well equipped play ground - Lower Robin Lane, Helsby Quarry picnic area

Other observations

- ATS garage
- Turf and top soil centre
- Photography shop
- Printing shop
- Installation contractor
- Helsby railway station and car park
- Money Transfer
- Day spa
- Barkers MOT Centre
- Acre Florist
- Land of Beds
- Jingles Salon
- Heathercliffe Residential Home
- C.A.W. Motor Factors
- Battery test centre
- Sandycroft Dry Cleaners
- Shell garage (being re-developed)
- Funeral directors

Accessing the local area

Distance to other towns/higher level service centres

6.4.4 The distances from Helsby to the main urban areas/higher level service centres are provided in the table below. The nearest large centre to Helsby is Ellesmere Port, approximately 7 miles by road.

Location[1]	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	9	26 minutes	12 minutes	46 minutes	15 minutes
Ellesmere Port	7	36 minutes	11 minutes	45 minutes	13 minutes
Northwich	13	1 hour 9 minutes (includes one change)	55 minutes (includes one change)	1 hour 21 minutes	26 minutes
Winsford	17	1 hour 49 minutes (includes two changes)	2 hours 6 minutes (includes two changes)	1 hour 28 minutes	30 minutes
Runcorn	9	43 minutes (includes one change)	1 hour 35 minutes (includes two changes)	55 minutes	15 minutes

1. Source: Google Maps,Travel Line and National Rail Enquiries

Accessing public transport

Mode of transport	Services
Bus	Route 21/X30: Chester to Runcorn (Mon-Sat, every 30 mins) Route 36: Ellesmere Port to Runcorn (Mon-Sat, hourly) Route 31/31A: Chester to Frodsham (Sun, hourly) Route 138/C76: Ellesmere Port to Helsby (Limited service)
Train	Access to an hourly service on the Chester to Manchester via Warrington line at Helsby Station

Mode of transport	Services
Walking/Cycling	Links to National Cycle Route 5

Accessing employment

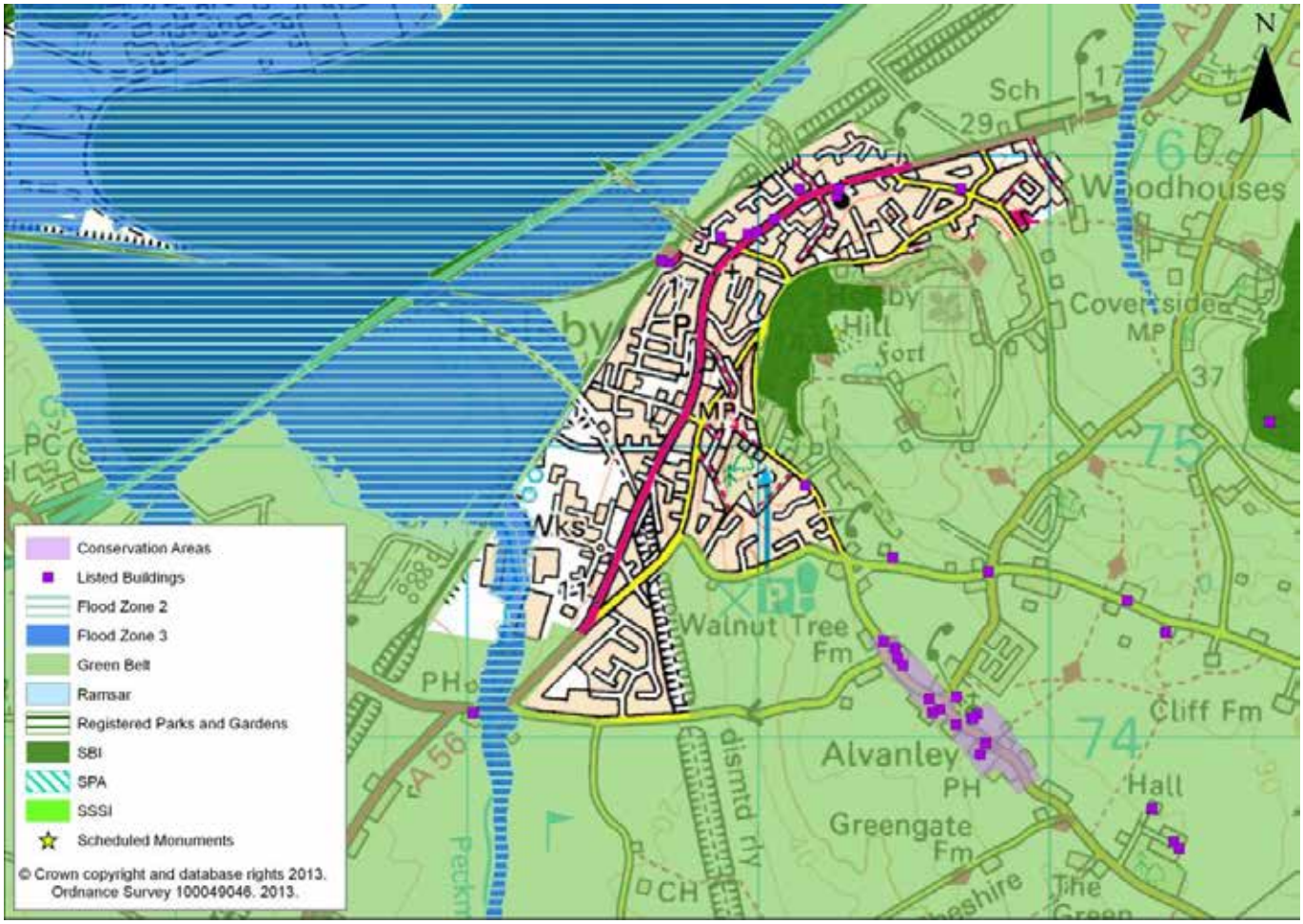
6.4.5 The nearest employment areas to Helsby are detailed in the table below:

Location	Distance (approx. Miles)
Mere's Edge	0.5
Ince (e.g Quinn Glass/Kemira)	3
Stanlow Complex	3
Chester city centre	9
Cheshire Oaks / Coliseum Retail Park	9

Policy and physical constraints

6.4.6 The extent of the existing Helsby settlement area is bounded by the defined North Cheshire Green Belt, which covers the surrounding area. Within the settlement and the wider area there are also a number of designated built and environment features. These include a number of Listed Buildings, one Scheduled Monument and two Sites of Biological Importance (now known as Local Wildlife Sites). The Mersey Estuary is also a designated RAMSAR site. Areas north west of Helsby are located within Flood Risk Zones 2 and 3a (medium and high probability of flooding) as shown on the map below.

Map 6.8 Helsby physical and policy constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Generally the network would be able to cope with the level of growth identified. Some concerns about parking on the High Street.	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education [(1)]	The Secondary and Primary Schools within Helsby have sufficient capacity to accommodate growth.	
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	A new medical centre is currently being delivered in Frodsham. The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate in line with SOC 6.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Gas	Medium pressure gas mains in the immediate vicinity.	It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.
Sewerage	Frodsham and Helsby both drain into the Helsby Sewerage Treatment Works and there is capacity within the existing Sewerage Treatment Works until the end of 2015.	Helsby Sewerage Treatment Works will need upgrading to meet the increase in demand beyond 2015, however space is available to allow for this upgrade if required.
Water Supply (2)	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	The Frodsham Exchange is programmed to be upgraded in December 2013 to enable the roll-out of superfast broadband.

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.4.7 Helsby has good transport links to the A56, M56 and railway (Chester to Manchester). Proximity to the motorway and access to the rail networks means that people that live in this area travel out of the borough to work, often to Warrington and Runcorn but also to Manchester and Merseyside. Helsby has a high ranking secondary school and a large sports and social club.

6.4.8 The former BICC employment area now named Mere's Edge is predominantly developed for non-business uses and there is a lack of employment opportunities directly in the village. It is anticipated that some growth within Helsby may occur as a result of 'infill' and brownfield development.

6.4.9 Helsby has a basic range of services and is constrained by floodplain, Green Belt and SSSI designations. Helsby does however have good access to public transport, both train and bus and close links to the motorway network.

6.4.10 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. The sewerage treatment works has been identified as at capacity after 2015, however space is available to allow for an upgrade to the works if required and would not preclude further growth. The Secondary and Primary Schools within Helsby also have sufficient capacity to accommodate growth.

6.4.11 It is considered that 300 dwellings over the Plan period is an appropriate level of growth in Helsby.

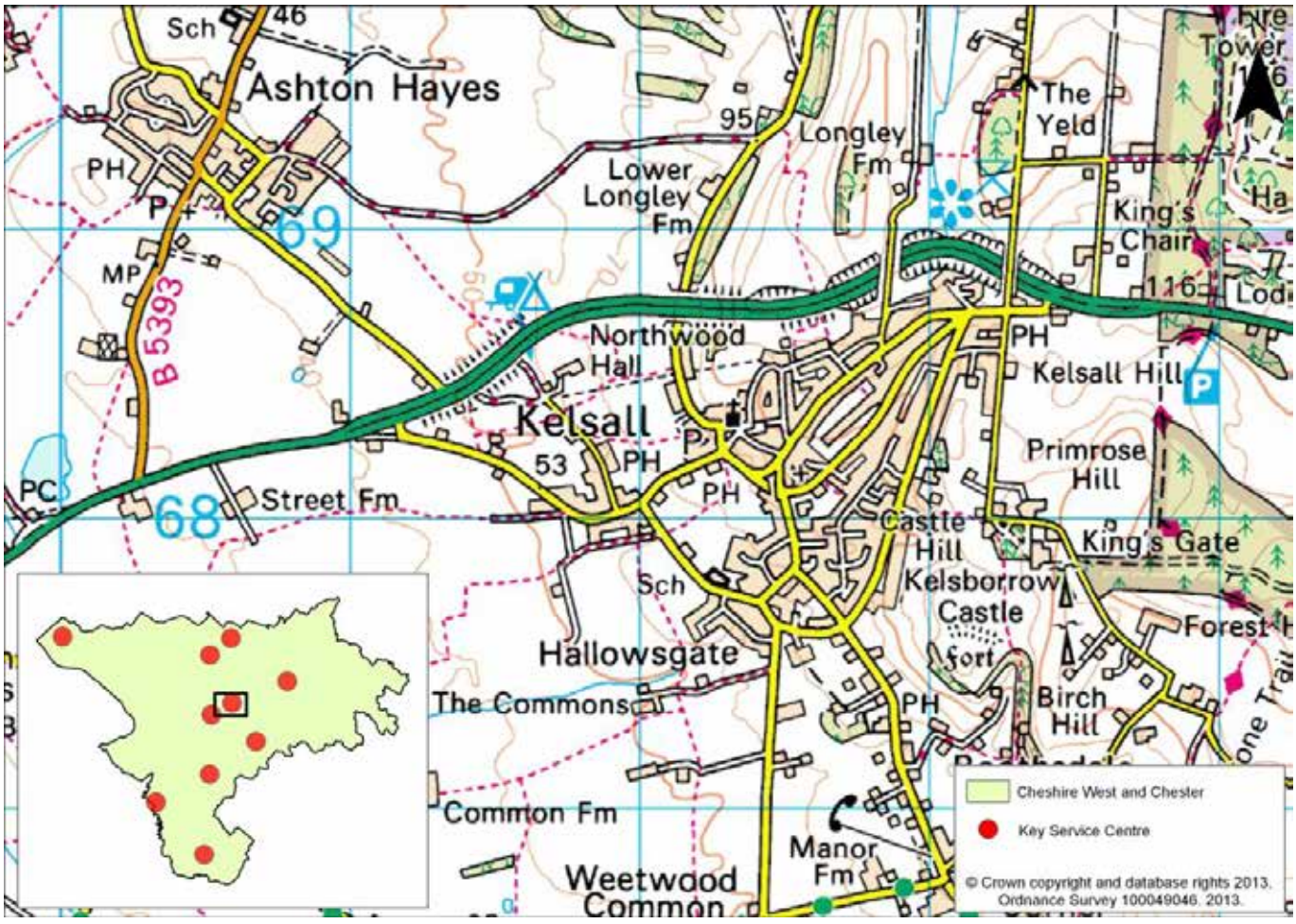
6.5 Kelsall

6.5.1 Based on the assessment detailed below, a maximum of 200 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to an 18 per cent increase over the existing dwelling count.

6.5.2 Table 6.5 provides a list of services and facilities which were identified in Kelsall at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.5.3 Kelsall is located within the centre of the borough off the A54 which links Chester with Northwich and Winsford and has a population of 2,609 [(5)].

Map 6.9 Kelsall Key Service Centre



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Table 6.5 Kelsall services and facilities

Service/facility		Comments
Doctor's surgery	√	Kelsall Medical Centre
Pharmacy	√	Holmes Pharmacy
Dentist	X	
Optician	X	
Library	X	
Place of worship	√	Kelsall Methodist Church and St Philip's
Community hall	√	Kelsall Community Centre & Social Club
Banking facility	√	Cash machine in Co-op
Post office	√	Within Co-Op store
Public house	√	Farmers Arms / The Oak
Newsagents	X	
Convenience store	√	Co-Op
Butcher	√	Duttons
Baker	X	
Greengrocer	X	
Supermarket	X	
Comparison goods	√	Hairdressers, ale and wine shop
Café/restaurant/takeaway	√	Pub/kitchen, sandwich shop
Playgroup/nursery	√	Kelsall Pre-school
Primary school	√	Kelsall Community Primary
Secondary school	X	Catchment: Tarporley High School
College	X	
Police station	X	

Service/facility		Comments
Fire station	X	
Allotment gardens	√	
Sports facilities	√	Football pitch
Play area/park	√	Equipped play area

Other observations

- Vehicle repairs and car sales

Accessing the local area

Distance to other towns/higher level service centres

6.5.4 The distance from Kelsall to the main urban areas/higher levels service centres are provided in the table below. The nearest large centres to Kelsall are Chester and Northwich, approximately 9 miles by road.

Location[(1)]	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	9	20 minutes	N/A	57 minutes	19 minutes
Ellesmere Port	13	1 hour 4 minutes	N/A	1 hour 11 minutes	22 minutes
Northwich	9	30 minutes	N/A	54 minutes	19 minutes
Winsford	10	1 hour 5 minutes (includes one change)	N/A	46 minutes	17 minutes

1. Source: Google Maps,Travel Line and National Rail Enquiries

Accessing public transport

Mode of transport	Services
Bus	Route 82: Chester to Northwich (Mon-Fri, every 30 mins, evenings hourly, Sat hourly) Route X20: Cheshire Oaks to Middlewich (Limited service)
Train	No direct access to rail service
Walking/Cycling	Links with the 'Fruits of the Forest' Local Cycle Route

Accessing employment

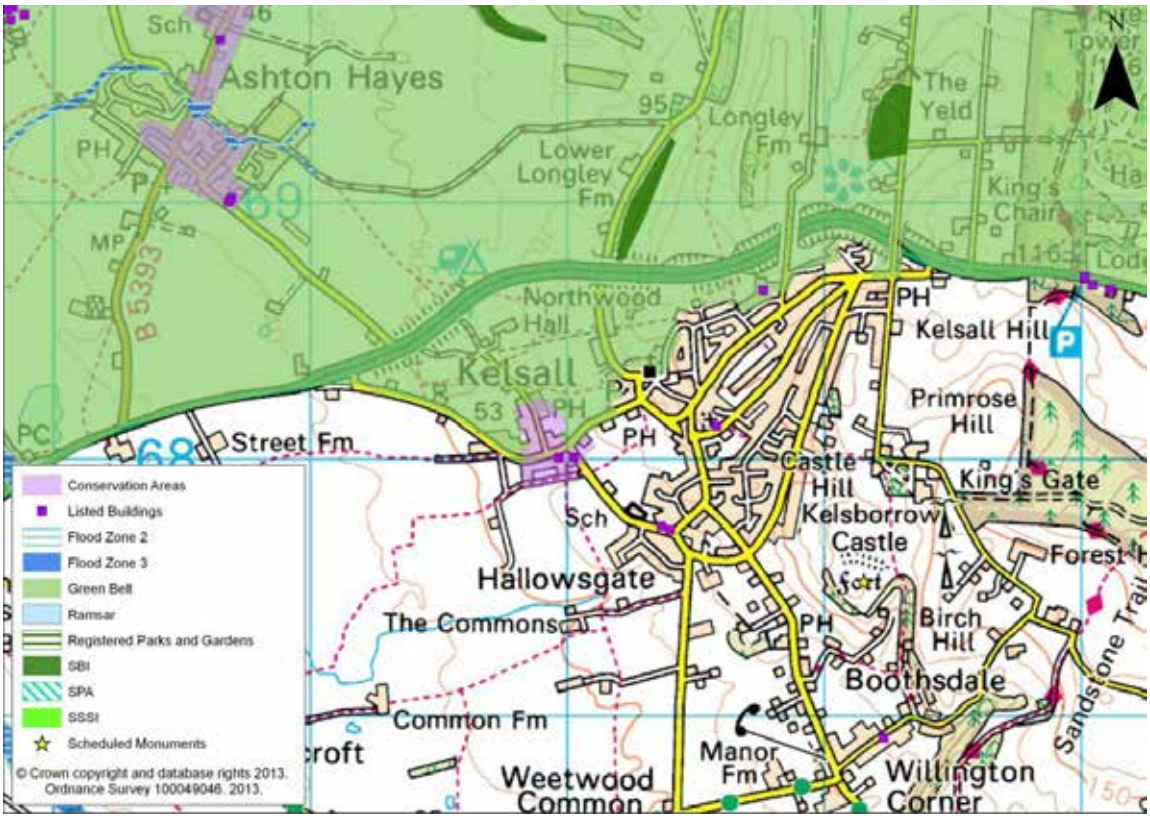
6.5.5 The nearest employment areas to Kelsall are detailed in the table below:

Location	Distance (approx. miles)
Chester West Industrial Estate	11
Sealand Industrial Estate	10
Chester city centre	9
Chester Enterprise Centre	8

Policy and physical constraints

The extent of the existing Kelsall settlement area is bounded to the north by the defined North Cheshire Green Belt. Within the settlement and the wider area there are a number of designated built environment features, including the Kelsall Conservation Area, and a number of Listed Buildings and one Scheduled Monument. Parts of the wider area, to the west of the main settlement, are identified as being within flood risk zones 2 and 3.

Map 6.10 Kelsall physical and policy constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	The impact on the capacity of the junctions has been found to be acceptable. Potential for impact on parking by the shopping area on Church Street.	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education [(1)]	Kelsall Community Primary School has a requirement for the equivalent of 2 additional classrooms (60 child places)	The requirement for additional capacity at Kelsall Community Primary School is being addressed and will be met on site through a combination of public and private sector funding.
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	Duddon primary sub-station has sufficient capacity to meet the anticipated growth

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Gas	No strategic gas mains in the vicinity, therefore reliant on connections to the local low pressure network.	Reinforcement will probably be required unless alternative heating technologies are used.
Sewerage	There is capacity within the existing Tarvin Sewerage Treatment Works until the end of 2015. Sewer flooding incidences recorded.	Detailed modelling will assess the impacts of growth post 2015. Land is available to expand the Sewerage Treatment Works if required.
Water Supply [2]	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK. The Connecting Cheshire Partnership has secured funding to deliver broadband speeds of up to 80Mbps to 96% of Cheshire by the end of 2016. The remaining 4% will also see an uplift.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.5.6 The extent of the existing Kelsall settlement area is bounded to the north by the defined North Cheshire Green Belt. Within the settlement and the wider area there are a number of designated built environment features, including the Kelsall Conservation Area, and number of Listed Buildings and one Scheduled Monument. Parts of the wider area to the west of the main settlement are identified as being within Flood Zones 2 and 3.

6.5.7 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. The gas supply and sewerage treatment capacity have been identified as constrained, however this would not preclude further growth. Kelsall Community Primary School has a requirement for the equivalent of two additional classrooms, however the requirement can be met on site through a combination of public and private sector funding.

6.5.8 In summary, Kelsall has a good level of service provision to support growth with manageable infrastructure requirements, it is therefore considered that 200 dwellings is a reasonable level of growth over the Plan period.

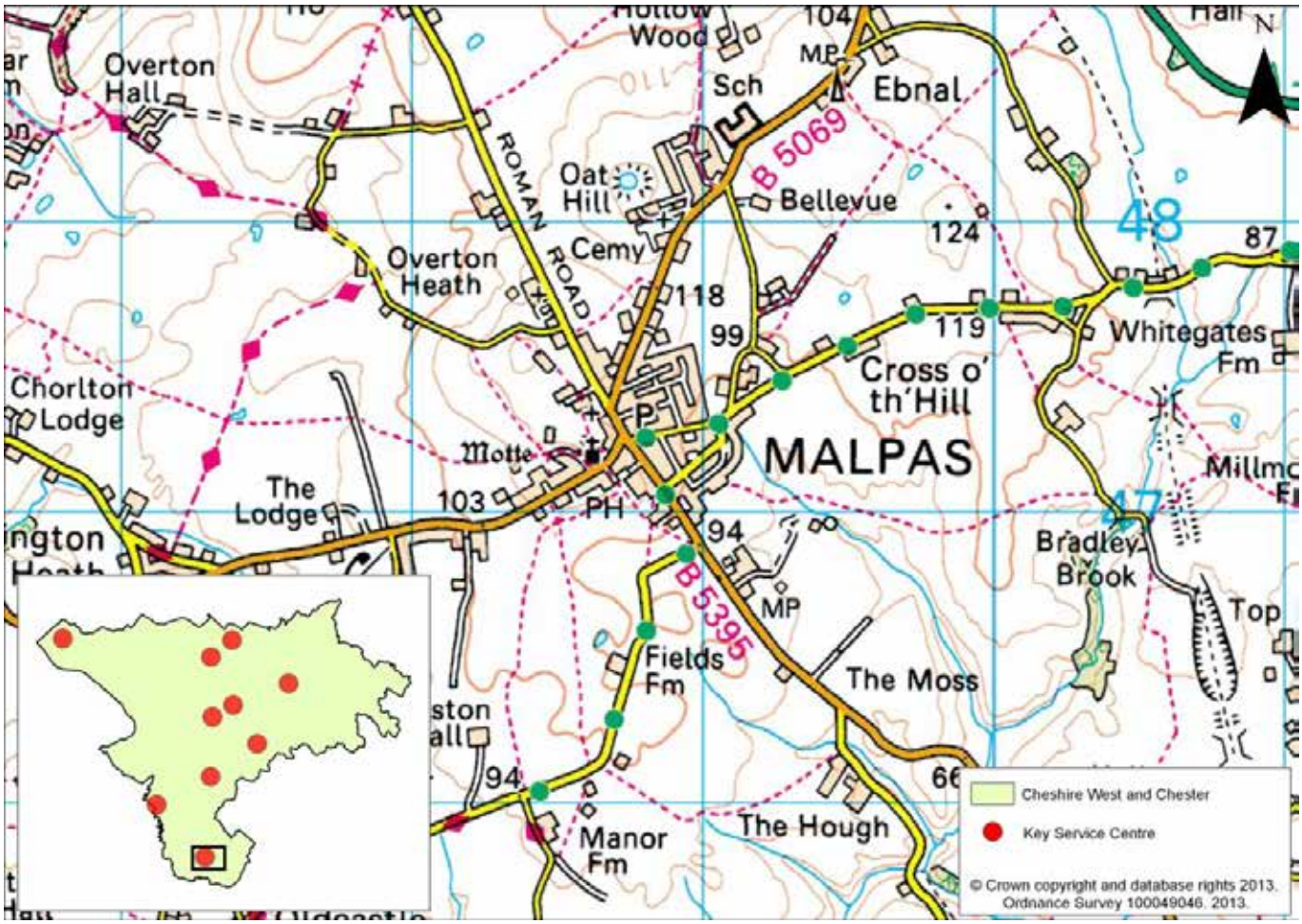
6.6 Malpas

6.6.1 Based on the assessment detailed below, a maximum of 200 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a 25 per cent increase over the existing dwelling count.

6.6.2 Table 6.6 provides a list of services and facilities which were identified in Malpas at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.6.3 Malpas lies in the south of the borough close to the Shropshire and Welsh borders and has a population of 1,673 [(6)].

Map 6.11 Malpas Key Service Centre



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Table 6.6 Malpas services and facilities

Service/facility		Comments
Doctor's surgery	√	Laurel Bank Surgery, First Responders
Pharmacy	√	The Co-op Pharmacy
Dentist	√	Malpas Dental Surgery
Optician	√	Francis Opticians
Library	√	Within Bishop Heber High
Place of worship	√	St Oswald's, High Street Church, Elim Church and Julian Meetings
Community hall	√	Jubilee Hall, young person's centre
Banking facility	√	Lloyds TSB
Post office	√	Within the Londis Store, High Street
Public house	√	Red Lion Hotel/The Crown/Vaults Hotel
Newsagents	√	Londis Store and Newspapers from Co-operative, High Street
Convenience store	√	Londis Store, Huxley's General Store and Co-operative
Butcher	X	
Baker	√	Huxley's, High Street
Greengrocer	√	Within Huxley's, Londis and Co-operative
Supermarket	√	The Co-operative (mini), High Street
Comparison goods	√	Launderette, Hairdressers, Sewing Room, Beauty & Tanning Salon, Dry Cleaning, Pet Shop, Barbers and Beauty Salon, Complementary/Holistic Healthcare, Antique Shop, Dog Groomers, Sewing Repairs.
Café/restaurant/takeaway	√	A Table at Eatons, The Fire Station Bistro/Café, The Crispy Batter Fish & Chips, Golden Flower Chinese
Playgroup/nursery	√	Malpas & District Toddler Group, The Barn Private Pre-School Nursery
Primary school	√	Malpas Alport Endowed Primary

Service/facility		Comments
Secondary school	√	Bishop Heber High School and Language College
College	X	
Police station	X	
Fire station	√	Malpas Community Fire Station
Allotment gardens	X	
Sports facilities	√	Bowling Green/multi-use sports centre
Play area/park	√	Recreation ground and play ground/basket ball.

Other observations

- Farm shop
- Photography studio
- Vets
- B&B
- Malpas Community Web, various classes, clubs and events and businesses: www.malpascheshire.co.uk

Accessing the local area

Distance to other towns/higher level service centres

6.6.4 The distance from Malpas to the main urban areas/higher levels service centres are provided in the table below. The nearest large centre to Malpas is Whitchurch, approximately 6 miles by road.

Location[(1)]	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	16	59 minutes	N/A	1 hour 24 minutes	26 minutes
Ellesmere Port	21	1 hour 45 minutes (includes two changes)	N/A	2 hours 4 minutes	33 minutes
Northwich	24	1 hour 59 minutes (includes one change)	N/A	2 hours 32 minutes	42 minutes

Location[1]	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Winsford	23	2 hours 34 minutes (includes two changes)	N/A	1 hour 57 minutes	39 minutes
Wrexham	12	1 hour 32 minutes	N/A	1 hour 19 minutes	23 minutes
Whitchurch	6	24 minutes	N/A	35 minutes	14 minutes

1. Source: Google Maps,Travel Line and National Rail Enquiries

Accessing public transport

Mode of transport	Services
Bus	Route 41/41A: Chester to Whitchurch (Mon-Sat, every 2 hours)
Train	No direct access to rail service. Nearest train station is Whitchurch (approximately 6 miles by road)
Walking/Cycling	Links with Cheshire Cycle Way

Accessing employment

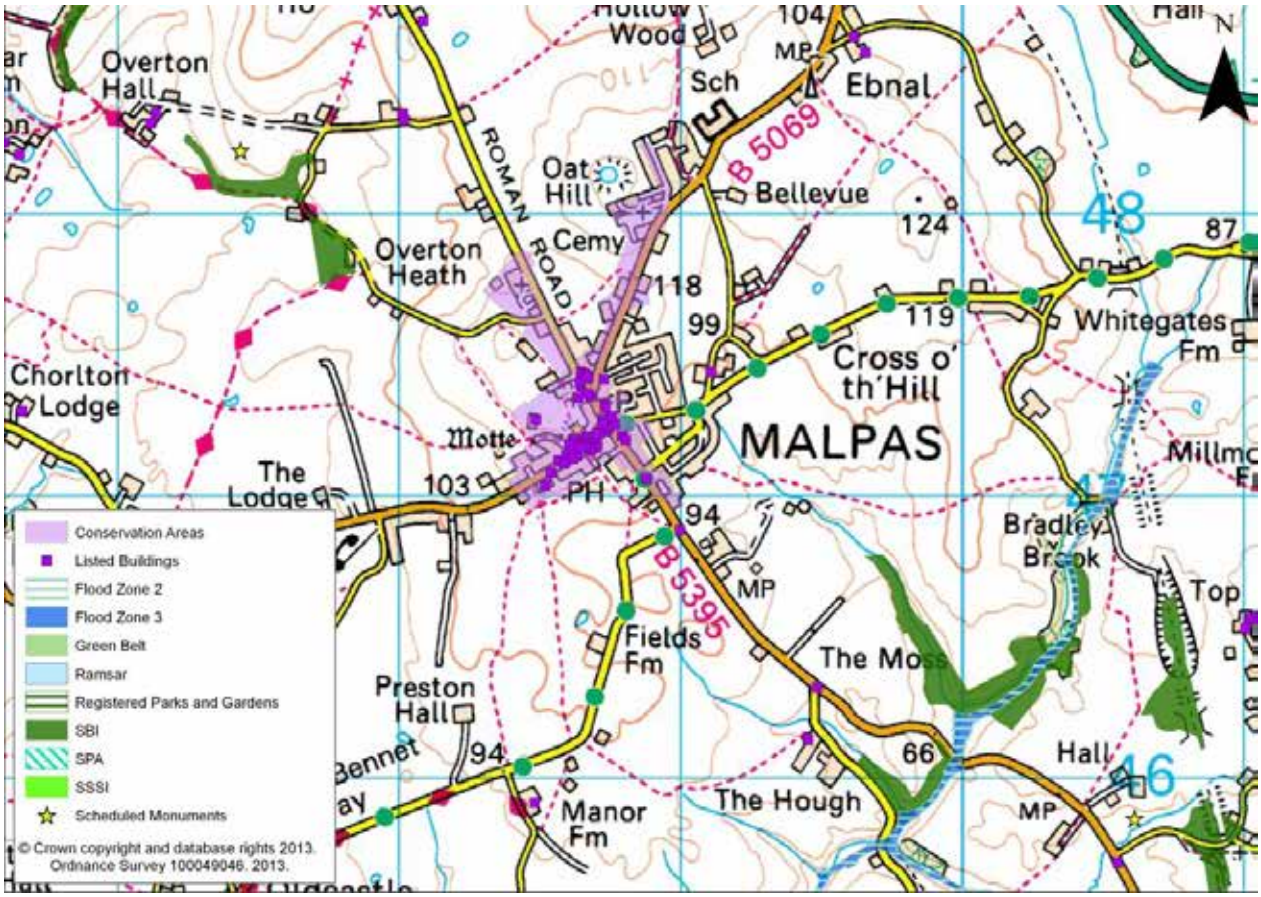
6.6.5 The nearest employment areas to Malpas are detailed in the table below:

Location	Distance (approx. miles)
Hampton Heath Industrial Estate, Hampton	1.5
Wrexham Industrial Estate	11
Whitchurch Business Park	8

Policy and physical constraints

The centre of Malpas has an extensive Conservation Area including a number of heritage assets. There is also a Local Wildlife Site (formerly known as a Site of Biological Importance) which is situated to the south east of the settlement.

Map 6.12 Malpas physical and policy constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Overall, it is considered that the network could cope with the level of growth proposed. Consideration of the High Street parking issue may be required.	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education [(1)]	Secondary school provision requirement for the equivalent of a one form entry (60 places per year group). Malpas Alport Endowed Primary has sufficient capacity to accommodate growth.	The requirement for additional capacity at Bishop Heber School is being addressed and will be met on site through a combination of public and private sector funding.
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to	Nearby primary sub-station has capacity. New circuits may be required to meet demand.

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
	support delivery of future infrastructure will be necessary.	
Gas	Medium pressure gas mains in the immediate vicinity.	It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.
Sewerage	It is anticipated that the Malpas Sewerage Treatment Works will have sufficient capacity to accommodate the proposed levels of growth. Flooding incidences in the sewer network recorded.	
Water Supply[(2)]	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.6.6 Malpas is the most southerly identified Key Service Centre within the borough and is linked with Whitchurch and Wrexham to the south and west.Malpas is a key service provider for the south of the borough, providing all key services including secondary school, leisure centre a wide range of shops and employment units.

6.6.7 Malpas has two Local Wildlife Sites (formerly known as Sites of Biological Importance) lying to the south east of the settlement. There is a large Conservation Area within the village, two Scheduled Monuments and a large number of Listed Buildings.

6.6.8 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. There is a secondary school provision requirement for the equivalent of a one form entry, however this requirement is being addressed and can be met on site through a combination of public and private sector funding. Malpas Alport Endowed Primary has sufficient capacity to accommodate growth.

6.6.9 As Malpas has access to a wide range of services and facilities, a secondary school and a small employment area, this indicates that it is the key settlement in the south of the borough acting as a rural centre providing higher order services to surrounding villages. 200 dwellings is therefore considered a reasonable level of housing growth for Malpas.

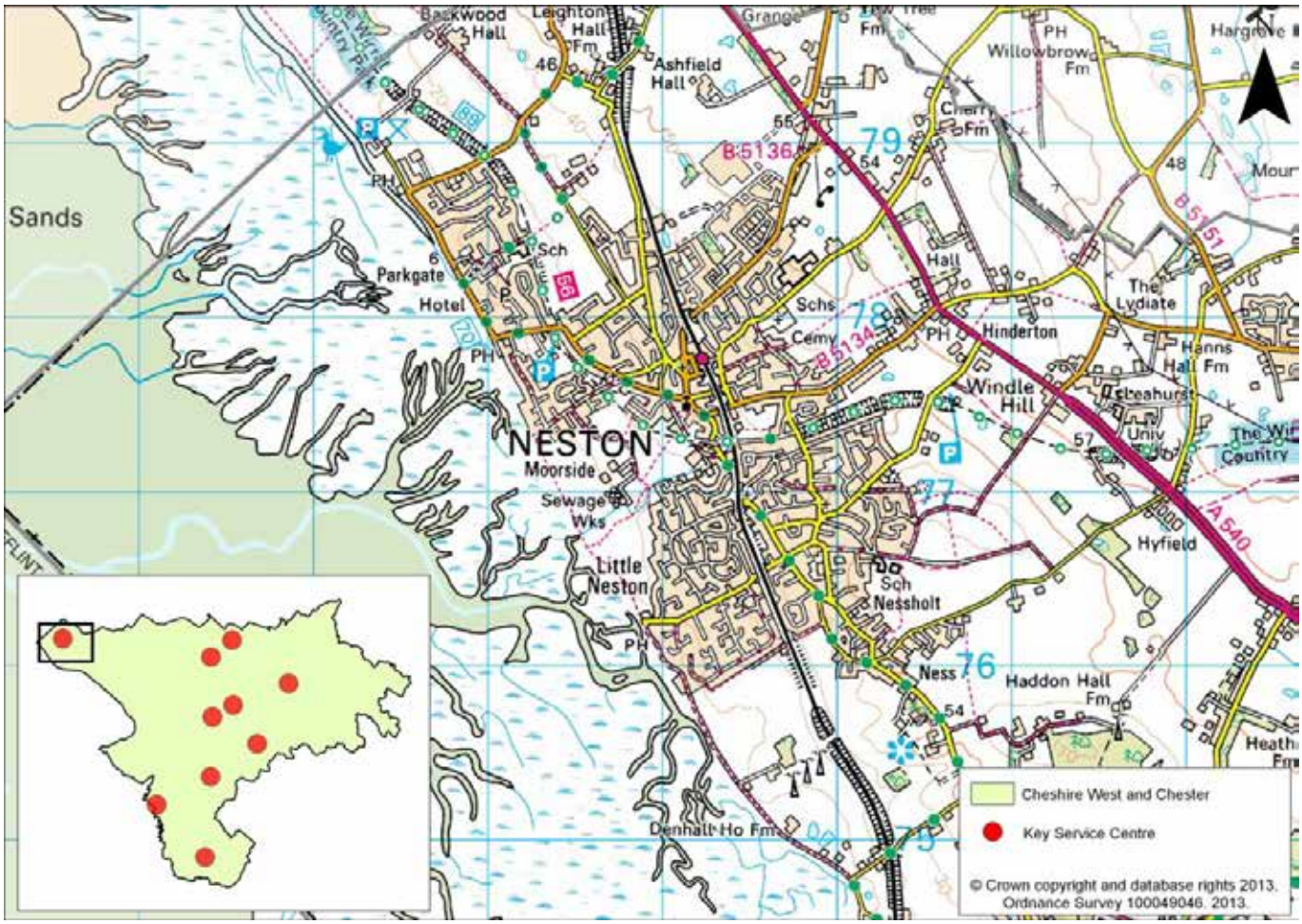
6.7 Neston and Parkgate

6.7.1 Based on the assessment detailed below, a maximum of 200 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a three per cent increase over the existing dwelling count.

6.7.2 Table 6.7 provides a list of services and facilities which were identified in Neston and Parkgate at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.7.3 Neston and Parkgate are located in the north west of the borough on the Dee Estuary and have a population of 15,221 [7].

Map 6.13 Neston and Parkgate Key Service Centre



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Table 6.7 Neston and Parkgate services and facilities

Service/facility		Comments
Doctor's surgery	√	Neston Medical Centre, Neston Surgery
Pharmacy	√	Cubbins, Boots, Deeside Pharmacy, Galen Pharmacy
Dentist	√	Charmeau & Willasey, Raby Road Dental Practice, Redcliffe
Optician	√	J.A. Allister, Eye Style Opticians Ltd
Library	√	Neston Primary
Place of worship	√	Neston Christian Fellowship/Neston Methodist/Parkgate and Neston United Reformed Church/St Mary's & St Helen Parish Church/St Michael's Church/St Thomas' Church
Community hall	√	Neston Civic Hall / Neston Community and Youth Centre/ Neston Town Hall/ British Legion
Banking facility	√	Barclays / HSBC / Nat West/ Cheshire Building Society
Post office	√	Neston / Little Neston Sub-PO
Public house	√	Brewers Arms, Harp Inn, Malt Shovel, Red Lion, The Boat House, Old Quay, The Ship Hotel, Lady Hamilton, Brown Horse, The Greenland Fishery, The Wheatsheaf Inn, Royal Oak.
Newsagents	√	Martins, Park Stores, Village News
Convenience store	√	Nisa, Spar, Tracey's Food Hall
Butcher	√	The Village Butchers
Baker	√	Deeside Bakery, Gerrard's Confectioners
Greengrocer	√	A & O Discounts
Supermarket	√	Sainsbury's / Iceland / Aldi / Tesco
Comparison goods	√	Incl. Florist / Clothing / Gifts see list below
Café/restaurant/takeaway	√	Café 32, Chinese and Indian Takeaways and Restaurant, Italian Restaurant, Pizza and Kebabs, Marsh Cat Restaurant
Playgroup/nursery	√	Acorn Playgroup, Bramblings, Little Gems, Neston Early Support Centre, Parkgate Pre-School, Oaklands Nursery

Service/facility		Comments
Primary school	√	Neston Primary School, Parkgate Primary School, St Winefride's Catholic Primary
Secondary school	√	Neston High School
College	√	Neston High School Sixth Form
Police station	X	
Fire station	X	
Allotment gardens	√	
Sports facilities	√	Cricket Club / Neston Recreation Centre – swimming pool, sports hall, squash, all weather and grass pitches/ Neston Cricket Club
Play area/park	√	Wirral Country Park

Other observations

- Plumbers/joinery/electrics
- Insurance and financial services
- Estate agents
- ATS car garage
- Accountants
- Photographers
- Printers
- Garden centre
- Hairdressers and beauty salon
- Florist
- Ceramics
- Funeral director/undertakers
- Music shop
- Shoe shop and repairs
- Bookmakers
- Car sales
- Beds, carpets and interiors
- Tattoo parlour
- Petrol station
- Slimming club
- Launderette
- Computer shop
- Co-op Travel
- Ice-cream shop & cafe
- Pet food & accessories
- Taxi

Accessing the local area

Distance to other towns/higher level service centres

6.7.4 The distance from Neston and Parkgate to the main urban areas/higher level service centres are provided in the table below. The nearest large centres to Neston and Parkgate are Heswall to the north (approximately 4 miles) and Ellesmere Port, approximately 9 miles by road.

Location[1]	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Heswall	4	20 minutes	5 minutes	21 minutes	9 minutes
Chester	11	45 minutes	1 hour 4 minutes (includes one change)	1 hour 11minutes	24 minutes
Ellesmere Port	9	29 minutes	1 hour 43 minutes (includes two changes)	46 minutes	18 minutes
Northwich	32	1 hour 46 minutes (includes one change)	1 hour 51 minutes (includes two changes)	2 hours 53 minutes	48 minutes
Winsford	31	2 hours 21 minutes (includes two changes)	1 hour 58 minutes (includes two changes)	2 hours 44 minutes	46 minutes

1. Source: Google Maps,Travel Line and National Rail Enquiries

Accessing public transport

6.7.5 The public transport services operating in Neston and Parkgate are listed below:

Mode of transport	Services
Bus	Route 22: Chester to West Kirby (Mon-Sat, hourly service) Route 272/274: Ellesmere Port to Arrowe Park (Mon-Sat, hourly service) Route 487: Parkgate to Liverpool (Mon-Sat, every 30 mins) Route 23: Chester to Heswall (Mon-Sat, hourly service) Route 24: Chester to West Kirby (Mon-Sat, every 30 mins)

Mode of transport	Services
Train	Neston station: hourly rail service on the Wrexham-Bidston line
Walking/Cycling	Links with Millennium Way and National Cycle Routes 56, 70 and 71

Accessing employment

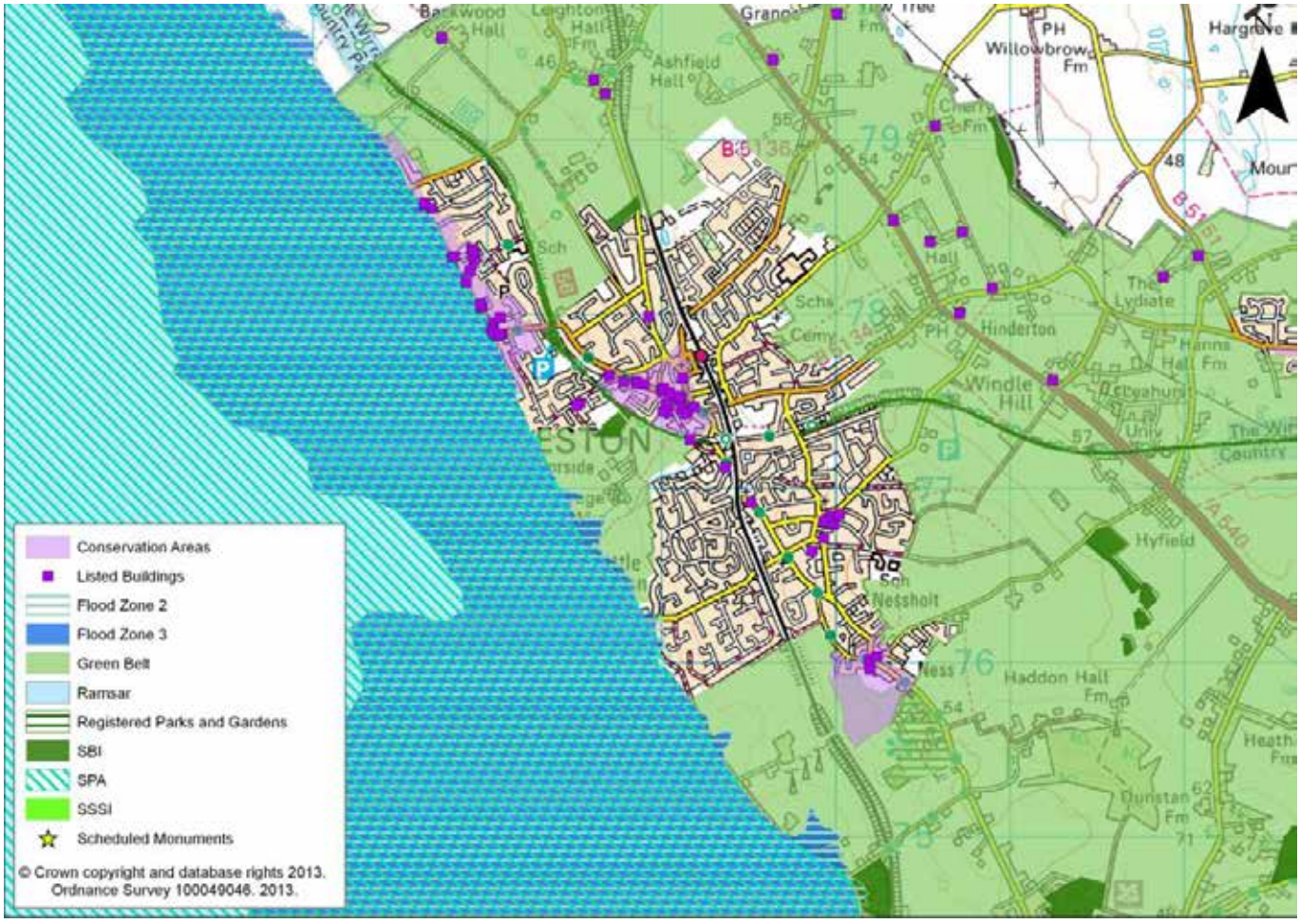
6.7.6 The nearest employment areas to Neston and Parkgate are detailed in the table below:

Location	Distance (approx. miles)
Clayhill Light Industrial Park	1
Oaklands Office Park/The Business Centre, Hooton	4
Stanlow Complex	11
Vauxhall Motors Ltd	7
Cheshire Oaks/Macarthur Glenn Outlet	10
Pioneer Business Park	7
Rossmore Business Village	8

Policy and physical constraints

The settlement area of Neston and Parkgate is bounded by the North Cheshire Green Belt to the north, east and south. There are a number of built environment designations both within the settlement and the wider area, including the Neston, Ness and Parkgate Conservation Areas, a number of Listed Buildings and Ness Botanical Gardens, a registered park and garden. In addition, there are a number of natural environment designations covering parts of the settlement and the immediate surrounding area. These include four Local Wildlife Sites (formerly known as Sites of Biological Importance), a Site of Special Scientific Interest and three International designations which cover the Dee Estuary. High, wind assisted, spring tides in the River Dee have resulted in flooding to small areas adjacent to the estuary marshes at Parkgate and Little Neston. The estuary is within Flood Zone 3a (high probability of flooding) as shown on the map below.

Map 6.14 Neston and Parkgate physical and policy constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Overall, it is considered that the network could cope with the level of growth proposed. There may be the need for local junction improvements dependent on the location of development.	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education [(1)]	The Secondary and Primary Schools within Neston and Parkgate have sufficient capacity to accommodate growth.	
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Gas	Medium pressure gas mains in the immediate vicinity. It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.	It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.
Sewerage	Neston WwTW is close to capacity and discharge consent. Flooding incidences in the sewer network recorded.	Detailed modelling will investigate whether infrastructure improvements are required.
Water Supply (2)	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.7.7 Neston and Parkgate and the neighbouring larger villages (Burton, Parkgate and Willaston) have strong cultural and economic links to Wirral and Merseyside. Connectivity with Chester and Ellesmere Port is far more limited. Neston is the largest settlement in the rural area and in many ways does not consider itself to be rural. The settlement area of Neston and Parkgate is bounded by the North Cheshire Green Belt to the north, east and south. There are a number of built environment designations both within the settlement and the wider area, including the Neston, Ness and Parkgate Conservation Areas and a number of Listed Buildings. In addition, there are natural environment designations covering

parts of the settlement and the immediate surrounding area, these include four Local Wildlife Sites (formerly known as Sites of Biological Importance), a Site of Special Scientific Interest and three International designations which cover the Dee Estuary. Parts of the settlement area to the west are located within an area identified as being at risk from flooding.

6.7.8 Neston has a railway station on the line that runs from Wrexham to Bidston (and on to Liverpool). There is only an hourly service to Chester and to Liverpool.

6.7.9 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. Neston WwTW is close to capacity and discharge consent and detailed modelling will investigate whether infrastructure improvements are required, however this is not anticipated to be a barrier to growth.

6.7.10 The Secondary and Primary Schools within Neston and Parkgate have sufficient capacity to accommodate growth. Neston has a good market and range of small, independent shops, however the town centre under performs with leakage of expenditure, largely to the Wirral with very few employment opportunities.

6.7.11 Neston and Parkgate have a good level of access to services, facilities, public transport and key employment areas. Neston and Parkgate are however constrained by areas of flood risk and the Green Belt. It is anticipated that some growth may occur as a result of 'infill' and brownfield development, however there are only limited opportunities for large scale growth. As such, 200 dwellings is considered an appropriate level of additional housing growth.

6.8 Tarporley

6.8.1 Based on the assessment detailed below, a maximum of 300 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a 25 per cent increase over the existing dwelling count.

6.8.2 Table 6.8 provides a list of services and facilities which were identified in Tarporley at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.8.3 Tarporley lies to the south east of the borough and has a population of 2,614 [8].. It is by-passed by the A51 which links Tarporley to Nantwich in the south and Chester to the north, the A49 links Tarporley to Whitchurch to the south and Warrington to the north.

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Map 6.15 Tarporley Key Service Centre

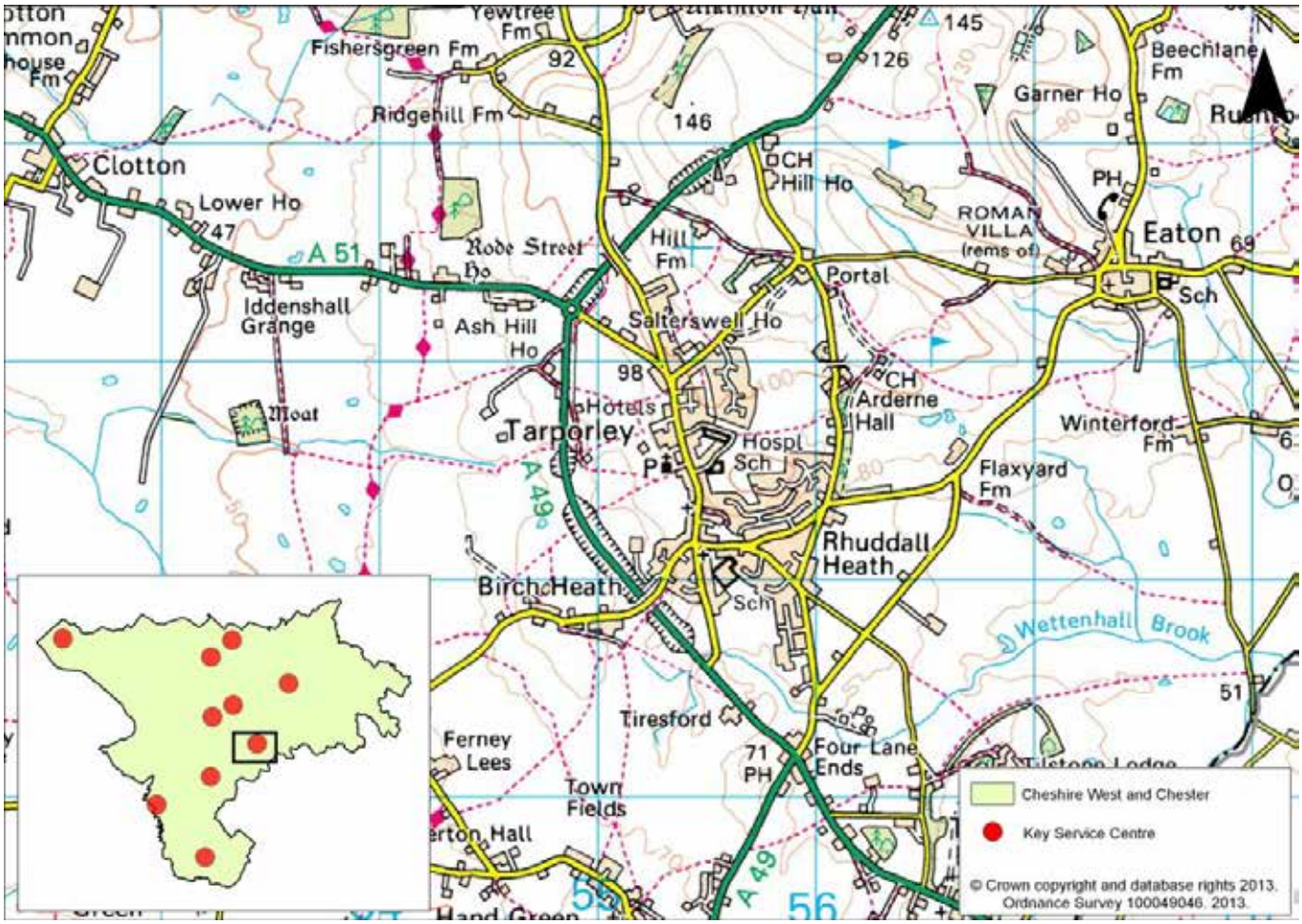


Table 6.8 Tarporley services and facilities

Service/facility		Comments
Doctor's surgery	√	The Health Centre (includes two surgeries)and Forest Hill Practice
Pharmacy	√	Rowlands
Dentist	√	Oaklands Dental Practice
Optician	√	Wordens and I Wear
Library	√	Shared with the High School and limited opening hours
Place of worship	√	St. Helen's Church / Tarporley Baptist and Methodist Church/ St. Thomas Becket, Catholic Church

Service/facility		Comments
Community hall	√	Community Centre/British Legion
Banking facility	√	HSBC/Natwest
Post office	√	High Street with newsagent
Public house	√	Rising Sun / Swan Inn / Crown Hotel/ Foresters Arms
Newsagents	√	
Convenience store	√	Spar, delicatessen
Butcher	√	The Village Butcher
Baker	√	Harrisons
Greengrocer	√	Farm Shop
Supermarket	√	Co-op
Comparison goods	√	Various Clothing Shops, Florist, Electricals (see below)
Café/restaurant/takeaway	√	Asian Restaurant/ Kebab House/ Coffee shops and restaurants (various) / Sandwich Shop, fish and chip shop
Playgroup/nursery	√	Tarporley Done Room Pre-school/ Mother and Toddler Group
Primary school	√	Tarporley C of E Primary
Secondary school	√	Tarporley High School
College	√	Tarporley 6th Form College
Police station	√	Cheshire Rural Policing Scheme
Fire station	√	On call/part time
Allotment gardens	√	
Sports facilities	√	Tennis / Golf / School pitches/Football pitch/Bowling Club
Play area/park	√	Play area to the rear of community centre and children's playground

Other observations

- Shoe shop
- Off licence
- Estate agents
- DIY and garden shop
- Accountants
- Art gallery
- Dry cleaners
- Beauty salon
- Funeral directors
- Vets
- Petrol station
- Book makers
- Interior design shop

Accessing the local area

Distance to other towns/higher level service centres

6.8.4 The distance from Tarporley to the main urban areas/higher level service centres are provided in the table below. The nearest large centres to Tarporley are Chester and Northwich, approximately 11 miles by road.

Location[1]	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time bicycle	Approx travel time by car
Chester	11	28 minutes	N/A	59 minutes	21 minutes
Ellesmere Port	16	1 hour 3 minutes (includes one change)	N/A	1 hour 39 minutes	24 minutes
Northwich	11	1 hour 17 minutes (includes one change)	N/A	1 hour 5 minutes	20 minutes
Winsford	12	1 hour 28 minutes (includes two changes)	N/A	49 minutes	17 minutes
Nantwich	10	2 hours 6 mins	N/A	50 minutes	18 minutes
Crewe	13	1 hour 5 mins	N/A	1 hour 11 mins	24 minutes

1. Source: Google Maps,Travel Line and National Rail Enquiries

Accessing public transport

6.8.5 The public transport services operating in Tarporley are listed below:

Mode of transport	Services
Bus	Route 84: Chester to Crewe (via Nantwich) (Mon-Sat, every 30 minutes / Sunday, hourly) C87/88/89: Northwich to Utkinton (Limited journey)
Train	No access to rail service within immediate area
Walking/Cycling	National routes 5 and 45 run to the north and south of Tarporley

Accessing employment

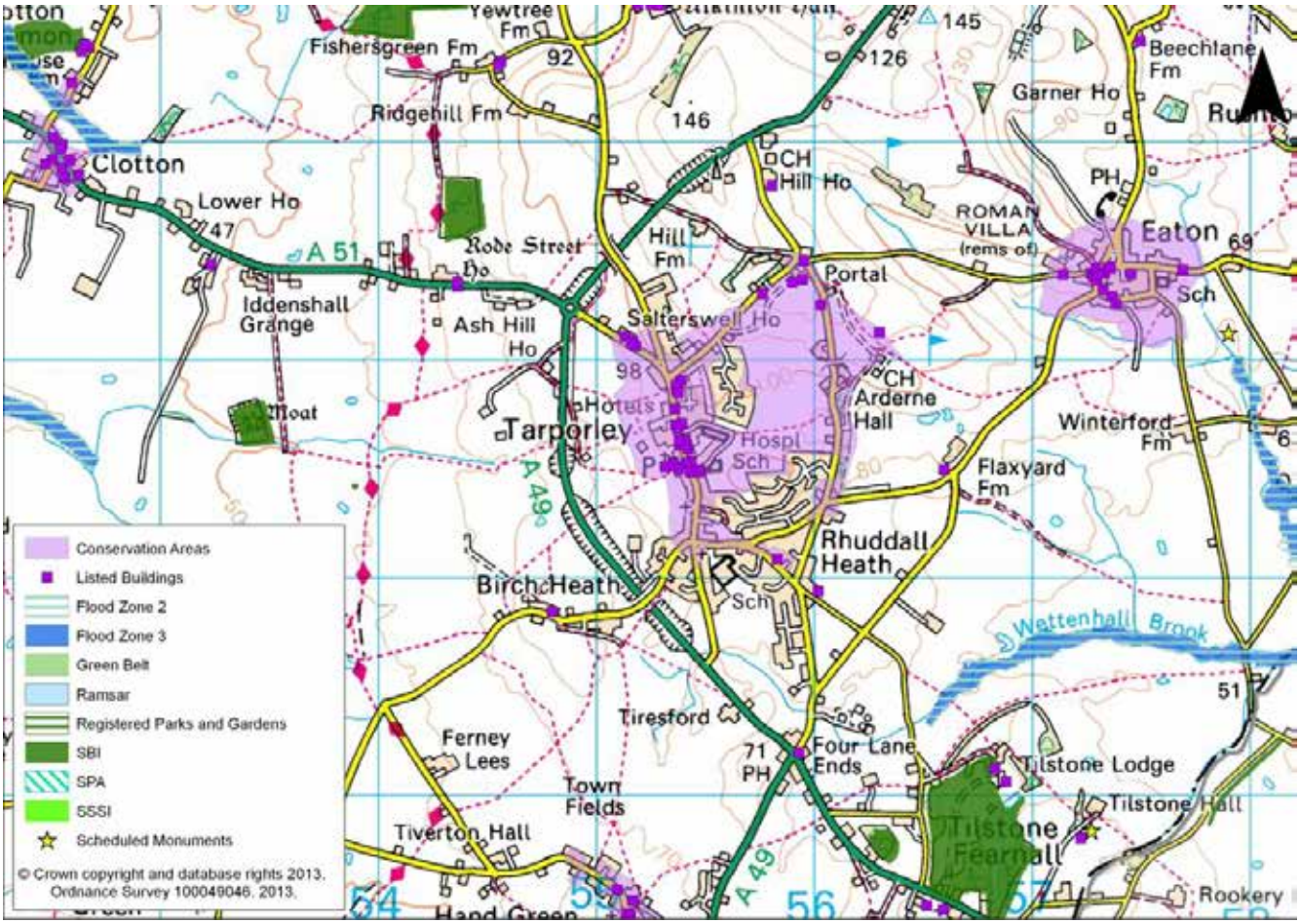
6.8.6 The nearest employment areas to Tarporley are detailed in the table below:

Location	Distance (approx. miles)
Portal Business Park	1
Chowley Oak Business Park	8
Woodford Park Industrial Estate	8
Barbour Square Offices, Tattenhall	6

Policy and physical constraints

Tarporley has an extensive Conservation Area that covers much of the built settlement. There are clusters of Listed Buildings in the north east and south west of the settlement and a concentration of Listed Buildings along High Street. There is an area affected by Flood Zone 2 to the north east of Tarporley, outside of the built envelope of the settlement.

Map 6.16 Tarporley physical and policy constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Overall, it is considered that the network could cope with the level of growth proposed.	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education[(1)]	Secondary school provision requirement for the equivalent of a 1 form entry (60 places per year group). Tarporley Primary School has a requirement to expand by 1/2 form entry (15 places).	The requirement for additional capacity at both the primary and secondary schools within Tarporley is being addressed and will be met on site through a combination of public and private sector funding.
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate and the implementation of policy SOC 6.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	
Gas	Medium pressure gas mains in the immediate vicinity.	It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.
Sewerage	The current level of development proposed to 2015 can be accommodated by the Tarporley Sewerage Treatment Works but further developments proposed beyond 2015 will require increased capacity.	Land is available for extensions to increase the capacity.
Water Supply[(2)]	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.8.7 Tarporley has an extensive Conservation Area that covers much of the built settlement. There are clusters of Listed Buildings in the north east and the south west of the settlement and a concentration of Listed Buildings along High Street. There is an area affected by Flood Zone 2 to the north east of Tarporley, outside of the built envelope of the settlement.

6.8.8 There are no existing undeveloped employment allocations in Tarporley, however the high street offers a range of retail and businesses to serve local need. Portal Business Park provides existing high quality office accommodation located on the edge of Tarporley. There may therefore be a need for additional small scale industrial workshops to serve local need.

6.8.9 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. The sewerage treatment capacity has been identified as constrained, however would not preclude further growth as space is available to increase the capacity at the works if required. The additional capacity requirements at both the primary and secondary schools within Tarporley will be met on site through a combination of public and private sector funding.

6.8.10 Based on the assessment of access to services, a secondary school and a small employment area, it is considered that Tarporley could sustain further growth. 300 units over the Plan period is considered a reasonable level of growth.

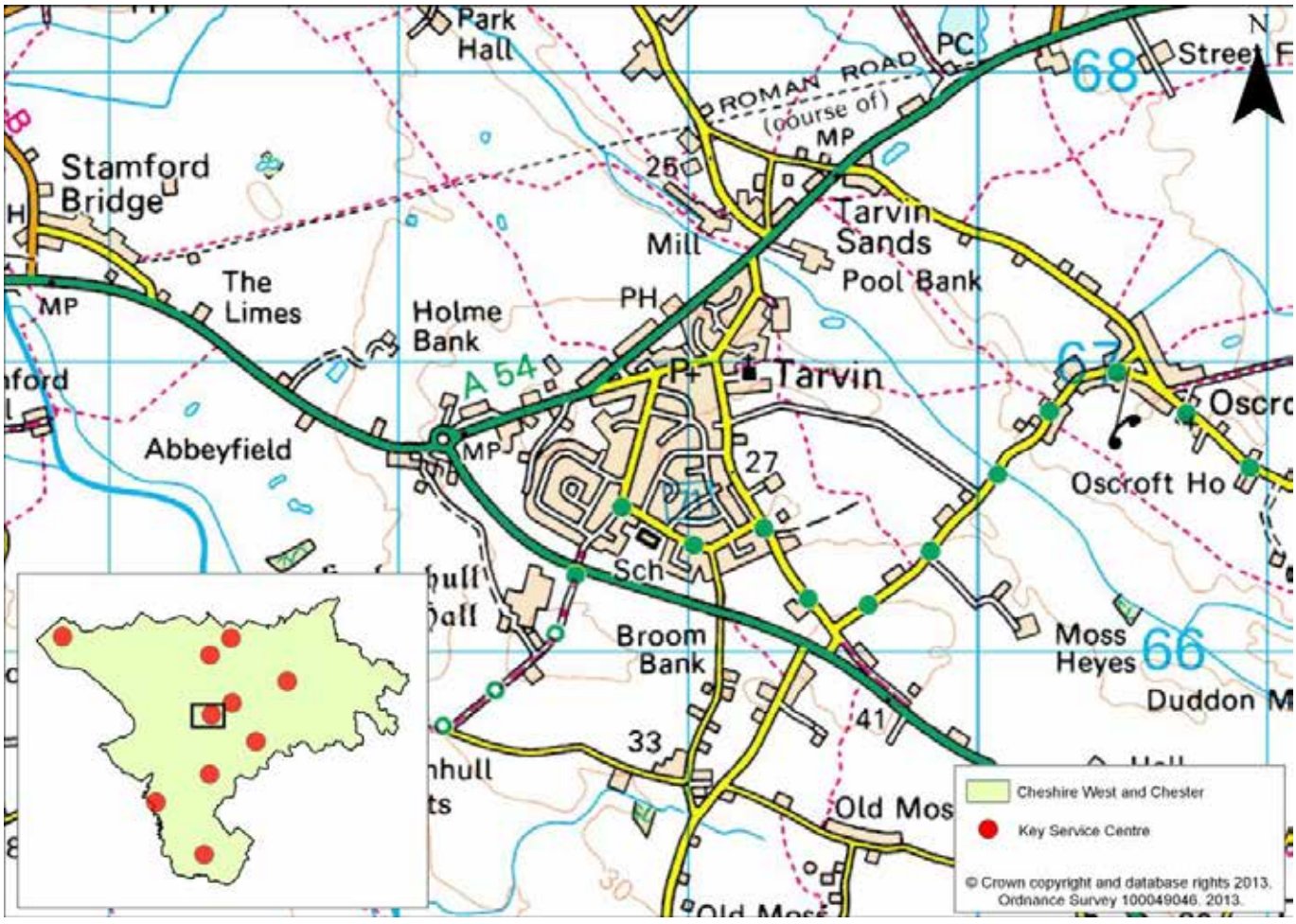
6.9 Tarvin

6.9.1 Based on the assessment detailed below, a maximum of 200 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a 17 per cent increase over the existing dwelling count.

6.9.2 Table 6.9 provides a list of services and facilities which were identified in Tarvin at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.9.3 Tarvin is located centrally within the borough off the A54 which links Chester with Northwich and Winsford and has a population of 2,728 [9].

Map 6.17 Tarvin Key Service Centre



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Table 6.9 Tarvin services and facilities

Service/facility		Comments
Doctor's surgery	√	Tarvin Health Centre (shared with Tarporley and Waverton restricted opening hours)
Pharmacy	√	
Dentist	√	Tudor House Dental Surgery
Optician	X	
Library	√	Meadow Close
Place of worship	√	Methodist Church/St Andrew's C of E
Community hall	√	Community Centre and Guides and Scout groups
Banking facility	√	At Greenacre Garage
Post office	√	High Street
Public house	√	George and Dragon/Red Lion/The Gunnery
Newsagents	√	Tarvin News
Convenience store	√	Select Convenience and within Greenacre Garage
Butcher	√	The Sheaf Farm Shop
Baker	X	
Greengrocer	√	The Sheaf Farm Shop
Supermarket	√	Co-operative Food Store
Comparison goods	√	Incl. Clothing / Homewears / Beautician/ Hairdressers/Barbers
Café/restaurant/takeaway	√	Café / Restaurant / Chinese Restaurant / Fish & Chip Shop/Deli/Sandwich Shop
Playgroup/nursery	√	Within primary school, Sure Start Centre, Sunshine Private Day Nursery and mother/toddler groups at Community Centre and church
Primary school	√	Tarvin Primary with Pre-school

Service/facility		Comments
Secondary school	X	Catchment: Tarporley High School
College	X	
Police station	X	
Fire station	X	
Allotment gardens	√	Tarvin Community Allotments
Sports facilities	√	Tennis/Bowling Green/Football
Play area/park	√	The Rec/Tarvin Community Wood

Other observations

- Filling station/two garages/mechanics
- Vets
- Estate agents
- Funeral directors
- Pool Bank Business Park (off the High Street).

Accessing the local area

Distance to other towns/higher level service centres

6.9.4 The distance from Tarvin to the main urban areas/higher level service centres are provided in the table below. The nearest large centre to Tarvin is Chester, approximately 7 miles by road.

Location[1]	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	7	18 minutes	N/A	39 minutes	13 minutes
Ellesmere Port	11	53 minutes (includes one change)	N/A	1 hour 5 minutes	16 minutes
Northwich	12	35 minutes	N/A	1 hour 17 minutes	22 minutes
Winsford	12	1 hour 10 minutes (includes one change)	N/A	1 hour 9 minutes	20 minutes

1. Source: Google Maps,Travel Line and National Rail Enquiries

Accessing public transport

6.9.5 The public transport services operating in Tarvin are listed below:

Mode of transport	Services
Bus	No 82: Chester – Nantwich (hourly service) No 84 Chester to Crewe via Nantwich hourly Mon-Sun
Train	N/A
Walking/Cycling	Links to the National Cycle Route 71

Accessing employment

6.9.6 The nearest employment areas to Tarvin are detailed in the table below:

Location	Distance (approx. miles)
Chester West Industrial Estate	8
Sealand Industrial Estate	8

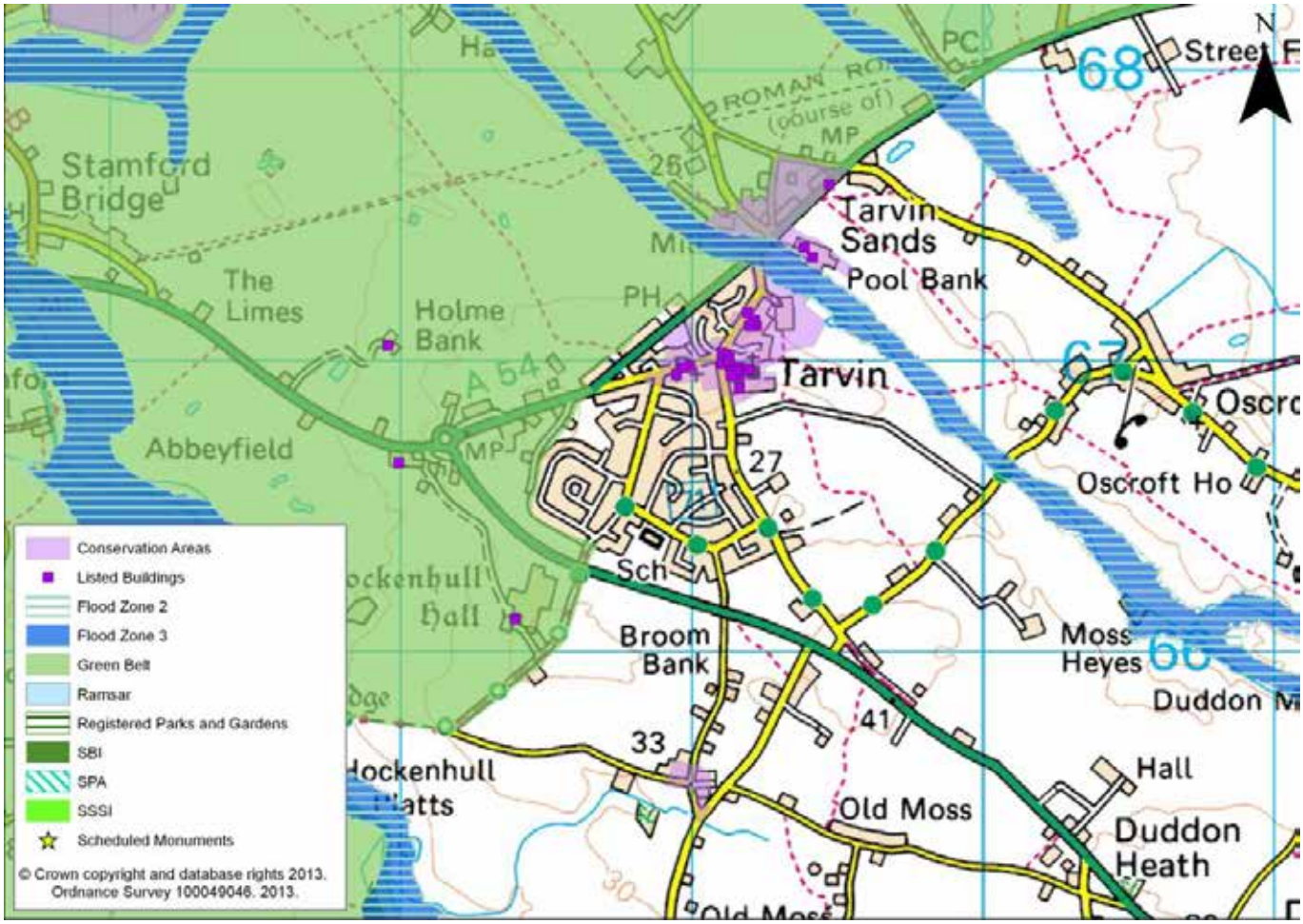
Location	Distance (approx. miles)
Cheshire Oaks / Coliseum Retail Park	9
Chester city centre	7
Chester Enterprise Centre	6
Portal Business Park, Tarporley	7

Policy and physical constraints

Tarvin is bound to the north-west by Green Belt designation. There are a number of Listed Buildings concentrated in the north of the settlement.

Areas to the north east of Tarvin are within Flood Zones 2 and 3a (high probability of flooding) as shown on the map below.

Map 6.18 Tarvin policy and physical constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Overall, it is considered that the network could cope with the level of growth proposed. Issues identified with parking on High Street.	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education[(1)]	Tarvin Primary School has a requirement for the equivalent of two additional classrooms (60 child places)	The requirement for additional capacity at Tarvin Primary School is being addressed and will be met on site through a combination of public and private sector funding.
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate and the implementation of policy SOC6.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	Duddon primary sub-station has sufficient capacity to meet the anticipated growth.
Gas	No specific issues identified.	
Sewerage	There is capacity within the existing Tarvin Sewerage Treatment Works until the end of 2015. Sewer flooding incidences recorded.	Detailed modelling will assess impacts of growth post 2015. Land is available to expand the Sewerage Treatment Works if required.
Water Supply(2)	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.9.7 Tarvin is bound to the north west by Green Belt designation. There are a number of Listed Buildings concentrated in the north of the settlement. Flood Zones 2 and 3 affect an area to the west of Tarvin and also an area to the north west of the settlement.

6.9.8 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. The sewerage treatment capacity has been identified as constrained, however would not preclude further growth as space is available to increase the capacity at the works if required. Tarvin Primary School has a requirement for the equivalent of two further classes. This requirement is already being addressed and can be delivered on site through a combination of public and private sector funding.

6.9.9 Tarvin has a good range of local services with a new convenience store currently in development. Public transport is limited to a bus route to Chester and Nantwich. 200 dwellings are considered a reasonable level of growth over the plan period.

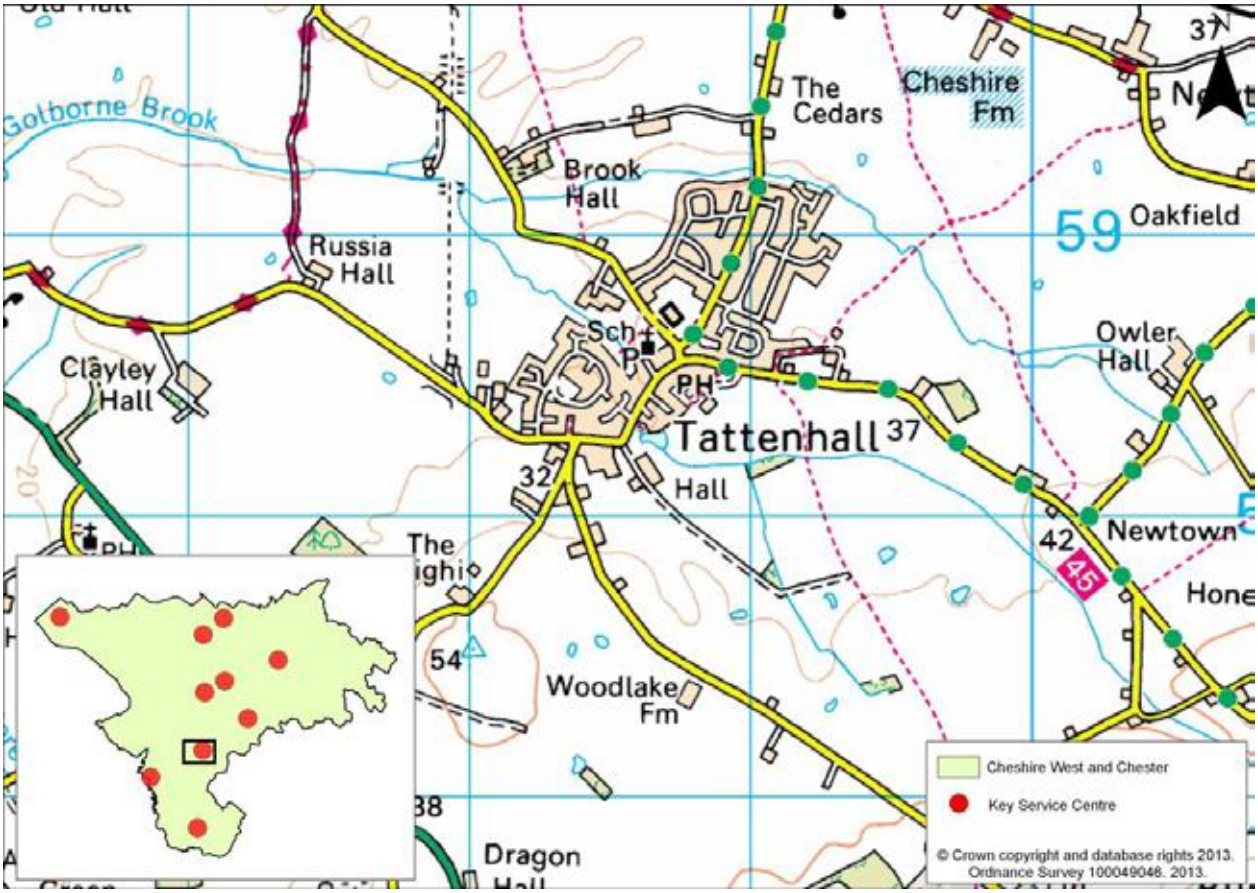
6.10 Tattenhall

6.10.1 Based on the assessment detailed below, a maximum of 250 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a 26 per cent increase over the existing dwelling count.

6.10.2 Table 6.10 provides a list of services and facilities which were identified in Tattenhall at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.10.3 Tattenhall lies on the Cheshire Plain in the valley between the Sandstone Ridge and the hills of North Wales, and on the watershed separating the Dee and the Mersey and has a population of 2,079 **(10)**.

Map 6.19 Tattenhall Key Service Centre



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Table 6.10 Tattenhall services and facilities

Service/facility		Comments
Doctor's surgery	√	Tattenhall Medical Practice, Rookery Medical Practice
Pharmacy	√	The Co-operative, Community Pharmacy
Dentist	X	
Optician	X	
Library	√	Park Primary School Tuesday and Friday afternoon only
Place of worship	√	St Alban's Church/All Saints CofE
Community hall	√	Barbour Institute
Banking facility	X	
Post office	√	High Street Tattenhall
Public house	√	Sportsmans Arms, Letters Inn, Mitchells wine bar/brasserie
Newsagents	√	Country Store (Mortons), Tattenhall News
Convenience store	√	Nisa Local
Butcher	√	G.T. Farrell
Baker	X	
Greengrocer	X	
Supermarket	X	
Comparison goods	√	Hair & Beauty Salon, Florist, Farm Shop
Café/restaurant/takeaway	√	Indian and Thai Restaurant, Country Kitchen Café, Manor Farm Shop
Playgroup/nursery	√	Park and Sandstones Pre-School, Sandy Bear's Nursery & Pre-school
Primary school	√	Tattenhall Park Primary
Secondary school	X	

Service/facility		Comments
College	X	
Police station	X	
Fire station	X	
Allotment gardens	X	
Sports facilities	√	Tattenhall Recreation Club
Play area/park	X	

Other observations

- Tattenhall Marina
- Ice Cream Farm
- Candle Factory
- Beaver Scouts and Brownies
- Tattenhall Education Centre
- Old Mill Place Live /Work units
- Lettings agency
- Sport Tattenhall
- Great Bear Distribution
- Solicitors (Dynes)
- Interiors shop
- T & S offices
- Gift shop
- RSK offices
- Flacca Court Elderly Care
- Rowan Marketing
- APM Healthcare
- Vets

Accessing the local area

Distance to other towns/higher level service centres

6.10.4 The distance from Tattenhall to the main urban areas/higher levels service centres are provided in the table below. The nearest large centre to Tattenhall is Chester, approximately nine miles by road.

[1]Location	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	9	30 minutes	N/A	59 minutes	17 minutes
Ellesmere Port	15	1 hour 16 minutes (includes two changes)	N/A	1 hour 39 minutes	24 minutes
Northwich	17	1 hour 30 minutes (includes one change)	N/A	1 hour 43 minutes	34 minutes
Winsford	16	2 hours 5 minutes (includes two changes)	N/A	1 hour 28 minutes	30 minutes
Wrexham	13	1 hour 3 minutes (includes one change)	N/A	1 hour 21 minutes	26 minutes
Whitchurch	14	54 minutes	N/A	1 hour 27 minutes	25 minutes

1. Source: Google Maps,Travel Line and National Rail Enquiries

Accessing public transport

6.10.5 The public transport services operating in Tattenhall are listed below:

Mode of transport	Services
Bus	Route 41, 41A and 41B Whitchurch to Chester (Mon-Sun, hourly)
Train	
Walking/Cycling	Links with National Cycle Route 71

Accessing employment

6.10.6 The nearest employment areas to Tattenhall are detailed in the table below:

Location	Distance (approx. miles)
Newton by Tattenhall	2
Portal Business Park	8
Chowley Oak Business Park	2
Barbour Square Offices, Tattenhall	0
Whitchurch Business Park	15
Wrexham Industrial Estate	12

Policy and physical constraints

Tattenhall has an extensive Conservation Area in the centre of the village which includes a number of Listed Buildings. Areas within Tattenhall are within Flood Zone 3a (high probability of flooding). A Local Wildlife Site (formerly known as a Site of Biological Importance) is also identified in the centre of the village shown on the map below:

Map 6.20 Tattenhall policy and physical constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Overall, it is considered that the network could cope with the level of growth proposed. There are issues with the High Street and parking and a solution such as public car park would aid with this issue.	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education [(1)]	Tattenhall Park Primary School has a requirement for the equivalent of two new classrooms (60 child places)	The requirement for additional capacity at Tattenhall Park Primary School is being considered and will be met on site through a combination of public and private sector funding.
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate and through the implementation of policy SOC6.

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Waste	Household Waste Recycling Centre in need of replacement or upgrade. Sufficient capacity at waste disposal facilities over the Plan period.	Sites to be identified in the Local Plan (Part Two) Land Allocations and Detailed Policies Plan.
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	Nearby primary sub-station has capacity. New circuits may be required to meet demand.
Gas	Medium pressure gas mains in the immediate vicinity. It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.	It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.
Sewerage	It is anticipated that the Tattenhall Sewerage Treatment Works will have sufficient capacity to accommodate the proposed growth levels.	
Water Supply (2)	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources

Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.10.7 Tattenhall has areas of high flood risk to the north and the east of the settlement and a Local Wildlife Site (formerly known as SBI) within the built up area to the west. There is a large Conservation Area with a high concentration of Listed Buildings.

6.10.8 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. Tattenhall Park Primary School has a requirement for the equivalent of two new classrooms. The additional capacity can be met on site through a combination of public and private sector funding.

6.10.9 Tattenhall has an allocated employment site with scope for further extension at Chowley Oak Business Park. Some development plots remain, however there may be a need for additional small scale industrial workshops to serve local need.

6.10.10 It is considered that due to the presence of the school, a small retail centre and small employment area within Tattenhall, that the village has potential for 250 dwellings as an appropriate level of new housing development.

Accessing Cheshire West and Chester Council information and services

Council information is also available in Audio, Braille, Large Print or other formats. If you would like a copy in a different format, in another language or require a BSL interpreter, please email us at **equalities@cheshirewestandchester.gov.uk**

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Document 4

Cheshire West and Chester Local Plan, Part 2

FRODSHAM
NEIGHBOURHOOD
PLAN

Cheshire West & Chester Council

Local Plan

(**Part Two**) Land Allocations and Detailed Policies











Visit: cheshirewestandchester.gov.uk

Cheshire West and Chester

Local Plan (Part Two) Land Allocations and Detailed Policies

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1 Introduction

1.1 The Local Plan (Part Two) Land Allocations and Detailed Policies document was adopted on 18 July 2019. It provides further detailed policies and land allocations which support the strategic objectives and policies set out in the Local Plan (Part One), as part of the Council's aim to produce a comprehensive planning framework to achieve sustainable development in the borough.

The Local Plan (Part Two) forms part of the statutory development plan for the Cheshire West and Chester area, along with the Local Plan (Part One) and, where applicable, Neighbourhood Plans.

When determining planning applications, decisions must be taken in accordance with the development plan, unless material considerations indicate otherwise.

It will be for the decision-maker to determine which policies are relevant but it is important to remember that the plan must be read as whole.

Certain policies of the Local Plan (Part Two) cross-reference to other policies but it should not be assumed that these are the only relevant policies. Where a policy offers support in principle, for example, for residential or employment development, the proposal would also be expected to meet other policy requirements.

Local Plan (Part One) Strategic Policies

1.2 The Local Plan (Part One), which was adopted by the Council on 29 January 2015, provides the overall vision, strategic objectives, spatial strategy and strategic policies for the borough to 2030. This includes setting out the level and location of new housing and employment land, as well as the identification of a number of strategic sites.

Local Plan (Part Two) Land Allocations and Detailed Policies

1.3 The purpose of the Local Plan (Part Two) is to provide the detailed policies and land allocations required to deliver the overall strategy for Cheshire West and Chester for the period to 2030. The amount of housing and employment land needed is clearly identified in Local Plan (Part One) and it is not the role of the Local Plan (Part Two) to include any policies which alter or amend these requirements. The extent of the Green Belt is a strategic matter and is defined in Local Plan (Part One).

1.4 The Local Plan (Part One) sets out that settlement boundaries will be identified through the Local Plan (Part Two) for the four urban areas, key service centres and local service centres. Where there is a need to accommodate development on the edge of an identified settlement then the boundary has been drawn to reflect this, otherwise settlement boundaries reflect existing built development, the Green Belt boundary, Neighbourhood Plans where appropriate and, where relevant, extant planning commitments.

1.5 Some of Cheshire West and Chester's development requirements have already been met through development that has taken place, or is committed through planning permissions granted since 2010. The Local Plan (Part Two) identifies the additional development sites necessary to meet the remainder of the Local Plan (Part One) requirements.

1.6 The Local Plan (Part Two) is structured around area-specific policies CH 1 to M 8, which include the land allocations and policies for the development of land within the settlement areas identified in the Local Plan (Part One). Then development management policies DM 1 to DM 55, which contain criteria against which planning applications for new development across the borough will be assessed, followed by the monitoring framework.

1.7 When adopted, the Local Plan (Part Two), in combination with the Local Plan (Part One) will replace all of the retained policies from the former district local plans: Chester District Local Plan, Ellesmere Port and Neston Borough Local Plan, Vale Royal Borough Local Plan, Cheshire Replacement Minerals Local Plan and Cheshire Replacement Waste Local Plan (see Appendix B for a list of the previously retained policies). Appendix C contains a glossary of explanatory terms.

Neighbourhood planning

1.8 The Localism Act 2011 gives local communities the power to help decide where development should go and the type and design of that development, by preparing neighbourhood plans for their areas. The Act places a duty on the local authority to support this work.

1.9 Town and parish councils and 'neighbourhood forums' in Cheshire West and Chester may set out their own planning policies and site allocations in neighbourhood plans. However, their neighbourhood plans will need to be in general conformity with the strategic policies of the Local Plan. A list of neighbourhood plans within Cheshire West and Chester is available here: http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/np/

1.10 Once approved by the local community at referendum, neighbourhood plans become part of the statutory development plan for the area.

Duty to Co-operate

1.11 Cross-boundary working has been embedded in the development of the Local Plan (Part Two) from the outset. In that respect, the Council has engaged positively with a wide range of public bodies and neighbouring authorities in the preparation of this plan, to resolve any remaining strategic cross-boundary issues. A Duty to Co-operate Statement forms part of the evidence base to the plan.

1.12 As noted above, the housing and employment requirements for Cheshire West and Chester are set within the Local Plan (Part One). The allocations proposed in the Local Plan (Part Two) enable these to be met within the plan area and it has therefore not been necessary to seek the assistance of adjoining authorities to achieve them. Co-operation with neighbouring local planning authorities has been mainly focused on addressing cross-boundary issues, such as in relation to transport or development proposals in or immediately adjoining these authorities.

1 Introduction

Context

1.13 The policies and proposals in this document have been prepared having regard to the National Planning Policy Framework (NPPF), supplemented by the National Planning Practice Guidance (NPPG), the Marine Policy Statement (and forthcoming North West Marine Plan), High Speed Two Phase 2b Safeguarding Directions and individual policies on specific topics such as sustainable drainage, and starter homes. The Local Plan takes account of these Government policies and legislation, but does not repeat them and instead seeks to build on them.

North West Marine Plan

1.14 In coastal areas, the NPPF requires local planning authorities to take account of the UK Marine Policy Statement and marine plans and apply integrated Coastal Zone Management to ensure the integration of terrestrial and planning regimes. Marine planning, including the preparation of Marine Plans, will be carried out by the Marine Management Organisation (MMO). Marine Plans must be consistent with the Marine Policy Statement and will guide developers about where they are likely to be able to carry out activities or where restrictions may be placed on what they do.

1.15 Both the Dee Estuary and the Mersey Estuary fall within a proposed Marine Planning Zone but the Marine Management Organisation has only just started work on the North West Marine Plan for this area. Until the implications of this work are fully understood, it would be premature for the Council to pre-empt the outcome of the marine planning process by including a specific policy in the Local Plan. In the interim, the MMO is being consulted under the Duty to Co-operate.

1.16 The MMO should be referred to for guidance on any planning activity that includes a section of coast or tidal river. All planning decisions that relate to the UK marine area must be made in accordance with the UK Marine Policy Statement. The MMO is also responsible for issuing marine licences under the Marine and Coastal Access Act 2009. A marine licence may be needed for activities involving a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river extent of the tidal influence. Any works may also require consideration under The Marine Works (Environmental Impact Assessment) Regulations (as amended). Therefore, early consultation with the MMO is advised.

High Speed Two Phase 2b

1.17 On 15 November 2016, Safeguarding Directions for development affecting the route and associated works for the High Speed Two rail project – Phase 2b: the Western Leg (Crewe to Manchester) and Eastern Leg (West Midlands to Leeds), with connections onto the existing network, were made by the Secretary of State. As required by the Safeguarding Directions, the Council will consult High Speed Two (HS2) Limited (Company No. 06791686), before determining any application for planning permission falling within paragraph 2 of the Safeguarding Directions.

1.18 The area safeguarded by the Safeguarding Directions has been taken into account in the preparation of the policies and land allocations contained within the Local Plan (Part Two). However, as the route is still to be considered in Parliament under the hybrid Bill procedures, and HS2 is likely

to come forward well beyond the end of the plan period (2030), it is not considered necessary to include a specific policy on HS2 in the Local Plan at this stage. Further information, including maps of the land subject to the Safeguarding Direction, is available from: https://www.gov.uk/government/publications/hs2-phase-two-safeguarding-maps-cheshire-east-cheshire-west-and-chester

Preparation stages

1.19 Preparation of the Local Plan (Part Two) commenced in 2014, with public consultation and evidence gathering under Regulation 18, carried out between May and June 2014. During 2015, the Council assessed the response to the consultation and commissioned additional evidence as necessary and considered the changes made to the Local Plan (Part One) through the examination process, which had implications for the scope of the policies to be included within the Local Plan (Part Two).

1.20 Further consultation on the Council's preferred approach for the Local Plan (Part Two), which included draft policies and allocations, alternative options, a draft policies map and a range of supporting evidence base documents, was carried out in between August and September 2016 for six weeks.

Evidence base

1.21 The Local Plan (Part Two) is supported by an up-to-date, relevant and proportionate evidence base in accordance with the requirements of the NPPF and the Town and Country Planning (Local Planning) (England) Regulations 2012. The key studies in the evidence base include the Housing and Economic Land Availability Assessment, Land Allocations Background Paper, Sustainability Appraisal, and Habitats Regulations Assessment. All of the studies and reports that comprise the evidence base are available on the Council's website.

Sustainability Appraisal and Habitats Regulations Assessment

1.22 An integrated Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) has been carried out at key stages in the preparation of the Local Plan (Part Two). Full details can be found in the accompanying SA report. The appraisal of the Local Plan has been an iterative process and it has played an important role in developing and refining the contents of the plan. Feedback from the appraisal process has helped shape the policies and site allocations includes in this document.

1.23 A Habitats Regulations Assessment (HRA) has also been undertaken to ensure that there are no significant adverse effects of the Local Plan (Part Two) on Natura 2000 (European Designated sites). The HRA has discounted all impacts except for a risk to air quality, and recreational disturbance from new residential and employment development. As a consequence, the HRA made a number of recommendations for project-level assessment and mitigation provision, which have been incorporated into the relevant policies in this plan.

1.24 An Equalities Impact Assessment, a Health Impact Assessment and a Rural Proofing assessment have also been carried out alongside the integrated SA and SEA. These assessments have formed an important part in the development of the Local Plan (Part Two) and enabled the Council to meet its obligations under the Public Sector Equality Duty. Full details are included in the SA report.

Community Infrastructure Levy (CIL)

1.25 The Council's Community Infrastructure Levy (CIL) including the Charging Schedule and associated documents were approved by full Council on 20 July 2017. The commencement date for CIL was 1 September 2017. The Charging Schedule, zonal maps and all associated documents are available to view and download from the Council's website at:
http://consult.cheshirewestandchester.gov.uk/portal/other/cil

2 Chester

2.1 The level of development proposed for the Chester spatial area through Local Plan (Part One) policy STRAT 3 reflects the environmental and historic constraints within and surrounding the city, and the potential for economic growth through the redevelopment of key sites. The policies in this section set out the employment land allocations within Chester and provide policy criteria for development proposals.

2.2 Chester is a key economic driver for the borough acting as a sub regional centre for employment, shopping, leisure, culture and tourism facilities. Local Plan (Part One) policy STRAT 3 sets out the main proposals for Chester to deliver new housing and drive economic growth.

2.3 The delivery of new housing in Chester, to meet the Local Plan (Part One) policy STRAT 3 requirement of at least 5,200 dwellings, will be achieved through the development of the strategic site at Wrexham Road, in addition to the delivery of a range of residential planning permissions across the settlement area.

2.4 The North Cheshire Green Belt, as set out in the Local Plan (Part One), defines the Chester settlement boundary. Within this boundary a suite of policies support the appropriate development and regeneration of land within the city; protect and enhance the historic walled city and its assets; and provide opportunities to deliver environmental improvements to open spaces, green networks and corridors.

2.5 Chester was a Roman Fortress, Saxon burh and medieval city of strategic importance and it still retains much of its defences and historic street pattern. Its historic environment makes a significant contribution to the economy, employment and tourism of the city. Its unique historic character is of national and international significance and it has notably important historic assets, including:

- Chester Cathedral – Grade I listed, which, developed over the last 1,000 years.
- Walls – an excellent example of Roman fortress defences and medieval town wall.
- Castle – The Castle, including the Agricola Tower is a significant asset in the city.
- Amphitheatre – Well researched and one of a relatively small number in England.
- The Rows – Two storied timber shopping galleries are unique to the town and have origins in the medieval period.
- Racecourse – The site of the oldest racecourse in Britain.
- St John's Church – Chester's first cathedral in the eleventh century.
- Shropshire Union Canal – one of the first 'modern' canals to be built in England.

2.6 Through implementation of the policies set out in the Local Plan, the Council seeks to manage change and safeguard the valuable environment of the city. The Council will continue to work with regeneration partners to identify key sites within the city centre, preparing development briefs where necessary, to promote and facilitate their redevelopment and regeneration with buildings of the highest quality.

CH 1 - Chester settlement area

CH 1

Within the defined settlement boundary of Chester as identified on the policies map, development proposals will be supported which are in line with the relevant development plan policies and are consistent with the following principles, where relevant, aimed at delivering the Local Plan (Part One) policy STRAT 3:

1. protecting the historic core of Chester (and its setting) for all development proposals;
2. protecting historic routes and grain in the city centre, and reinstatement achieved where possible;
3. recognising archaeology as critical environmental capital;
4. protecting the nature, quality and scale of the strategic open space corridors, as identified on the policies map;
5. creating strong and active frontages, appropriate in scale and height to the wider townscape, along the inner ring road and canal corridors;
6. enhancing the character and appearance of principal gateways and routeways into the city;
7. supporting the Chester Cycling Strategy;
8. supporting mixed-use regeneration proposals set out in Local Plan (Part Two) policy **CH 2**;
9. development must not give rise to significant adverse impacts on air quality

Development within or adjacent to areas of strategic open space should be appropriate in scale and type with sensitive boundary treatment so not to harm the nature, quality or scale of these spaces, or impede public enjoyment of them. The special qualities and characteristics of the following strategic open spaces which contribute to the setting and character of Chester, should be protected:

A. The Meadows Corridor to the south of Chester and the River Dee Corridor;
B. The Dukes Drive woodland to the south of Chester;
C. The Canal Corridor to the north of Chester
D. Dee Flood Plain to the west of Chester

Explanation

2.7 The Chester settlement boundary reflects the development requirements for the city as set out in Local Plan (Part One) policy STRAT 3 acknowledging the importance of the city as a key economic driver for the borough, within the environmental limitations and constraints of the Green Belt, and the city's historic setting.

2.8 All development proposals should protect the historic city core (defined as the area within the City Walls) and its setting. The appearance of development along the radial and inner ring roads, railway corridors, the River Dee and the Shropshire Union Canal is important to the character of the

city. The inner ring road, canal corridor, and gateway sites have great potential for redevelopment to improve poor quality environments and to enhance existing key sites to improve the image of the city. Development must enhance these routes and gateways through providing high quality, strong and active frontages, that preserve and enhance the local character and environment.

2.9 Informed by the study 'Chester: The Future of an Historic City' and supported by the Chester City Centre and Approaches Characterisation Study (2012), areas of strategic open space are considered to be fundamental to the fabric, character and / or setting of Chester. They include large areas of open land with rural character which penetrate into the urban area, providing physical and visual links between the built environment and the countryside.

2.10 The strategic open spaces identified in Local Plan (Part Two) policy **CH 1** above, contribute towards the setting and character of the city in the following ways:

- The "Meadows Corridor" to the south of Chester and the "River Dee Corridor" extending through the urban area, including Grosvenor Park and the Roodee – provides an important setting and edge to the city, with prominent views of the historic Chester skyline. The large open space makes an important contribution to Chester's local distinctiveness and its unique balance between countryside and townscape.
- The Dukes Drive Woodland to the south of Chester – protects and frames the setting of the surrounding historic and mature woodland corridor which forms a locally distinctive landscape feature within the wider urban fabric. It has significance as a historic gateway into the city and provides an important buffer between nearby settlements.
- The Canal Corridor to the north of Chester – long corridor of open grassland and woodland which takes the countryside into the city centre, providing views of the Chester skyline and an important recreational green network.
- The open, flat landscape of the Dee Flood Plain to the west of Chester – brings the countryside from the Lache Eyes and the Welsh Border into the heart of the city.

2.11 There are a number of areas in the settlement area that are affected by air quality issues. Chester has a designated city-wide air quality management area (AQMA) that covers the city centre and areas leading out of the city along Boughton and Liverpool Road. The air quality issues are a result of traffic / congestion along these routes.

CH 2 - Chester regeneration areas

CH 2

Development proposals within the key regeneration areas, as identified on the policies map, where relevant must:

1. promote safe walking and cycling routes into and within these areas, and minimise the impact of traffic;
2. create high quality active and vibrant street frontages, incorporating active uses at ground floor level and/or high quality landscaping of the public realm;
3. promote opportunities for mixed use development on previously developed land within the city centre boundary as defined by Local Plan (Part Two) policy **DM 14**;
4. not harm the vitality and viability of the city centre and the district and local retail centres.

Development proposals within the areas set out below will be supported where they are in line with the relevant principles set out in **CH 2.A** to **CH 2.D**.

Explanation

2.12 Local Plan (Part One) policy STRAT 3 identifies a number of key sites and broad locations to deliver the overarching development strategy for Chester. The criteria set out in this policy ensure that high quality development which protects and enhances the city's historic assets is achieved across the city. In these specific areas there is an emphasis on promoting and facilitating high quality, mixed use development, building upon and wherever possible, improving upon existing local physical, social, economic and environmental assets. Respecting the character, the needs and local distinctiveness of existing communities is a key aim of each regeneration area.

2.13 In addition, Local Plan (Part One) policies STRAT 1 and STRAT 2 promote strong, prosperous and sustainable communities and encourage the use and redevelopment of previously developed land and buildings. All redevelopment proposals must have consideration for the permeability and accessibility of each area as well as integration between areas of the city.

2.14 The One City Plan, the Chester City Centre and Approaches Characterisation Study (2012), the Chester Heritage and Visual Arts Strategy, and the Waterways Strategy for Chester provide guidance and direction for development proposals and should be referred to where appropriate.

CH 2.A

Chester Northern Gateway
Development proposals should be in line with the relevant site specific development plan policies, in particular land allocations as set out in Local Plan (Part Two) policy **CH 3**. Development must be of a high quality and, where possible, improve the road and pedestrian accessibility into and out of the city from Hoole Road. Proposals that incorporate the following will be supported:

1. improvements to the level and quality of station car parking;
2. high grade office development;
3. a mix of high quality affordable and market housing on suitable sites;
4. higher density development where compatible with conservation / design policies.

Explanation

2.15 The Chester Northern Gateway is a key entrance into the city from the suburb of Hoole. Hoole Road links the outer ring road (A41) with the inner ring road at the Hoole Way roundabout (A5268) and Hoole Bridge is a prominent feature of this route. The policy approach to this key corridor is set out in Local Plan (Part Two) policy **T 2**. Local Plan (Part One) policy STRAT 3 identifies Chester Business Quarter as a broad location for mixed use development. Sites within this area are identified in Local Plan (Part Two) policy **CH 3**.

CH 2.B

Commonhall Street
Development should have regard for the Commonhall Street Development Brief; maintaining green space, and protecting and enhancing the historic fabric and townscape where possible. Support will be given to leisure and tourism related development; and affordable and market housing.

Explanation

2.16 A development brief for the Commonhall Street area has been prepared by Chester Growth Partnership which aims to protect and enhance the character of this area through suggested public realm improvements. It also identifies key sites or areas within the brief boundary that could be considered for redevelopment in order to improve the connectivity of the area and support residential and commercial uses.

CH 2.C

Chester Castle and Riverside area

Uses within the castle complex should be sympathetic to the existing buildings, and respect the historical / cultural environment. Development of the buildings and spaces within the castle complex for visitor attractions, tourist accommodation and visual arts/entertainment space will be supported. Public access to Chester Castle should be protected and enhanced where appropriate.

Improvements along the riverside, including The Groves must have regard for the relevant waterways and conservation strategies and studies.

Development proposals for hydro electric power generation at the weir which enables renewable electricity generation that fully respects the significance of the built heritage; archaeology; setting within the wider townscape; and river ecology will be supported.

Explanation

2.17 The Chester Castle and surrounding area is a key heritage asset that incorporates key buildings such as the Military Museum, County Court, Napier and Colvin House, the Gunsheds, and the parade ground. There are a range of users and owners within the complex and it is important that a comprehensive approach towards the future uses / development of this area is identified at an early stage. The preparation of a development brief for the area is recommended to ensure this approach is taken.

2.18 The riverside area between Chester Castle and River Lane is a key asset for both leisure and tourism, providing a range of facilities including the Amphitheatre and Grosvenor Park, on and alongside the river.

2.19 The former pumping house at Chester weir has been identified as a potential location for the generation of hydro electric power, making use of a building which was originally built for this use but which has since fallen into disrepair. Such a proposal would be supported in accordance with Local Plan (Part One) policy ENV 7 and could provide tourism benefits, provided that the impacts of development are fully addressed. The weir, pumphouse and Old Dee Bridge are listed structures and the location is highly sensitive within the wider townscape. The River Dee is internationally important for ecology (SSSI and SAC). Proposals for development may need to be the subject of an Environmental Impact Assessment; Habitats Regulation Assessment; Landscape and Visual Impact Assessment; and an assessment of construction and operational noise and vibration. Scheduled Monument Consent would also be required.

CH 2.D

Northgate
The redevelopment of the Northgate area must be in line with Local Plan (Part One) policies STRAT 3 and ECON 2. Proposals that include the provision of the following will be supported:

1. leisure and retail uses that incorporate active frontages along key pedestrian and cycle routes;
2. residential development including market, affordable and housing for vulnerable and/or older people where possible.

Explanation

2.20 The Northgate redevelopment is a key retail and leisure proposal in the city centre identified in Local Plan (Part One) policy STRAT 3. Residential accommodation within the development is encouraged in order to create an active and mixed community and to support the leisure and retail uses within the city. The wider area includes the adjacent Storyhouse theatre development that has recently been completed, and which together with the Northgate redevelopment will enhance the cultural offer of the city whilst providing wider retail and leisure choices.

CH 3 - Employment land provision in Chester

CH 3

The following sites in Chester, as identified on the policies map, are allocated to meet the strategic requirement for new employment development:

A. remaining parts of Chester Business Park (3 hectares, use class B1)
B. Northern Gateway - Chester Business Quarter (2.3 hectares, use class B1a)
C. Northern Gateway - Hoole Enterprise Centre (0.7 hectares, use class B1)
D. Northern Gateway - Hoole Lane, Boughton (0.4 hectares, use class B1)
E. Northern Gateway - Garden Lane (0.3 hectares, use class B1)
F. remaining parts of Chester West Employment Park (0.7 hectares, use classes B1, B2, B8)
G. land off New Crane Street, Chester (0.4 hectares, use class B1)

Development proposals on the above sites must also satisfy the following criteria;

1. development proposals at Chester Business Park should be in line with Local Plan (Part Two) policy GBC 1;
2. development proposals within the Northern Gateway area should be in line with Local Plan (Part Two) policy **CH 2;**

3. proposals should meet specified design guidance for the area and have regard to the principles established in relevant masterplans and development briefs where appropriate;
4. development proposals on land at New Crane Street must provide adequate pollution control measures to protect water quality in line with policy DM 43 and DM 44.

Sites must be developed in accordance with the specified use class and criteria for each site. To ensure the borough-wide strategic development requirement can be met, these sites will be protected from alternative forms of development.

Explanation

2.21 Local Plan (Part One) policy STRAT 2 sets out that over the plan period at least 365 hectares of land for employment development, to meet a range of types and sizes of site, will be delivered, and Local Plan (Part One) policy ECON 1 states that the supply will be met through existing planning commitments and new sites allocated for employment use.

2.22 This policy allocates a range of sites within Chester to cater for the continuing economic growth of the borough, and in line with Local Plan (Part One) policy STRAT 3 which seeks to protect a range and sizes and types of business needs, employment land and premises from alternative forms of development. Chester Business Quarter (CH 3.B) is a key location for employment led regeneration in Chester. The first phase of development, 'One City Place', has been completed, and further phases of office development will take place within the plan period.

2.23 It does not identify which uses should go to a particular site but sets out a number of criteria which proposals for development on those sites will be judged, and which must be read in conjunction with other relevant development plan policies. The site areas identified within the policy relate to the boundary of the proposed allocation. The net developable area and resultant employment floorspace will vary according to site specific characteristics and the mix/type of employment uses proposed.

2.24 There is a city wide air quality management area in Chester. Development proposals within Chester should not give rise to significant adverse impacts on air quality in line with Local Plan (Part Two) policy **DM 31**.

2.25 Development on land at New Crane Street (CH 3.G) should demonstrate that proposals will not cause unacceptable deterioration to water quality or cause unacceptable harm to biodiversity. Project level HRA screening should be undertaken to determine the potential for any likely significant effect on the River Dee SAC and a project level HRA may be required depending on the nature and potential effects of the proposed scheme.

CH 4 - University of Chester

CH 4

Proposals for the development of education related facilities at the University of Chester campus sites in Chester, as defined on the policies map, will be supported where there are no significant detrimental impacts on neighbouring uses, residential communities, green infrastructure and local heritage.

Proposals relating to the Parkgate Road campus should be brought forward in a comprehensive manner in the context of a strategy for the campus as a whole.

Explanation

2.26 The University of Chester is a key educational establishment in Chester with dispersed facilities across the city centre and adjacent suburbs, and at campuses in Warrington and Shrewsbury. The university population is important to the creation and sustainability of safe communities across the city.

2.27 The University's Parkgate campus will continue to be a focus for development which may include additional student, teaching, research and enterprise accommodation, infrastructure and services, and sports and leisure facilities in suitable locations. The loss of green spaces within the site should be minimised and any loss must be considered against the benefits of development to the wider community.

2.28 The Kingsway campus will continue to be a focus for arts and media teaching, and activity set within the local community. New development should be focused in and around the existing built footprint of the campus and should not result in the loss of open spaces. Development proposals could include additional teaching, community, research and enterprise space, infrastructure and services, and sports and leisure facilities. Improvements to access and parking should be considered as part of any redevelopment proposals.

2.29 The Riverside campus will continue to be a focus for nursing courses. Any development proposals must have consideration for of Local Plan (Part Two) policy **CH 2** and the identified regeneration areas. Education and business related courses are the focus of the Queens Park, Handbridge campus.

2.30 For reference to the University's campus and activities at Thornton Science Park please refer to Local Plan (Part Two) policy **EP 5**. For proposals relating to the creation of purpose built student accommodation please refer to Local Plan (Part Two) policy **DM 27** and the Houses in Multiple Occupation and Student Accommodation Supplementary Planning Document.

2.31 Development at any of the university campuses must have consideration for both natural and built environments, acknowledging the importance of the local green infrastructure and any built assets.

CH 5 - Chester conservation areas

CH 5

In line with Local Plan (Part One) policies STRAT 3 and ENV 5, development within Chester's conservation areas, as identified on the policies map, must meet the requirements of policy DM 46.

Development proposals will be supported where:

1. it can be demonstrated that they have been sensitively designed, to have regard to their location and considering the location of ventilation equipment and plant; fire escapes and service areas;
2. it can be demonstrated that Chester's key views, landmarks, gateways and historic skyline will not be adversely affected in line with Local Plan (Part Two) policy **CH 6**;
3. they show careful attention to spaces between buildings, scale, height, mass and architectural detail, respecting the building lines, building hierarchy and urban grain;
4. they use high quality and durable materials appropriate to the building and its setting;
5. the proposal, adopts visually appropriate and discreet security fixtures and fittings to minimise their visual impact;
6. they will not result in the loss of any historic routes. Where possible, historic routes should maintain their existing widths and alignments unless historic evidence suggests otherwise. Proposals which would result in the reinstatement of any historic routes will be supported.

Proposals for roof extensions to existing buildings (which may include the installation of conservatories, roof terraces, telecommunications equipment or solar collectors) should be carefully designed so that they do not:

7. adversely affect either the architectural character or unity of a building or group of buildings;
8. be visually intrusive or unsightly when seen in longer public or private views from ground or upper levels;
9. result in the loss of unusual or historically significant or distinctive roof forms, coverings, constructions or features.

Within the city centre, proposals for illuminated signage will only be supported where they relate to night time uses where the level of street lighting and lighting from the shop window is inadequate for trading purposes and the proposal would preserve or enhance the character or appearance of the building and the area.

The Rows

Development proposals on the Rows will be supported which meet the requirements of policy DM 46 and where they:

- include new uses for buildings on The Rows which encourage pedestrian footfall, retain the predominant public access to The Rows, improve natural surveillance, and promote commercial viability in accordance with Local Plan (Part Two) policy DM 14;
- are for two-storey units which have a street level and a Row level presence which sensitively retain or reintroduce access into the retail unit at both street level and Row level;
- ensure that new facades or alterations to existing facades of shops or commercial premises within The Rows preserve or enhance those elements which contribute to the significance of the building or its setting.
- ensure that the design, location and materials used for business signage applied or attached to Row beams or posts are sympathetic to the character and appearance of The Rows.

Proposals for projecting box signs or signs projecting from a shop fascia will not normally be supported. Hanging signs on street frontage elevations will only be supported where they advertise the businesses at the premises; are of appropriate size, design and materials; and are sympathetic to the character and appearance of the building and The Rows. One hanging sign at balustrade level and fixed to the piers (which support the upper floors) will usually be supported for street level shops or businesses. One hanging sign at Row opening level or up to Row fascia level will usually be supported for Row level shops or businesses which have no street level frontage.

Waterways
Proposals within the Chester river or canal conservation areas will be required to demonstrate that the development will make a positive contribution to the visual appearance and character of the area and preserve or enhance the setting of the waterway corridor and associated infrastructure in accordance with the Chester Waterways Strategy, the Chester City Centre and Approaches Characterisation Study (2012) and any relevant conservation area appraisals. Development should create a positive connection to the waterside, promoting 'active' frontages and enhancing weak frontages.

This policy should be read in conjunction with policy Local Plan (Part Two) policy **DM17** and **DM 50**.

Explanation

2.32 Local Plan (Part One) policies STRAT 3 and ENV 5 recognise the national and international importance of Chester as a historic walled city and the need to conserve and enhance the character of the city centre and the setting of the city with its impressive and diverse architectural inheritance. Best practice in conservation allows the city's conservation areas to develop in a managed way, allowing for appropriately designed and contextual new development to enhance the quality of the

townscape, historic buildings and spaces, whilst preserving the city's character. The evolution of the historic cityscape is achieved through striking a careful balance between historic conservation and contemporary design.

2.33 A knowledge and understanding of the local context is necessary in order to achieve high quality new development. This requires a thorough understanding of the city's physical form; its key approaches; its topography, morphological and historical development; its key unique elements and urban form that gives Chester its character and strong sense of place; its uses; its overall character, architectural quality, materials and detailing and building heights; its buildings of townscape merit and shopfront quality; the nature and quality of its landscape character and public realm. This analysis is found in the Chester City Centre and Approaches Characterisation Study (2012).

2.34 The choice of building materials is very important. Aesthetic quality, colour, profile, texture, detailing, durability, and weathering are key considerations to ensure that development does not deteriorate in appearance.

2.35 The city's inner and outer conservation areas are shown on the policies map and in the Chester City Centre and Approaches Characterisation Study (2012). Geographically, the area focuses on the central part of the city and its key approaches. Almost all of the characterisation study area falls within existing conservation areas, either the city centre conservation areas or one of several surrounding suburban conservation areas.

2.36 The Chester City Centre and Approaches Characterisation Study (2012) is a key evidence base document which defines the specific character and critical heritage assets of individual areas of Chester and assesses their importance in the context of the city.

2.37 In respect of The Rows, the Council will accept the following where proposals are in line with other relevant development plan policies, and the Draft Chester Rows Conservation Management Plan:

- CCTV cameras within The Rows to improve security and safety, and prosecutions for heritage crime;
- the improvement of lighting on The Rows;
- the improvement of accessibility to The Rows;
- the promotion of best practice in the provision of fire safety measures in liaison with the Cheshire Fire Service.

2.38 Alterations to improve disabled accessibility to properties may be allowed where they are located and designed to minimise impacts on features of historic or architectural interest.

2.39 The Council recognises the strategic importance of the river and canal corridors in Chester and will seek to ensure their protection and enhancement. The conservation areas which protect such areas and the Chester Waterways Strategy provide a basis to manage the future of these resources.

2.40 The Chester Canal Conservation Area was designated in January 2018. This designation seeks to protect features of interest identified in the accompanying conservation area appraisal and management plan as well as encouraging enhancement and protection of the canal and its setting.

CH 6 - Chester key views, landmarks and gateways and historic skyline

CH 6

In line with Local Plan (Part One) policies STRAT 3 and ENV 5, development proposals within Chester, which are higher than the general prevailing height of the surrounding townscape will only be supported where they:

1. are of an appropriate design which will have a positive and contextual relationship with the city's key gateways;
2. would make a positive contribution and would not intrude upon strategic views; landmark buildings and their contextual roofscapes, historic townscapes and skyline;
3. would not intrude upon the setting of the Walls, the Town Hall, The Rows, the Cathedral, Amphitheatre, Castle Complex or Riverside;
4. have regard to the surrounding townscape context in terms of scale, streetscape and built form;
5. enhance the skyline, and views from and to locally important views and prospects;
6. where relevant meet the requirements of policies **DM 46** and **DM 47**;
7. are of the highest architectural quality with an appropriate scale, form and silhouette;.
8. create, where relevant, appropriate stop views and termination of vistas of the highest quality of design;
9. enhance the key approaches into Chester by their profile, aspect ratio and choice of facing and glazing materials.

Existing tall buildings in Chester do not set a policy precedent for similar development on adjacent sites, unless they are contextually appropriate in that locality or townscape setting and sit comfortably within the topography of the area.

Appendix A and the supporting evidence base identifies the landmark buildings and features and key views as listed below.

Explanation

2.41 Local Plan (Part One) policies STRAT 3 and ENV 5 recognise that any development within or on the periphery of the city centre or within or on the edge of the urban area should be compatible with the conservation or enhancement of the city centre and the character and setting of the city.

2.42 Landmark buildings and features provide orientation within Chester from long reaching and local viewpoints. They are relatively limited in number and tend to occupy strategic locations such as corners, road junctions, termination of vistas and summits.

Landmark buildings, structures and notable landscape features as identified in Appendix A

A. The Castle
B. The Cathedral
C. The City Walls and Gates
D. The Eastgate Clock
E. Grosvenor Bridge
F. The Guildhall
G. The Heritage Centre
H. Lead Shot Tower
I. The Rows
J. Northgate Church
K. The Old Dee Bridge
L. Queens Park Suspension Bridge
M. Railway Viaduct over the River Dee
N. St John's "The Baptist" Church
O. St Mary's Centre
P. St Mary's Church, Handbridge
Q. St Paul's Church, Boughton
R. The Steam Mill
S. The Town Hall
T. Water Tower, Boughton
U. Water Tower, Handbridge
V. The Canal
W. The River Dee

2.43 These landmarks are important features of Chester, providing an orientation point on the skyline, and enriching the townscape in terms of character, appearance and visual cohesiveness. Existing landmarks should be protected and enhanced. New development should contribute positively to views and not obscure, or provide an inappropriate setting for key buildings or landscape features. Nor should they compete with existing landmarks in terms of height, bulk or level of detail.

Key views as identified in Appendix A

1. View from The Cross
2. City Walls to Tower Wharf and Canal Basin
3. City Walls to Golf Course and Welsh Hills beyond
4. Northgate Bridge along canal corridor
5. Cow Lane Bridge along canal corridor
6. Frodsham Street / Victoria Place, to Kaleyards
7. City Walls to Roodee and Curzon Park Villas, and railway viaduct
8. Grosvenor Park to the Meadows and Dee Banks / Sandy Lane
9. The Meadows to the city centre, Boughton and Dee Banks
10. City Walls to Handbridge
11. Sealand Road to city skyline
12. Cathedral and city from Victoria Road
13. Cathedral and city from Hoole Way
14. Cathedral and city from Boughton
15. Handbridge, city skyline, Meadows and Riverbank Terraces from recreation area
16. Views up Lower Bridge Street
17. Old Dee Bridge and city from Handbridge approach
18. Panoramic city skyline from Grosvenor Bridge

19. Roodee, City Walls and skyline from footbridge and railway viaduct
20. Eastgate Clock
21. Mollington Parkgate Road - from A540, near canal bridge
22. Upton Weston Grove - from Gatesheath Drive junction with Weston Grove
23. Saughall Road, Blacon
24. Canal, Blacon
25. Liverpool Road
26. Bouverie Street
27. A51 from Christleton
28. Ferry Lane, Dee footbridge
29. Bretton (Broughton), A55 bridge
30. Balderton A55 bridge

2.44 The roofscape is an important factor in defining the skyline of the historic city due to the topography of the settlement. The roofscape reflects the historic fabric and provides a wealth of interest and should be a key element in the design of any new development.

2.45 Taller buildings should be contextually appropriate in that locality or townscape setting, and sit comfortably within the topography of the area.

2.46 The natural landscape is exceptionally important to the setting of the city. The river provides one of the key natural physical attributes. This, combined with The Meadows creates a very rural setting to the urban form and brings the countryside closer to the city.

2.47 The Shropshire Union Canal is equally important as a key watercourse and key views within this corridor are extremely important.

2.48 Consideration will be given to the removal of tall buildings that do not make a positive contribution and to their replacement by buildings that are lower in scale, height and higher quality design. This is especially the case where buildings adversely impact on key views into the city or key gateways, or on the setting of conservation areas or listed buildings.

2.49 Reference should also be made to the Chester City Centre and Approaches Characterisation Study: Volumes 1 and 2 (2012) and the Historic England guidance note on Tall Buildings.

3 Ellesmere Port

3.1 The level of development proposed for the Ellesmere Port spatial area through Local Plan (Part One) policy STRAT 4 reflects the potential to deliver substantial economic growth through the availability of significant sites for industrial, manufacturing and distribution purposes. The policies in this section set out the employment land allocations within Ellesmere Port and provide policy criteria for key employment locations including Stanlow, Hooton Park, Ince Park (Protos) and Thornton Science Park. Collectively these sites will make a significant contribution to economic growth in the area over the plan period.

3.2 Many of the employment sites within Ellesmere Port form part of the wider Cheshire Science Corridor Enterprise Zone. The sites are well connected to the surrounding sub-region by a range of forms of transport (road, rail, water, air). There are opportunities for the collaboration of businesses and research establishments in connection with science and innovation. Further skills development is supported by the University of Chester working with businesses at Thornton Science Park and other research establishments. Ellesmere Port has also been granted Assisted Area status under the European Commission's Regional Aid Guidelines for 2014-2020, which will provide funding to support businesses and offers the potential to attract new investment to the area.

3.3 Delivery of new housing in Ellesmere Port to meet the Local Plan (Part One) policy STRAT 4 requirement of at least 4,800 dwellings, will be achieved through the development of the strategic site at Ledsham Road, alongside a range of residential planning permissions across the settlement area. Large areas of previously developed land at Cambridge Road and Rossfield Road benefit from planning permission and are undergoing significant transformational change.

3.4 The policies in this section also support local regeneration initiatives in the Ellesmere Port Vision and Strategic Regeneration Framework (2011) and Ellesmere Port town centre improvements; supporting strong connections and linkages with the town centre, physical and landscape improvements along key routes such as the M53 and canal corridors, and the regeneration of previously developed sites and a central hub with public realm enhancements.

3.5 The waterfront in Ellesmere Port has been identified as an under utilised asset in the overall regeneration of the town. The waterfront area already contains some important and attractive heritage assets – historic docks and dock buildings, a nationally important collection of historic boats and historic archives – all in a unique setting overlooking the Mersey and the Manchester Ship Canal. The Council, working in partnership with the National Waterways Museum and Peel Group, have developed a Waterfront Vision (2011). This aims to enhance the waterfront as a visitor destination, improving footfall and pedestrian routes to the town centre.

EP 1 - Ellesmere Port settlement area

EP 1

Within the defined settlement boundary of Ellesmere Port as identified on the policies map, development proposals will be supported which are in line with the relevant development plan policies and are consistent with the following principles, where relevant, aimed at delivering the Local Plan (Part One) policy STRAT 4:

1. providing improved links between the town centre, the Waterfront, Rossfield Park and the Stanlow areas;
2. proposals in the Rossmore area are required to contribute towards the provision of new and improved pedestrian and cycle links, including a new railway bridge crossing, as identified on the policies map, to improve connectivity with the town centre;
3. supporting physical and landscape improvements to the gateways, corridors and green spaces within Ellesmere Port including along the M53/Shropshire Union Canal Corridor;
4. supporting improvements to rail services and accessibility to the railway stations;
5. regeneration of previously developed land for a range of uses, particularly to support new housing development;
6. supporting regeneration proposals in and around the town centre including mixed use development and a public services hub;
7. do not give rise to significant adverse impact on air quality in line with Local Plan (Part Two) policy **DM 31.**

Explanation

3.6 The settlement boundary for Ellesmere Port has been drawn to meet the town's development needs, support urban regeneration, economic development and job creation, protect the Green Belt and to achieve sustainable development.

3.7 Local Plan (Part One) policy STRAT 4 states that the Council will look to facilitate the development of land for employment uses in the area and Local Plan (Part Two) policy **EP 2** identifies a number of employment allocations. Local Plan (Part One) policy ECON 1 seeks to promote competitive town centre environments and bring forward sites to meet a range of town centre uses including commercial, retail, leisure, culture and office uses. Furthermore, the refurbishment and enhancement of existing sites and premises for continued employment use will be supported. Local Plan (Part One) policy ECON 2 encourages improvements to Ellesmere Port when opportunities arise in the town centre.

3.8 The Council Plan 2016-2020 and the Ellesmere Port Vision: Strategic Regeneration Framework identify the potential for the development of a public services hub which would bring together a number of public agencies in one location, unlocking wider regeneration opportunities and leading to major

public realm enhancements. The proposed hub would be developed on a site centred around Civic Way, incorporating the redevelopment of surplus vacated sites clustered at Coronation Road. An indicative boundary for this area is shown on the policies map.

3.9 The Ellesmere Port Strategic Regeneration Framework identifies the need for a stronger network of pedestrian and cycle routes to achieve maximum regeneration benefits and link different parts of the town and new development areas. The framework supports improved access between the emerging communities of Rossfield Park and the wider Rossmore area, with the rest of the town/town centre, in particular links over the railway line. Development will be expected to make provision/contribution towards relevant infrastructure in line with Local Plan (Part One) policy STRAT 11.

3.10 Ellesmere Port has the potential to deliver substantial economic growth over the plan period and Local Plan (Part One) policy STRAT 4 states that the Council will make provision for transport infrastructure improvements required to unlock the development potential of some sites and identified the New Bridge/A5117 link road on the policies map, as a key scheme to achieve this. Opportunities for freight transport on the rail network or via the Manchester Ship Canal should be maximised and new links to these networks will be encouraged where appropriate.

3.11 Work on the Ellesmere Port Transport Strategy is due to commence in 2018 which will identify if any further transport interventions are required to meet the plan objectives. However, some schemes affecting the strategic road network, that will be delivered in partnership with Highways England will be supported, including the M53 Junctions 5 to 11 upgrading to smart motorway including hard shoulder running (due to start by 2021), and improvements to the A550 Welsh Road.

EP 2 - Employment land provision in Ellesmere Port

EP 2

The following sites in Ellesmere Port, as identified on the policies map, are allocated to meet the strategic requirement for new employment development:

A. land at Encirc Glass Ltd (34 hectares, use classes B1, B2, B8)
B. New Bridge Road, Stanlow - (28 hectares, use classes B1, B2, B8)
C. former Booston Oil Depot (4.5 hectares, use classes B1, B2, B8)
D. Hooton Park (27 hectares, use classes B1, B2, B8)
E. remaining land at Cheshire Oaks Business Park (1.7 hectares, use class B1)
F. remaining land at Rossmore Road East (7 hectares, use classes B1, B2, B8)
G. land at Station Road Ince (5.5 hectares, use class B1)
H. land off Stanney Mill Lane (north) (0.5 hectares, use classes B1, B2, B8)

Sites must be developed in accordance with the specified use class and criteria set out in **EP 2.A** to **EP 2.H**. To ensure the borough-wide strategic development requirement can be met, these sites will be protected from alternative forms of development.

Where appropriate, development proposals should be accompanied by Ecological Assessment, including bird surveys, to determine the potential for any likely significant effects on the designated features of the Mersey Estuary SPA/Ramsar.

Explanation

3.12 Local Plan (Part One) policy STRAT 2 sets out that over the plan period at least 365 hectares of land for employment development to meet a range of types and sizes of site, will be delivered, and policy Local Plan (Part One) policy ECON 1 states that the supply will be met through existing planning commitments and new sites allocated for employment use.

3.13 This policy allocates a range of sites within Ellesmere Port, to cater for the continuing economic growth of the borough and in line with Local Plan (Part One) policy STRAT 4 which seeks to maintain a portfolio of employment land an premises within Ellesmere Port and the surrounding area, to meet a range of sizes and types of business needs. The policy is not prescriptive in terms of specifying which business uses should go to a particular site but sets out a number of criteria which proposals for development on those sites will be judged.

EP 2.A

Land at Encirc Glass

Development on land adjacent to Encirc Glass, as identified on the policies map (use classes B1, B2 and B8), will be supported subject to the following criteria being met;

1. it incorporates sufficient flood risk mitigation measures, including adequate surface water discharge methods;
2. it is compatible with surrounding land uses, in particular the amenity of nearby residents;
3. it is compatible with the use of the railway line, and encourages rail based freight movements in accordance with Local Plan (Part One) policies STRAT 4 and STRAT 10;
4. minimises and mitigates harm to the landscape and visual impacts arising from the proposed development;
5. it minimises and mitigates impacts on the surrounding ecological network and designated sites of ecological importance in the vicinity. An Ecological Appraisal, including bird surveys will be required to determine the potential for significant environmental effects on ecological designations and to provide appropriate mitigation measures; and
6. the use and the design of the buildings proposed should be consistent with their location in a hazard consultation zone, in line with Local Plan (Part Two) policies **DM 33** and **DM 34**.

Explanation

3.14 Historically the site was part of the former Ince A and B power station, which has since been partly redeveloped and occupied by the Encirc Glass Manufacturing facility. The employment allocation

is the remaining vacant land to the east of the manufacturing facility and to the north and east of the villages of Elton and Ince. Development schemes must have regard to the proximity of nearby residential areas, particularly with regard to traffic movements.

3.15 The site is at risk of flooding as identified by the Environment Agency and the Council's Strategic Flood Risk Assessment. As such new development should incorporate appropriate flood mitigation in line with Local Plan (Part Two) policies **DM 40** to **DM 43**.

3.16 The site benefits from rail freight facilities and further schemes are encouraged to utilise the railway line to minimise the movement of goods by road and reduce the potential impact on local communities.

3.17 The HSE will be consulted on development proposals in the area, to ensure the levels of risk are compatible with surrounding uses.

3.18 The Habitats Regulations Assessment (HRA) of the Local Plan (Part Two) has identified that some employment land allocations could lead to disturbance for bird species for which the Mersey Estuary SPA/Ramsar are designated, where these sites are within one kilometre of the SPA/Ramsar. In these locations, a project-level HRA screening would need to be undertaken to inform development proposals and meet the requirements of Local Plan (Part Two) policy DM 44.

EP 2.B

New Bridge Road, Stanlow

Land at New Bridge Road, Stanlow is identified on the policies map for employment use (use classes B1, B2 and B8). Development proposals in this area will be supported where they are in line with Local Plan (Part One) policy STRAT 4 and Local Plan (Part Two) policy **EP 3**.

Development proposals must make a positive contribution to the visual appearance of the M53 and Shropshire Union Canal corridor and take account of Local Plan (Part One) policy ENV 2, incorporating sufficient landscaping features and appropriate boundary treatment into the design.

Development proposals must accord with the historic environment policies of the plan (**DM 46-50**), where relevant. Schemes that provide a positive environmental improvement with high standards of building design, materials, external appearance will be encouraged.

Explanation

3.19 The land at New Bridge Road falls within the wider Stanlow designation under Local Plan (Part Two) policy **EP 3**. The Local Plan (Part One) policy STRAT 4 recognises this is a regeneration priority area with the potential for new employment development. The Ellesmere Port Vision and Regeneration Framework states the New Bridge Road area represents a significant opportunity for new employment development given the number of cleared and vacant sites ready for redevelopment. The sites along New Bridge Road benefit from significant public sector investment over recent years; the Regional

Growth Fund has led to infrastructure improvements to support new investment and development. Sites along New Bridge Road have been reviewed through the Stanlow Special Policy Area Review (2016) to inform the land allocations in the Local Plan (Part Two) and the allocation comprises land off Cloister Way, the former Cabot Carbon site, Newport Business Park, Dutton Green and the Rushtons site.

3.20 The New Bridge Road area is a prominent location adjacent to the M53 and Shropshire Union Canal corridor. The industrial history of this particular area has lead to a concentration of vacant sites, and an overall negative visual impression within an area extremely prominent from the M53, the Shropshire Union Canal and the Ellesmere Port-Chester railway line. The New Bridge Road Area Development Framework (2011) proposes a buffer zone of new high quality employment development between the M53 and heavy industrial area of Stanlow to the east. The environmental upgrading of the corridor will help to provide more attractive landscapes and recreation amenities for local residents, create a better image and attract new investment.

3.21 There are designated heritage assets along the Shropshire Union Canal (Weaver's Bridge and Bewley's Bridge, both grade II listed buildings). It is important that any landscaping proposals respect the historic assets and industrial history of the area, particularly where associated with the Shropshire Union canal.

3.22 Part of the land in this area, around Newport Business Park and Cloister Way, are identified as sites within the Cheshire Science Corridor Enterprise Zone.

EP 2.C

Former Booston Oil Depot
The former Booston Oil Depot, as identified on the policies map is allocated for employment use (use classes B1, B2 and B8). Development proposals should be accompanied by a transport assessment and be developed in line with Local Plan (Part One) policies STRAT 4 and STRAT 10, to maximise the opportunities to transport goods by non-road modes of transport.

Explanation

3.23 The site is located adjacent to the Manchester Ship Canal, a disused freight railway line and north of the Hooton Park employment area. The draft Mersey Ports Masterplan identifies the site forms part of the Port Wirral area (M2) which could provide a multi-modal transport opportunity, with good access to Junction 6 and Junction 7 of the M53, including the potential re-instatement of the rail freight line. As such the policy encourages development proposals to use non-road modes of transport. Development proposals should also consider the impacts of vehicular transport, in particular HGV movements, alongside other development proposals at Hooton Park.

3.24 Given the location of the site close to the Mersey Estuary SPA/Ramsar, there may be a need for a project level HRA screening to accompany specific development proposals. There should be no adverse effects on the integrity of the SPA/Ramsar through forms of disturbance (visual/noise).

EP 2.D

Land at Hooton Park
Land at Hooton Park, as identified on the policies map, is allocated for employment development (use classes B1, B2 and B8) and must be developed in line with Local Plan (Part Two) policy **EP 4**.

Explanation

3.25 The policy identifies the vacant undeveloped land at Hooton Park, that is suitable for office, industrial or warehousing use falling within use classes B1, B2 and B8. The site is a key employment location identified through the Local Plan (Part One) policies STRAT 4 and ECON 1, where there is potential for new employment development to serve the wider sub-region. The land is adjacent to Vauxhall Motors and provides further land for expansion in connection with the automotive industry. There are two development plots to the north west part of the site that are identified for new inward investment within the Cheshire Science Corridor Enterprise Zone. These sites make a significant contribution towards the employment land supply in Ellesmere Port and the site provides for significant space users. The employment land allocations should be read in the context of Local Plan (Part Two) policy **EP 4**, which covers the Hooton Park area as a whole, providing additional criteria to minimise the potential impacts of new development taking account of the Local Development Order in place for the wider site.

EP 2.E

Remaining land at Cheshire Oaks Business Park
Land at Cheshire Oaks Business Park, as identified on the policies map, is allocated for employment development (use class B1). Development proposals must incorporate high standards of design and landscaping that complements the adjacent business park.

Explanation

3.26 The remaining land at Cheshire Oaks lies adjacent to The Oaks Office Park and The Groves Business Park to the east and a residential area to the west. Employment land allocations within the Ellesmere Port area are predominantly for large scale industrial or warehousing use, including land within the the Stanlow area for heavy oil and chemical related uses and Hooton Park for vehicle manufacturing. The identification of this site provides an opportunity to expand and diversify the local economy to ensure its long term health, and provides further expansion land for new office development. The site is in a flagship location close to Cheshire Oaks and is highly accessible to the surrounding highway network. The allocation of the site must complement the existing office parks and incorporate high standards of design and landscaping to maintain the setting of the existing office based business park.

3.27 The transport and parking impacts of any new development should be considered in line with Local Plan (Part One) policy STRAT 10 and Local Plan (Part Two) policy **T 5**.

EP 2.F

Remaining land at Rossmore Road East
The land at Rossmore Road East, as identified on the policies map, is allocated for employment development (use classes B1, B2 and B8). Development proposals must minimise the visual impact of development on the M53 corridor and take account of Local Plan (Part One) policy ENV 2.

Explanation

3.28 The remaining land at Rossmore Road East lies adjacent to Junction 8 of the M53 and is highly accessible to the surrounding highway network. The site was historically used partly by the former Gulf Oil Refinery and partly the former gas board and is a vacant brownfield site available for new development. The site is predominantly within an industrial area with some redevelopment for residential uses taking place to the south. The allocation is adjacent to the existing employment areas of Poole Hall Industrial Estate and Pioneer Business Park. Given the prominent location alongside the M53 development proposals should mitigate any visual impacts and incorporate important landscape features into the design.

EP 2.G

Land at Station Road, Ince
Land at Station Road Ince, as identified on the policies map, is allocated for employment development (use class B1). Development proposals will be supported where they meet all of the following criteria;

1. minimise the impact on residential amenity through careful design;
2. incorporate extensive landscaping and appropriate boundary treatment to preserve or enhance the character or appearance of the approach to Ince village and the setting and significance of designated heritage assets;
3. minimise and mitigate impacts on the surrounding ecological network;
4. traffic and transport requirements should be satisfactorily accommodated on the surrounding road network and utilise non-road and public transport facilities wherever possible. Appropriate access to the site should be provided to minimise impacts on residents of Elton and Ince;
5. the use and the design of the buildings proposed should be consistent with their location in a hazard consultation zone, in line with Local Plan (Part Two) policies **DM 33** and **DM 34**.

Explanation

3.29 This site is in a sensitive location between Ince, Elton and the Green Belt. Any development, therefore, must be of a high standard of design and incorporate appropriate landscaping and mitigation to minimise impacts on nearby residential communities. The Ince Conservation Area is to the north west of the site and the there is an opportunity to enhance the approach to Ince village by good roadside landscaping, such as trees and vegetation and other appropriate boundary treatment. The site is adjacent to a local wildlife site therefore development proposals should also be considered in line with Local Plan (Part Two) policy **DM 44**.

3.30 The HSE will be consulted on development proposals in the area, to ensure the levels of risk are compatible with surrounding uses.

EP 2.H

Land off Stanney Mill Lane (north)
Land off Stanney Mill Lane (north), as identified on the policies map, is allocated for employment development (use classes B1, B2 and B8). Development proposals must make a positive contribution to the visual appearance of the M53 and Shropshire Union Canal corridor.

Explanation

3.31 The land off Stanney Mill Lane (north) is one of the sites identified within the Cheshire Science Corridor enterprise zone. The site is located in the eastern employment zone in the Ellesmere Port Vision and Strategic Regeneration Framework. It is in close proximity to Junction 10 of the M53 and is accessible to the surrounding highways network and within an existing employment area, directly adjacent to the Stanlow special policy area and Shropshire Union Canal.

EP 3 - Stanlow special policy area

EP 3

The Stanlow special policy area is identified on the policies map. The Stanlow oil refinery is of national importance and safeguarded for continued use for petrochemical and related industries. Any new development must not prejudice the continuing operation of the refinery. The redevelopment of any vacant, under-used or derelict land for employment use (use classes B1, B2 and B8) that is surplus to the primary operational use of the site will be encouraged, subject to any security restrictions and the criteria below. Proposals for a complementary/synergistic use alongside existing operations should be considered.

New employment development (use classes B1, B2, B8 and suitable sui generis uses) will be supported where all of the relevant criteria are met;

1. there should be no material harm to sensitive locations in the locality, or to residential amenity, arising from the appearance of the development, or its potential for pollution, or noise generation, or visual impact. Sensitive locations include the Mersey Estuary SPA/Ramsar, residential areas, commercial centres, areas attracting large numbers of visitors, SSSI, Green Belt, conservation areas and historic assets;
2. proposals for 'potentially polluting development' must be in line with other relevant development plan policies relating to hazardous installations and the potential pollution / amenity impacts;
3. the proposed development must not conflict with the continuing operation of existing businesses in the special policy area or other relevant development plan policies and allocations;
4. the use and the design of the buildings proposed must be consistent with their location in a hazard consultation zone, in line with other relevant development plan policies. Development should be in line with Local Plan (Part Two) policies **DM 33** and **DM 34**;
5. the use, design and location of any plant and buildings should have regard to the areas of flood risk identified by the Environment Agency;
6. the traffic and transport requirements generated by the use, including freight and access by employees and visitors, must be satisfactorily accommodated both on the site and by the surrounding transport network. Non-road and public transport facilities should be used whenever possible;
7. it minimises and mitigates impacts on biodiversity in line with Local Plan (Part Two) policy **DM 44**;
8. proposals should contribute towards enhancing green infrastructure in line with Local Plan (Part One) policy ENV 3 and Local Plan (Part Two) policy **DM 45**.

The New Bridge Road employment allocation is within the defined Stanlow boundary. Development proposals in this area must take account of the above criteria and also the additional criteria in Local Plan (Part Two) policy **EP 2** and **EP 2.B**.

Thornton Science Park is within the defined Stanlow boundary. Development proposals in this area must take account of the above criteria and also the additional criteria in Local Plan (Part Two) policy **EP 5**.

The use and redevelopment of land within Stanlow will be prioritised for employment development in the Ellesmere Port area, in preference to the release of additional greenfield sites.

Residential development within the Stanlow boundary will not be permitted.

Explanation

3.32 Local Plan (Part One) policy ECON 1 identifies the Stanlow area as a key employment location that is identified and safeguarded as essential to meeting future economic growth in the borough. The majority of the land within the Stanlow special policy area is owned by Essar Oil UK (formerly Shell) and occupied by the UK's second largest oil refinery and other privately-owned petro-chemical

industries. Stanlow is a significant area of land that extends approximately 850 hectares. The area has good access to the surrounding railway, canal and motorway network. The villages of Elton and Ince are to the east of the area, separated by Green Belt land. Further eastwards lies the proposed Ince Park/Protos scheme and Encirc Glass Manufacturing facility.

3.33 The Local Plan (Part One) recognises that the Stanlow area in Ellesmere Port is an important location for continued economic growth. There remains demand for general industrial and specialised sectors, due to proximity to the motorway network. A Stanlow special policy area review has been undertaken to provide evidence to inform future policies and proposals in this area. Given the nature of existing land uses in this location, the identification of any available land/ sites would be for economic use. The policy applies to any vacant or under-used land within this area, that is suitable for redevelopment.

3.34 The Stanlow Special Policy Area Review (2016) reviews the extent of land availability and suitability within this area for future employment development. It takes account of development constraints, access restrictions and the operation of existing businesses (excluding Essar's operational land). It has regard to COMAH Regulations, relevant HSE advice and any other regulations applicable to pipe lines. It takes account of consultation with key partners, businesses and landowners operating in the area to understand current and future development needs. The study has been undertaken alongside the Council's Housing and Economic Land Availability Assessment (2017), to inform the employment land policies within the Local Plan (Part Two).

3.35 The Strategic Flood Risk Assessment (2016) (SFRA) identifies areas of Stanlow at risk of flooding (Flood Zones 2 and 3a) and takes account of the Environment Agency information on flood risk. Flooding would occur regularly if there was not a flood alleviation scheme present. The standard of protection should be maintained into the future therefore the SFRA recommends that the area should be considered acceptable for less vulnerable development types.

3.36 The extent and distribution of the land available within the Stanlow special policy area means that in general this is the most suitable location within the plan area to accommodate hazardous and potentially polluting industry, however not all available land will be suitable for these particular industrial uses. The potential environmental impact will be the most significant consideration in deciding the suitability of any particular site within the Stanlow special policy area for the use proposed. Particular care will also be needed to protect the visual amenity of the surrounding settlements of Ince, Elton and Thornton-le-Moors with, for example, tree planting. The overall impact of any development on land, air or water pollution will be considered regardless of its location. In some cases, undeveloped land must be retained to create a visual or environmental buffer around existing installations or may be necessary to provide ecological mitigation for specific developments.

3.37 The plan allows for some small scale waste management facilities within the Stanlow area (sui generis uses). These facilities will be supported in line with other policies in the plan where proposals could lead to the co-location or integration of waste facilities. Other sui generis uses that are complementary to existing operations of the oil refinery will also be supported. Parts of Stanlow

are identified in Local Plan (Part Two) policy **EP 2,** and **EP 2.B** (New Bridge Road) and Local Plan (Part Two) policy **EP 5** (Thornton Science Park), and in these locations additional restrictions will apply.

3.38 Development proposals are encouraged to integrate and enhance the framework of green infrastructure in and around Stanlow. The Ellesmere Port Strategic Regeneration Framework sets out the 'green ring' concept for Ellesmere Port that connects significant green spaces through the town centre and surrounding industrial areas. The New Bridge Road area is identified as being of paramount importance to the network of green and blue infrastructure in the area, within the M53/canal corridor.

3.39 If the use, size, nature and proposed location of the development is judged by the local planning authority to be likely to generate significant environmental effects and it falls within the defined categories under the Town and Country Planning (Assessment of Environmental Effects) Regulations 2011 then an Environmental Assessment will be required. The regulations identify two categories of projects - those which must have an environmental assessment and those which can be required to have an environmental assessment if the local planning authority considers that the proposal is likely to generate significant effects on the environment. Oil refineries and the disposal of toxic waste fall into the first category, chemical, food, textile and rubber industries and non-toxic waste disposal fall into the second category.

3.40 Parts of the Stanlow area may be suitable for supporting bird species for which the Mersey Estuary SPA and Ramsar sites are designated and may require a project level HRA. Development proposals may be required to undertake bird surveys to determine the potential for any likely significant effects on the designated features of the SPA/Ramsar. Developers should work with the local authority and relevant stakeholders in order to avoid or mitigate any identified effects in line with Local Plan (Part Two) policy **DM 44**.

EP 4 - Hooton Park

EP 4

Hooton Park is identified on the policies map for employment use (use classes B1, B2 and B8). Development proposals in this area will be supported where they are in line with Local Plan (Part One) policy STRAT 4 and STRAT 10 and meet the following criteria:

1. traffic and transport generated by the proposed use can be satisfactorily accommodated on surrounding networks;
2. the use of freight and non-road facilities is encouraged where possible;
3. proposals must meet the requirements of policies DM 47 and DM 48 where development has the potential to impact on the listed aircraft hangars and ancillary buildings;

4. development proposals should minimise the visual impact of development on the M53 corridor and take account of Local Plan (Part One) policy ENV 2;
5. development proposals within hazardous consultation zones should meet the requirements of Local Plan (Part Two) policies **DM 33** and **DM 34**.

Explanation

3.41 The Local Plan (Part One) policy STRAT 4 identifies Hooton Park as an important sub-regional employment location safeguarded for continued ancillary office, light industrial, industrial and warehousing use. The site is the location of the GM Vauxhall works and as such the Local Plan (Part One) supports the continued prosperity and economic competitiveness of the motor plant. Uses in connection with the automotive or related industries are supported. In addition Local Plan (Part One) policy ECON 1 recognises the need to safeguard this area as essential to meeting future economic growth.

3.42 Hooton Park falls within the Cheshire Science Corridor Enterprise Zone and is identified as being suitable for logistics, advanced manufacturing and environmental technologies. The majority of land within the area is in operational use for GM Vauxhall and suppliers. There is some land within the boundary capable of redevelopment for complementary employment uses, falling within the B use classes. It is located alongside the M53, with potential for rail and freight access to the north. The development of any surplus land will contribute towards the employment land provision for the borough.

3.43 There is a Local Development Order (LDO) covering part of the 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. This is in addition to changes of use and minor operations as set out in the Order.

3.44 The LDO is in place for a period of ten years. The Council may exercise its powers to amend or withdraw the LDO at any time. This policy will apply to any development that does not fall within the development categories set out in the LDO which requires planning permission and/or in the event of the LDO being reviewed/revoked. The policy is necessary to define the extent of the Hooton Park site on the policies map. The site area defined on the map includes three listed hangers associated with the former use of the site as an airfield. These hangars and the adjacent wooded area are of particular local importance and should be retained.

3.45 The industrial history of this area has lead to a concentration of derelict and neglected land, run-down sites, the proliferation of unsightly uses, and an overall negative visual impression within an area extremely prominent from the M53. The environmental upgrading of the corridor will help to provide more attractive landscapes and create a better image and thereby attract investment into the town including new employment opportunities. Landscaping should be in line with Local Plan (Part One) policy ENV 2.

3.46 The boundary excludes the Port Cheshire site as this has planning permission for a port related development and is covered by other development plan policies.

EP 5 - Thornton Science Park

EP 5

Thornton Science Park is identified on the policies map for research and enterprise development. Employment development (use classes B1 and B2) will be supported where;

1. the use, design and location of any building is consistent with the location in a hazard consultation zone. Development proposals should meet the requirements of Local Plan (Part Two) policies **DM 33** and **DM 34**. Appropriate measures must be taken to mitigate potential risks, including building design and appropriate security restrictions to/from the site;
2. the traffic and transport requirements generated by the use must be satisfactorily accommodated both on the site and by the surrounding road network. Non-road and public transport facilities should be used whenever possible. Improvements to transport infrastructure will be supported where compatible with hazardous risks or existing commercial operations in the area;
3. they accord with the historic environment policies of the plan (DM 46-50), where relevant. The central landscape area is important for the character and quality of the science park and should be retained and enhanced with any development proposals;
4. the proposal is compatible with existing employment uses in the Stanlow area and meets the requirements of Local Plan (Part Two) policy **EP 3**.

Explanation

3.47 Local Plan (Part One) policy ECON 1 identifies the Stanlow area as a key employment location that is identified and safeguarded as essential to meeting future economic growth in the borough. Local Plan (Part One) policy ECON 1 also supports initiatives and accessibility to further/higher education facilities improving links between main employers and a skilled workforce.

3.48 The Thornton Science Park site is located within the Stanlow boundary. It is a 25 hectare site for the University of Chester's Faculty of Science and Engineering (formerly the Shell Technology Centre). It provides space for new business start ups for the expansion of businesses operating in the following sectors; energy, environment, engineering, advanced manufacturing, chemicals and automotive. The site is recognised as being important within the sub-region and part of the site is within the Cheshire Science Corridor Enterprise Zone (designated 2015). The Cheshire Science Corridor Enterprise Zone is being led by the Cheshire and Warrington Local Enterprise Partnership (LEP) and is one of the key strategic development priorities identified in their 2014 Strategic Economic Plan (SEP).

3.49 There is a close relationship between Thornton Science Park and surrounding employment areas (Stanlow and Protos). The site provides a significant opportunity to cluster industry and innovation with skills and learning, with partners working collaboratively to play a positive role in the wider economy and future growth opportunities.

3.50 The Stanlow Special Policy Area Review (2016) has considered the suitability and availability of land within Stanlow for future development in consultation with existing businesses in the area and the University of Chester, and recognises the development potential at Thornton Science Park. However, future development should also be compatible with current neighbouring uses and the potential level of risk from existing industrial/commercial operations.

3.51 The HSE advise on the compatibility of new development within hazard consultation zones. Whilst the hazard zones do not preclude development, they influence the nature and extent of development that can take place. In some cases, the hazardous zones relate to historic industries that are decommissioned and no longer located there, potentially inhibiting successive land uses. The design and use of buildings in this area will remain subject to security restrictions for staff and visitors where appropriate.

3.52 The Stanlow Study (2016) recommends an ongoing programme of review of the hazard zones, as operational requirements may change over time and identifies the potential for improvements to be made to transport infrastructure within the Thornton/Stanlow area. This includes potential improvements to Stanlow and Thornton railway station, improved cycle access, improved bus services and accessibility via Poole Lane Road Bridge/Bridges Road bridge.

3.53 Within the Thornton Science Park, Building 50 (former Thornton Aero Engine Research Laboratory) is a grade II listed building. There are also two adjacent buildings that have a local listing. The Heritage Impact Assessment (2017) identifies the buildings have group value and relate to the intrinsic setting of the adjacent heritage assets, one of which is nationally important. High quality architectural and landscape design would enhance the settings of these buildings, bringing an improvement to the site frontage. There should be recognition of the important historic context in the consideration of development proposals. There is also a central landscaped area within the Science Park. The protection areas of open space to the front of each building, together with a high quality landscaping scheme in association with the prestige associated with Thornton Science Park would enhance the setting of the historic assets.

EP 6 - Ince Park

EP 6

Land at Ince Park (Protos) is safeguarded for a multi-modal resource recovery park and energy from waste facility for use in connection with the recycling, recovery and reprocessing of waste materials. Development will be supported where;

1. it is considered in combination with other planned/consented development at Ince Park and nearby areas;
2. it would not compromise the planned/operational capacity of the site to provide waste management facilities for specific waste streams, where this contributes to meeting an identified need in the borough;
3. it meets general development requirements for waste management facilities
4. where practicable, it maximises opportunities for freight movements on the Manchester Ship Canal or rail network, particularly to minimise the impact of increased traffic generation on the local road network;
5. it safeguards the provision and delivery of port and rail infrastructure;
6. it minimises and mitigates any adverse impacts on the local environment, health and local residential amenity, particularly on residents of Ince and Elton (including noise, air, land or water pollution and visual impact);
7. it minimises and mitigates adverse impacts on nature conservation within and adjoining the site in line with **DM 44**;
8. the ecological mitigation areas that form part of the consented resource recovery park are retained, or there is no net loss in the area and type of ecological mitigation provided within the borough;
9. the landscape mitigation areas that form part of the consented resource recovery park are retained either in the consented form or through alternative equivalent provision and there is appropriate landscaping that respects the landscape character of the site and its surroundings;
10. it makes provision for public access on the site (including public transport), where this would not be prejudicial to the industrial operations, rail or other commercial movements on the site and/or to public safety, or would not result in recreational pressure or disturbance on sites of ecological importance;
11. it minimises any flood risk arising from the development both on and off-site;
12. it does not provide unacceptable risks to health and safety in line with Local Plan (Part Two) policy **DM 33** and **DM 34**.

Explanation

3.54 The Ince Park site is safeguarded for waste related uses under Local Plan (Part One) policies ENV 8, STRAT 4, and ECON 1. The site has outline planning permission, with some matters reserved, and deemed consent for an energy from waste facility and resource recovery park (RRP). The policy should be read alongside Local Plan (Part Two) policy **DM 54**.

3.55 The overall Ince Park site extends to 104 hectares, with extensive ecological mitigation and sustainable drainage areas incorporated into the overall scheme. The developable area of the site is approximately 50 hectares and comprises various development plots, including;

- Phase one of the scheme comprising: soil treatment facility; WEEE facility/timber recycling plant; bio-ethanol production/biomass facility, resource recovery business centre, commercial and industrial waste transfer station, resource recovery village, soil treatment facility, ecological mitigation areas.
- Phase two works and those covered by the deemed consent comprising:canal storage, rail head and rail line, integrated waste management facility, plastics village, water treatment plant, RDF plant/EfW facility, and block making facility.

3.56 Associated development will be delivered including a dry cargo facility, vehicular access roads and landscape mitigation. It is anticipated that the Ince Park (Protos) site will be developed in accordance with the existing permissions and consents and the overall masterplan for the site (see the Council's planning applications search for full details, refs: 10/01488/FUL and 14/02277/S73). This includes the port and rail infrastructure, which should be considered alongside Local Plan (Part Two) policy **M 8** and other relevant development plan policies. Since the outline consent a number of variations and new permissions have been approved. The first phase infrastructure works (including some ecological mitigation) are being developed.

3.57 The policy ensures that future phases of development, or any revised schemes, continue to meet the overall policy objectives for the site established through Local Plan (Part One) policies ENV 8 and ECON 1 and the safeguarded consent for waste related uses including associated infrastructure, ecological mitigation areas, flood risk mitigation and landscaping. The site is located close to the villages of Ince and Elton and the policy criteria are necessary to ensure the potential effects of new development (health, noise, land, air, water) are managed in line with other development plan policies.

3.58 The Protos site is adjacent to the Mersey Estuary, a wetland area designated as Ramsar and SPA of international importance and SSSI. The site itself is a Local Wildlife site. As part of the determination of planning applications on the site, the potential ecological impacts were thoroughly assessed. It was concluded that, with appropriate mitigation measures in place, development would be acceptable in terms of the ecological impact. The extant planning permissions for the site provide for ecological benefits through extensive ecological mitigation areas (approximately 50 hectares across five areas). It is important to ensure that the impacts of development proposals on the Mersey Estuary SPA/Ramsar site are considered in combination with other nearby developments. It will be important that effects of noise, visual impact and pollution on the Mersey Estuary SPA/Ramsar sites are avoided or adequately mitigated. Where public access is provided within the site, this extends to

mitigation for potential effects from recreational pressure and disturbance. The policy should be read alongside Local Plan (Part One) policy ENV 4 and Local Plan (Part Two) policy **DM 44** which seek to protect statutory and non-statutory designated sites.

EP 7 - Ellesmere Port historic canal port

EP 7

In line with Local Plan (Part One) policies STRAT 4 and ECON 3, the historic canal port and adjacent sites, as identified on the policies map, will be promoted as a major tourist facility where tourism development will generally be supported. Development proposals will be supported where they:

1. are in keeping with the existing uses on site and the adjoining conservation area;
2. use design and materials appropriate to the historic canal port, within and adjacent to the conservation area;
3. improve links to and from Ellesmere Port, particularly for pedestrians, cyclists and by public transport;
4. retain and re-use historic buildings, having regard to the desirability of preserving the building or its setting in the historic canal port or any features of special architectural or historic interest;
5. preserve the urban spaces between buildings and around the large areas of water in the basins and docks; and
6. minimise and mitigate any potential impacts on the Mersey Estuary and the borough's ecological network in line with Local Plan (Part One) policy ENV 4 and Local Plan (Part Two) policy **DM 44**. Where appropriate, development proposals should be accompanied by an Ecological Assessment, including bird surveys, to determine the potential for any likely significant effects on the designated features of the SPA/Ramsar.

Explanation

3.59 Local Plan (Part One) policies STRAT 4 and ECON 3 support proposals to enhance the historic canal port as a major tourism facility and the expansion of existing tourism assets where this would benefit the local economy and be of a suitable scale and type for its location. The National Waterways Museum is located at the historic canal port. New development in this area has the potential to bring regeneration benefits and support the vitality of the area, through improved linkages with the town centre. It also has the potential to improve access to the borough's waterways particularly the canal network.

3.60 Realising the potential of the town's heritage assets in particular Island Warehouse and Lighthouse will be supported providing the development complements existing uses on site and the adjoining conservation area. Development proposals in this area should be supported by a Heritage Impact Assessment.

3.61 The Ellesmere Port historic canal port is located alongside the Mersey Estuary which is an internationally important designated SPA/Ramsar site. It is important that any effects from potential tourism/recreational development, particularly noise, visual impact or pollution, are avoided or adequately mitigated. Development proposals should therefore be considered in the context of the wider ecological network for the area, recognising the hierarchy of designations, in line with Local Plan (Part One) policy ENV 4 and other relevant development plan policies.

4 Northwich

4.1 The town of Northwich and adjoining settlements combine to form the third largest urban area in the borough. As such it is a strategic focus for new development and for regeneration utilising the significant potential to re-use previously developed land. Development in Northwich must ensure that the design of new buildings and public spaces are of a high quality and integrate the rivers, a major environmental asset of the townscape. These are also objectives which are supported through the policies of the Northwich Neighbourhood Plan.

4.2 The delivery of new housing in Northwich, to meet the Local Plan (Part One) policy STRAT 5 requirement of at least 4,300 dwellings, will be achieved through the development of the urban village at Winnington, alongside a number of existing planning permissions, and land allocations set out in this section of the Local Plan (Part Two).

4.3 The Green Belt around Northwich will be maintained and the character and individuality of the settlements that form the wider built up area of Northwich safeguarded. Policies and designations to protect the individual character of the settlements around Northwich are provided within the relevant neighbourhood plans which currently include Hartford and Davenham.

4.4 The policies in this section seek to realise the high potential for regeneration and reuse of previously developed land in Northwich whilst safeguarding the character and individuality of the settlements that form the wider built up area surrounding Northwich. Sites are identified to meet the strategic development requirements for residential and employment development. The policies also seek to ensure that the development proposals in Northwich address the significant transport infrastructure implications on the local road network.

N 1 - Northwich settlement area

N 1

Within the defined settlement boundary of Northwich as identified on the policies map, development proposals will be supported which are in line with the relevant development plan policies and are consistent with the following principles, where relevant, aimed at delivering the Local Plan (Part One) policy STRAT 5:

1. safeguarding the character and individuality of the settlements that form the wider built up area of Northwich;
2. realising the high potential for regeneration and reuse of previously developed land;
3. preventing the loss of countryside and urban sprawl to the south of Northwich;
4. providing additional land for business and industrial development including logistics/warehousing and distribution; and supporting regeneration proposals set out in Local Plan (Part Two) policy **N 2**;
5. supporting the town's growth as a tourist destination;

6. utilising the town's waterways for recreation and tourism purposes, recognising their importance for ecology and biodiversity and encouraging effective re-use of previously developed land associated with the waterways;
7. improving Northwich's transport infrastructure as recommended in the Northwich Transport Strategy;
8. respecting local design policies in neighbourhood plans.

Explanation

4.5 Northwich settlement area is defined as the town of Northwich and adjacent settlements of Anderton, Barnton, Davenham, Hartford, Lostock Gralam, Lower Marston, Lower Wincham, Rudheath and Weaverham.

4.6 The Green Belt around Northwich will be maintained and the character and individuality of the settlements that form the wider built up area of Northwich safeguarded. There are a number of neighbourhood plans for the settlements which make up the Northwich settlement area, including Northwich, Davenham and Hartford which include a series of objectives and policies relating to the local area including the identification of Local Green Space.

4.7 The level of development proposed for Northwich through Local Plan (Part One) policy STRAT 5 reflects the potential of previously developed land to meet future housing requirements and supports the significant potential for the regeneration in the town. The key proposals for regenerating Northwich include the schemes at Winnington Urban Village, the Northwich Riverside regeneration projects in the town centre (including Barons Quay) and the regeneration schemes identified in Local Plan (Part Two) policy **N 2**. The further development of Gadbrook Park for continued employment purposes has been assessed and is the subject of Local Plan (Part Two) policy **N 5**.

4.8 A transport strategy for Northwich is currently being developed, which will identify if any future transport infrastructure interventions could be required as well as taking into account all of the proposed and potential development that could take place within Northwich. Development proposals coming forward in advance of this piece of work being completed, will be required to demonstrate that not only can any additional traffic be accommodated within the existing or proposed highway network, but that satisfactory arrangements can be made to accommodate the additional traffic before the development is brought into use.

N 2 - Northwich regeneration areas

N 2

In line with Local Plan (Part One) policy STRAT 5, development proposals within the key regeneration areas and town centre, as identified on the policies map, where relevant must:

1. promote safe walking and cycling routes into and within these areas, and minimise the impact of traffic;
2. improve linkages with the waterways, countryside and other regeneration initiatives;
3. incorporate high quality design and public realm which reinforces the distinctiveness of Northwich and reflects the heritage and urban design principles identified in other development plan policies and the Northwich Neighbourhood Plan;
4. promote opportunities for mixed use development on previously developed land within the town centre boundary, as defined by Local Plan (Part Two) policy **DM 14**;
5. not detract from the vitality and viability of the town centre and services at identified local centres.

Development proposals within the areas identified below will be supported where they are in line with the relevant principles set out in **N 2.A** to **N 2.C**.

Explanation

4.9 Local Plan (Part One) policy STRAT 5 identifies a number of key sites and broad locations to deliver the overarching development strategy for Northwich. These include the two urban villages and the delivery of the Northwich Riverside. Local Plan (Part One) policies STRAT 5 and ECON 2 recognise Barons Quay as the key to delivering the regeneration of the town centre and this scheme is under construction. In addition to Barons Quay there are other emerging regeneration opportunities identified around the town centre and at Winnington.

N 2.A

Weaver Square

Proposals for the Weaver Square regeneration area will be supported where they achieve:

1. a mixed use development which positively contributes to the vitality and viability of the town centre and Barons Quay including the potential to relocate and / or improve the market;
2. high quality design of prominent town centre sites, especially those on the approach along Chester Way;
3. development adjacent to the River Dane which are orientated to face the river and provide activity along the waterfront, incorporating pedestrian and cycle access, whilst safeguarding

the ecology and biodiversity of the watercourse in line with Local Plan (Part Two) policy **DM 38.**

Explanation

4.10 Development within the Weaver Square development area will be supported for mixed use development including retail, public services and residential provision. The redevelopment and/or relocation of the markets should be addressed as part of any redevelopment scheme. Consideration should also be given to the operation of the existing bus station and current road access arrangement for the servicing of the new development from Watling Street and Weaver Way. Provision of appropriate levels of car parking should be included as part of any redevelopment proposals, having regard to the Council's borough-wide Parking Strategy, and Parking Standards Supplementary Planning Document (SPD).

4.11 Urban design principles should be supported including active frontages to Chester Way/Watling Street. Pedestrian access between Watling Street and Witton Street/Leicester Street junction should be retained. The former County Offices site borders the River Dane and any building on the site should consider allowing for elevations with principal frontages along both Watling Street and Chester Way. Additionally the development should maximise the opportunity of the river frontage including aspect and views to and from the River, this could include active frontages as set out in Local Plan (Part Two) policy **DM 38**.

N 2.B

Winnington Works (TATA)

Proposals for the Winnington Works area, as identified on the policies map, should be comprehensively planned and brought forward in line with an agreed development brief. Proposals will be supported where they:

1. are for a mixed use redevelopment including residential, employment and community infrastructure including health facilities;
2. have special regard to the desirability of preserving any heritage assets or their setting or any features of special architectural or historic interest, supported by a Heritage Impact Assessment;
3. do not have adverse landscape and visual impacts within the site or surrounding area as demonstrated through a Landscape and Visual Impact Assessment;
4. deliver suitable highways/access infrastructure improvements which ensures that the development can be satisfactorily accommodated both on the site and on the surrounding road network;
5. include the use of sustainable modes of transport;

6. are designed to have regard to flood risk in accordance with a site specific flood risk assessment and policy **DM 40**;
7. improve public accessibility alongside the waterways.

Explanation

4.12 Redevelopment of the Winnington Works (TATA) site for a comprehensive mixed use residential, neighbourhood retail and employment development, with commensurate community facilities will be supported subject to meeting the necessary infrastructure requirements. The Northwich Transport Strategy identifies that there are existing issues with road congestion at the key pinch point at the Winnington/Barton Swing Bridge. Development of the site could have significant transport infrastructure implications for the north of Northwich, therefore a transport assessment will be required to ensure that transport infrastructure requirements can be satisfactorily addressed on the surrounding road network.

4.13 A development brief for the Winnington Works site should address the following:

- transport links for vehicles, cycles and pedestrians connecting Winnington to Northwich town centre, and to the wider area;
- opportunities to create a neighbourhood centre, which may include convenience retail and community facilities, such as a public house and medical facilities;
- adequate education provision;
- allowing public access to the River Weaver for cyclists and pedestrians, via the creation of landscaped routes along the southern bank;
- the provision of play areas and equipment which are accessible from the wider Winnington area will be encouraged.

N 2.C

Wincham

Proposals within the Wincham regeneration area for residential development located off New Warrington Road; and/or for employment development located off Chapel Street/Wincham Lane, will be supported where:

1. the design is sensitive to the different land uses in the area;
2. impacts on neighbouring residents, business occupiers or recreational users are minimised and mitigated where relevant;
3. the use and the design of the buildings proposed is consistent with their location in a hazard consultation zone;
4. the design, layout and use of buildings is compatible with the level of flood risk;
5. development alongside the Trent and Mersey Canal is in accordance with Local Plan (Part Two) policy **DM 38** and **DM 37**, subject to necessary operational or safety restrictions;

6. protected open space is managed and enhanced in accordance with Local Plan (Part One) policy SOC 6;
7. links to public rights of way are incorporated in the design of a scheme;
8. proposals are accompanied by a transport assessment ensuring that transport generated is safely and satisfactorily accommodated on the highway network, and the movement of heavy goods vehicles is managed, where applicable.

Explanation

4.14 Wincham Urban Village is identified in Local Plan (Part One) policy STRAT 5 as a key proposal with significant potential for the regeneration and reuse of previously developed land. The level of development as set out in paragraph 5.52 of the Local Plan (Part One) allows for a mixed use scheme including up to 950 dwellings. The land ownership has significantly changed across this area and the site has the potential to provide residential development along New Warrington Road, and employment uses on land off Chapel Street.

N 3 - Meeting the outstanding housing requirement in Northwich

N 3

he following sites in Northwich, as identified on the policies map, are allocated to meet the outstanding requirement for housing land in Northwich:

A. Briar Lane garage court (at least 10 dwellings)
B. Land at Winnington Avenue (at least 100 dwellings)
C. Land at Hargreaves Road (at least 235 dwellings)
D. Former Castleleigh Centre, David Street (at least 20 dwellings)

Development proposals for the above sites must be line with the relevant development plan policies having specific regard to each of the following:

1. provision of affordable housing in line with relevant policy;
2. ecological surveys, including mitigation measures;
3. site specific flood risk assessments, including appropriate mitigation measures;
4. high quality design and layout in-keeping with the local character and surroundings:
5. traffic impact assessments and relevant mitigation measures;
6. sensitive design within the context of sites location, having regard to neighbouring uses;
7. include safe and accessible walking and cycling routes linking with existing networks;
8. noise and contamination assessments, including mitigation measures where required.

In addition, development proposals for sites (B) and (C) will be supported where they are in line with the relevant principles set out in **N 3.B** and **N 3.C**.

Explanation

4.15 Local Plan (Part One) policy STRAT 5 sets the housing requirement for Northwich of at least 4,300 new dwellings between 2010 and 2030. Local Plan (Part One) policy STRAT 5 identifies two major housing-led mixed use development schemes at Winnington and Wincham that, at the time of adoption of the Local Plan (Part One), were expected to deliver in the region of 2,100 dwellings. The capacity of the Wincham Urban Village has been significantly reduced and the residual housing land requirement will be met through the land allocations identified above.

N 3.B

Land at Winnington Avenue
In addition to the criteria set out above in policy **N 3**, proposals for the development of site (B) Land at Winnington Avenue, must also have specific regard to, and be in line with Local Plan (Part Two) policies **N 4**, **DM 33** and **DM 34**, and other relevant development plan policies.

Explanation

4.16 The site at Winnington Avenue is allocated to deliver both housing and employment developments as set out in policy **N 3.B** and **N 4**. Winnington Avenue is in close proximity to the Winnington Urban Village and to the Winnington Works (TATA) site which are both integral to regeneration of this part of Northwich. Proposals for housing and employment development should be designed to integrate with the existing developments and future regeneration schemes in the area.

N 3.C

Land at Hargreaves Road
In addition to the criteria set out above, proposals for the development of site (C) Land at Hargreaves Road, must also:

1. provide a high quality and sensitive integration with Griffiths Park and include opportunities to improve and enhance the access, and facilities of the park where possible;
2. have regard to on site and adjacent Local Wildlife Sites, open space, sport and recreation allocations;
3. provide appropriate mitigation against noise along the northern boundary of the site with the railway line;
4. have specific regard to Local Plan (Part Two) policies **DM 33** and **DM 34**;
5. include appropriate contributions towards community facilities where appropriate; and
6. be supported by a Green Travel Plan.

Explanation

4.17 The land allocations are primarily located on brownfield land reflecting the availability of land for redevelopment. Land at Hargreaves Road is a mixed site, incorporating two adjacent sites that are a mix of greenfield and brownfield land. The location of the site alongside Griffiths Park provides opportunities to deliver a highly sustainable development, making best use of the greenfield land within the site boundary, and significantly improving access and use of the formal recreational land.

N 4 - Employment land provision in Northwich

N 4

The following sites in Northwich, as identified on the policies map, are allocated to meet the strategic requirement for new employment development:

A. land at Chapel Street, Wincham (16 hectares, use classes B1, B2, B8) in line with Local Plan (Part Two) policies **N 2** and **N 2.C**
B. Winnington Avenue, Northwich (6 hectares, use classes B1, B2, B8) in line with Local Plan (Part Two) policy **N 3**
C. land at Lostock Works House (1.7 hectares, use classes B2, B8)
D. land on Denton Drive Industrial Estate (0.6 hectares, use classes B1, B2, B8)
E. Gadbrook Park (3 hectares, use classes B1, B2, B8) in line with Local Plan (Part Two) policy **N 5**
F. land to the south A556/south-west Gadbrook Park (19 hectares, use classes B1, B2, B8) in line with Local Plan (Part Two) policy **N 5**

Sites must be developed in accordance with the specified use class and criteria for each site. To ensure the borough-wide strategic development requirement can be met, these sites will be protected from alternative forms of development.

Development in the vicinity of a hazard consultation zone must meet the requirements of Local Plan (Part Two) policies **DM 33** and **DM 34**.

Explanation

4.18 Local Plan (Part One) policy STRAT 2 sets out that over the plan period at least 365 hectares of land for employment development to meet a range of types and sizes of site, will be delivered, and Local Plan (Part One) policy ECON 1 states that the supply will be met through existing planning commitments and new sites allocated for employment use.

4.19 This policy allocates a range of sites within Northwich, to cater for the continuing economic growth of the borough and in line with Local Plan (Part One) policy STRAT 5 which seeks to provide for at least 30 hectares of additional land for business and industrial development.

4.20 It does not identify which uses should go to a particular site but sets out a number of criteria which proposals for development on those sites will be judged, and which must be read in conjunction with other Local Plan policies. Whilst proposals will need to accord with all relevant development plan policies, Local Plan (Part Two) policy **N 5** is necessary to address site specific issues that have been identified. On large sites it is essential that new development is comprehensively planned in an agreed way.

4.21 The site areas identified within the policy relate to the boundary of the proposed allocation. The net developable area and resultant employment floorspace will vary according to site specific characteristics and the mix/type of employment uses proposed.

N 5 - Gadbrook Park

N 5

Within the Gadbrook Park area, as identified on the policies map, development proposals must be compatible with established employment uses, the character of the surrounding area and contribute towards achieving a more sustainable pattern of development for users of the business park. Within the established business park, proposals for environmental improvements that encourage continued investment by current and future occupiers will be supported where;

1. there would be no adverse impact on the amenity of nearby residents
2. it is compatible with the operational needs of site users
3. there is no significant loss of employment potential
4. provision is made for adequate car parking, or to encourage sustainable modes of travel

Employment development on land to the south-west of Gadbrook Park, as identified in Local Plan (Part Two) **N 4**, should be comprehensively planned and brought forward in line with an agreed development brief that addresses criteria 5-11 below. Development within the area identified on the policies map should:

5. provide suitable highways and access infrastructure improvements to ensure the traffic generated can be satisfactorily accommodated on the site and the surrounding road network;
6. include measures to improve access by walking, cycling and public transport and provide connections to the surrounding area and established business park;
7. support improvements and enhancements to the rail network and safeguard sufficient land for a railway station;
8. provide car parking having regard to the Council's parking standards and takes account of parking needs in the surrounding area;
9. minimise the landscape and visual impact of new development, be of a high quality design, of a suitable scale, density, form, massing, height and materials that respects the surrounding landscape character and topography and preserves or enhances the historic environment in accordance with the historic environment policies of the plan (DM 46-50), where relevant;

10. integrate and enhance surrounding ecological networks and green infrastructure;
11. minimise and mitigate flood risk within the site and surrounding area in line with Local Plan (Part Two) policy **DM 40**.

Explanation

4.22 Local Plan (Part One) policy STRAT 5 identifies Gadbrook Park to be retained and protected for continued employment use. Despite the attractive location of Gadbrook Park for employment development, the reliance on the car as the main mode of transport combined with the continued expansion of businesses has led to some parking problems within the business park and impacts on surrounding neighbouring residential areas. The Council is considering a range of potential solutions to support and enhance the continued success of businesses at Gadbrook Park, to minimise disruption to residents and to support environmental enhancements. Overspill car parking for current users of Gadbrook Park will be encouraged within or adjacent to the existing business park.

4.23 Land is allocated to provide a south westerly expansion of the business park, under Local Plan (Part Two) policy **N 4**. The allocation is specifically on land to the west of the railway line as it is anticipated that this will be the first phase of employment development within the Local Plan period. The land to the east of the railway line is identified within the policy boundary, to ensure that any development is considered in a holistic manner and integrates fully with the established business park, improves connectivity for future occupiers/users and addresses any potential transport or environmental impacts of new development. The land to the east of the railway line may have longer term development potential. It is therefore essential that scale, phasing of development, the proposed design layout and mix and type of uses within the site should be agreed through a comprehensive masterplan for the area defined on the policies map. It is essential that any development is a high standard of design, layout, materials that takes account of local landscape character and potential effect on the setting of historic assets. Proposals should be accompanied by a Landscape and Visual Impact Assessment and mitigation strategy. The scheme should be designed to minimise and mitigate ecological harm, minimise flood risk and to safeguard and enhance biodiversity networks in line with other relevant development plan policies.

4.24 The assessment of sites within and around Gadbrook Park has considered potential transport impacts and mitigation measures on the highway network. The allocation of additional employment land in this area is only possible with improvements to transport infrastructure along the A556, particularly on junctions with the A530 and at Gadbrook Road, combined with a wider package of transport measures (including pedestrian/cycle links) and mitigation. Further transport assessments will be required to ensure that transport infrastructure requirements can be satisfactorily addressed on the surrounding road network.

4.25 The Council supports improved access to Gadbrook Park by public transport or other means of transport to the car. The Local Plan (Part One) policy STRAT 10 requires development proposals to be accompanied by transport assessments and to maximise the use of sustainable modes of transport. The re-opening of the Sandbach to Northwich line to passenger traffic is identified as a potential scheme to improve connectivity between Cheshire West and the surrounding area. The

reinstatement of this service and the potential for a station at Gadbrook Park is recognised through the policy. There is the potential to safeguard land for a fully accessible new railway station within the area defined on the policies map, subject to further detailed assessment. The layout and design of development proposals should allow for provision for public transport services throughout the site.

N 6 - Northwich conservation area

N 6

In line with Local Plan (Part One) policy ENV 5, development proposals within the Northwich conservation area as identified on the policies map, must meet the requirements of policy DM 46.

Development proposals will be supported which seek to re-establish the historic grain, with narrow frontages, traditional roofscapes and contribute to a diversity of form and detail in the conservation area.

The demolition of any historic timber-framed buildings, traditionally designed to reduce the effects of subsidence, will only be permitted where it can be demonstrated that:

1. the building does not have any features of architectural or historic interest; and
2. it makes no positive contribution to the conservation area's significance, character or appearance.

Proposals which seek to improve existing poor quality shop frontages will be also be positively encouraged in accordance with Local Plan (Part Two) policy **DM 16**.

The Weaver Navigation and River Dane are significant environmental assets in the town. Development proposals alongside or in close proximity to the watercourses must demonstrate that they preserve or enhance the area's setting. Where possible, development should be orientated to positively address the watercourse to improve the relationship between the watercourse and the town centre and to provide animation and activity along the waterfront.

The Council will continue to support the interpretation and regeneration of the former historic industrial site at Lion Salt Works, as identified on the policies map, to promote the understanding and significance of the development of the Northwich area.

Explanation

4.26 The Northwich conservation area covers a significant part of the town and its immediate outskirts, stretching from Barons Quay on the northern edge of the town centre, Leftwich to the south, Castle Hill to the west and St. Helen's Church to the east.

4 Northwich

4.27 The character of the town centre is dominated by the black and white buildings - predominantly timber framed - constructed as a response to, and result of subsidence due to salt mining and brine pumping. The design of the town centre's historic shopping streets is very specific to Northwich and involves materials and approaches that are not commonly found elsewhere. This includes moveable buildings constructed of timber framing, brick panelling and supporting metal beams and ties.

4.28 Outside the town centre conservation area, the river is a dominant element within the area together with associated buildings and structures including locks and weirs, Hayhurst Bridge and the Edwardian pumping station.

4.29 The new supermarket and marina provide an enhanced area of public space adjacent to the river and bring activity and vibrancy to this part of the conservation area.

4.30 There are several documents that provide detailed design guidance for the buildings and public spaces within Northwich conservation area, focused largely on the town centre. These include:

- Northwich Shop Front Design Guide, November 2014
- Northwich Management and Maintenance Guide for Historic Buildings, November 2014
- Northwich Urban Design Guide and Public Realm Strategy, November 2010
- Northwich Conservation Area Appraisal, August 2018
- Northwich Conservation Area Management Plan, August 2018

4.31 Development proposals in conservation areas outside Northwich town centre will be required to be in line with Local Plan (Part Two) policy **DM 46** and where applicable, a local conservation area appraisal/management plan or a relevant neighbourhood plan.

5 Winsford

5.1 Winsford is one of the borough's four main towns, located in the eastern part of the district. The Local Plan (Part One) policy STRAT 6 sets out a requirement for at least 3,500 new dwellings and 35 hectares of additional land for business and employment development in the town. The Winsford Neighbourhood Plan provides a framework for the future development of the town and allocates specific sites for residential and employment development, and the settlement boundary has been drawn to reflect these allocations.

5.2 Regeneration of the town centre and improvements to open space are key priorities of Local Plan (Part One) policy STRAT 6 and the Winsford Neighbourhood Plan. The Winsford Development Framework has been prepared as part of the implementation of the neighbourhood plan and sets out development and design principles for the town centre and surrounding area. The Winsford Transport Strategy has been developed alongside the development framework and establishes a package of transport improvements which would support delivery of the proposals set out in the neighbourhood plan and improve linkages with the wider area.

5.3 The Local Plan (Part One) and the neighbourhood plan both allocate land at the Station Quarter for development of around 1,000 dwellings. The Station Quarter Development Brief was endorsed by the Council in March 2016 and establishes principles for the development of this area. The aim is to ensure that a comprehensive approach to development of this area is achieved, maximising the community benefits identified in the neighbourhood plan.

5.4 As part of the work on the transport strategy, a modelling exercise was carried out to assess the impact on the highway network of the proposed growth in Winsford and Middlewich. The strategy provides information on which junctions would exceed capacity and require mitigation or upgrade to support the growth. Through consultation, 23 transport schemes were identified which were allocated into 11 packages, ranging from small scale operational changes and improvements to more strategic, longer term schemes. The Council will support transport infrastructure proposals coming forward in relation to the schemes identified in the transport strategy.

5.5 The policies in this section set the employment land allocations and the requirements for development within the Winsford settlement area, reflecting the aims of those plans and strategies referred to above.

W 1 - Winsford settlement area

W 1

Within the defined settlement boundary of Winsford as identified on the policies map, development proposals will be supported which are in line with the relevant development plan policies and are consistent with the following principles, where relevant, aimed at delivering the Local Plan (Part One) policy STRAT 6:

1. developing sites allocated in the neighbourhood plan in accordance with the principles set out in that plan;
2. developing sites in the Station Quarter in accordance with the principles set out in the neighbourhood plan and the Station Quarter Development Brief (2016);
3. improving accessibility to the railway station, including additional parking spaces for vehicles and cycles at the station, or dedicated taxi rank facilities;
4. enhancing the old High Street area through improvements to public realm, environmental enhancement and improved links to the town centre and waterfront area for pedestrians and cyclists;
5. maximising opportunities to improve open space, especially at Town Park, create new habitats and to protect and enhance water quality, biodiversity, and heritage assets in accordance with the historic environment polices of the plan (DM 46-DM 50), where relevant;
6. improving the existing network of cycling and walking infrastructure in the town as recommended in the Winsford Transport Strategy, including the provision of leisure routes around Bottom Flash;
7. regenerating and enhancing the town centre, having regard to the principles in the Winsford Development Framework and the Winsford Transport Strategy.

Explanation

5.6 Local Plan (Part Two) policy **W 1** supports the delivery of the Local Plan (Part One) policy STRAT 6 and the Winsford Neighbourhood Plan. It provides further detail to reflect recent work on the Winsford Development Framework and Winsford Transport Strategy that seek to deliver the Winsford Neighbourhood Plan. Key issues and proposals include:

i. supporting the redevelopment of part of the Winsford Cross Shopping Centre to provide high quality mixed use development including contemporary retail, leisure, residential and community facilities;
ii. retaining key community facilities;
iii. creating an attractive public realm incorporating public space, with high quality materials, lighting, street furniture and landscaping;
iv. improving gateways into the centre from all directions;
v. improving the market through refurbishment, replacement or relocation to a more prominent site location;
vi. providing good quality parking facilities for vehicles and cyclists that allow for ease of access to the centre and allow for linkages with the wider cycle network;
vii. providing improved public transport infrastructure, including a new bus station/interchange in close proximity to the shopping centre with covered waiting areas, layover facilities and new taxi stands;
viii. providing improved linkages to the old High Street and Town Park areas for pedestrians and cyclists.

5.7 In addition to taking into account the Winsford Development Framework and Transport Strategy, proposals for development of sites within the Station Quarter should have full regard to the Station Quarter Development Brief (2016). These documents should be read alongside the above policy.

W 2 - Employment land provision in Winsford

W 2

The following sites in Winsford, as identified on the policies map, are allocated to meet the strategic requirement for new employment development:

A. land West of Road One (9 hectares, use classes B1, B2, B8)
B. remaining land at Woodford Park Industrial Estate (1.5 hectares, use classes B1, B2, B8)

Employment land provision will be met from the following sites allocated in the Winsford Neighbourhood Plan:

Site O5 - Land to the west of Oakmere Road and north of the existing employment land (11 hectares, use classes B1, B2, B8)
Site W6 - South of Bostock Road (3 hectares, use classes B1, B2, B8)
Site W7 - Extension to Winsford 1 - 5 Industrial Estate, east of Road One (27 hectares, use classes B1, B2, B8)

Sites must be developed in accordance with the specified use class and criteria for each site. To ensure the borough-wide strategic development requirement can be met, these sites will be protected from alternative forms of development.

Explanation

5.8 Local Plan (Part One) policy STRAT 2 sets out that over the plan period at least 365 hectares of land for employment development to meet a range of types and sizes of site, will be delivered, and Local Plan (Part One) policy ECON 1 states that the supply will be met through existing planning commitments and new sites allocated for employment use.

5.9 The Winsford Neighbourhood Plan has been prepared to reflect the strategic policies of the Local Plan (Part One) and identifies employment land allocations to meet the requirement set out in Local Plan (Part One) policy STRAT 6 for at least 35 hectares of additional employment land. It also safeguards employment land within the current Winsford Industrial Estate and Woodford Business Park to support local employment opportunities.

5.10 The Local Plan (Part Two) policy **W 2** confirms the range of sites necessary to meet the employment land requirements for Winsford, both within the existing employment areas and taking

account of the additional land identified through the neighbourhood plan process. The neighbourhood plan also encourages mixed use development to assist the regeneration of town centre development sites, which will contribute towards a flexible mix of types and sizes of employment site for Winsford.

5.11 The policy does not identify which uses should go to a particular site but sets out a number of criteria which proposals for development on those sites will be judged, and which must be read in conjunction with other relevant development plan policies. The site areas identified within the policy relate to the boundary of the proposed allocation. The net developable area and resultant employment floorspace will vary according to site specific characteristics and the mix/type of employment uses proposed. Any development proposals should take account of the design requirements of the relevant neighbourhood plan policies where appropriate.

6 Rural area

6.1 The approach to development in the rural area reflects the overall strategy of the Local Plan (Part One) policies to guide the majority of development to the most sustainable areas of the borough. In the rural area, Local Plan (Part One) policies STRAT 8 and STRAT 9 aim to strike a balance between allowing for the managed growth of identified sustainable rural settlements whilst taking account of the overall strategy to concentrate most new development in urban areas. The policies in this section set out the housing and employment land allocations within the rural area and provide policy criteria for development proposals.

6.2 The rural area is defined in the Local Plan as the area beyond the boundaries of the main urban settlements of Chester, Ellesmere Port, Northwich and Winsford. Local Plan (Part One) policy STRAT 8 sets out the strategy for development in the rural area, with a focus for growth on the most sustainable settlements referred to as key service centres. The Local Plan (Part Two) identifies a second group of settlements in the rural area that are referred to as local service centres that offer the opportunity for small scale development reflective of the scale of the settlement. It should also be noted that significant parts of the rural area are also designated as Green Belt.

6.3 Beyond the key and local service centres, the rural area is referred to as the countryside, and the strategy for development is set out in Local Plan (Part One) policy STRAT 9. This policy aims to protect the character and beauty of the Cheshire countryside by restricting development in these locations. However, the development plan also supports farming and forestry operations and rural diversification, encouraging and supporting the rural economy where it is sensitive to its location.

R 1 - Development in the rural area

R 1

In line with Local Plan (Part One) policy STRAT 8, development proposals in the rural area will be supported in key service centres and local service centres (identified settlements) where they meet the relevant policy criteria.

Neighbourhood plans or Neighbourhood Development Orders can promote more development than that set out in the Local Plan (Part One) to meet local housing, economic and social needs where appropriate. Policies dealing with design of development will be a key consideration in determining the acceptability of proposals.

Key and Local Service Centres
Within a key or local service centre settlement boundary, as identified on the policies map, development proposals that are in line with the development plan for the settlement, and are consistent with Local Plan (Part One) policy STRAT 8 will be supported.

6 Rural area

The following settlements are defined as local service centres:

Antrobus*	Delamere*	Great Budworth*	No Mans Heath
Ashton Hayes*	Dodleston*	Guilden Sutton*	Norley*
Aldford	Duddon	Higher Wincham	Saughall*
Childer Thornton*	Eaton	Kingsley*	Tilston
Christleton*	Eccleston*	Little Budworth	Utkinton
Comberbach*	Elton*	Mickle Trafford*	Waverton*
Crowton*	Great Barrow*	Moulton	Willaston

* additional restrictions apply in line with Local Plan (Part One) policy STRAT 9 and the National Planning Policy Framework.

New housing development outside but adjacent to a key or local service centre boundary will only be supported where the proposal is in line with Local Plan (Part Two) policy **DM 24**; is for a community land trust development supported by the Parish Council; the site has been allocated through a neighbourhood plan; or is brought forward through a Neighbourhood Development Order or Community Right to Build Order.

The countryside
For development proposals in the countryside, as identified on the polices map, which includes villages and hamlets that are not identified as key or local service centres (identified settlements), please see Local Plan (Part One) policy STRAT 9 and relevant development plan policies.

Explanation

6.4 The Local Plan promotes the regeneration of previously developed/brownfield land in sustainable locations; minimising the loss of greenfield land and protecting the countryside as a key asset by restricting development to that which requires a countryside location.

6.5 For the purpose of the Local Plan, an identified settlement refers to the most sustainable locations within the rural area and are categorised as key service centres and local service centres. Other villages and hamlets in the rural area that have not been identified as a key or local service centre are categorised as countryside, and proposals should be assessed in line with the the relevant development plan policies.

6.6 Within the rural area, Local Plan (Part One) policy STRAT 8 identifies ten key service centres (see Table 6.1), where an appropriate level of new development will be brought forward to support new homes, economic and social development:

Table 6.1 Local Plan (Part One) policy

Cuddington and Sandiway	Kelsall	Tattenhall
Farndon	Malpas	Tarporley
Frodsham	Neston (including Parkgate)	
Helsby	Tarvin	

6.7 Local Plan (Part One) policy STRAT 8 sets out the housing requirement for each of the key service centres up to 2030. Amendments were made to the supporting policy text during the examination process, summarising the land supply position and stating that "there will be little if any need for additional allocations to be made in the rural area".

6.8 There are no individual housing requirements set for the local service centres as it is recognised that they have a limited level of sustainability and are not the most appropriate for significant new development. Development may take place that is very limited in scale, meets a rural or other local housing need, or is identified in a neighbourhood plan. It is considered that the local community is best placed to understand the local needs in terms of supporting services or meeting a specific housing need, and local communities are encouraged, through preparing a neighbourhood plan, to take a holistic approach to meeting the future needs, providing the flexibility to shape their communities in a planned way. Neighbourhood plans can enable sites to be identified and allocated for housing and other uses, that will support or enhance local services and provide community infrastructure. Plans should also take account of local infrastructure constraints.

6.9 In line with the NPPF, neighbourhood plans may promote a higher level of development than is set out in the Local Plan, however they cannot promote less development. The level of development should not undermine the strategy of the Local Plan but a greenfield countryside site adjacent to an identified settlement boundary may be allocated to meet specific local housing needs and/ or seek community benefit through the provision of community infrastructure and facilities.

6.10 Those settlements that border the Green Belt are more restricted as the overall extent of the Green Belt in the borough is protected through strategic policies. However, opportunities do exist to plan for some more limited forms of development such as rural affordable housing and through Community Right to Build Orders. Neighbourhood plans that promote land allocations should be in line with Local Plan (Part One) policy STRAT 9 and the NPPF in relation to development appropriate in the Green Belt.

6.11 Infill development is only supported in the identified settlements that are set out in Local Plan (Part One) policy STRAT 8. Beyond the boundaries of the identified settlements, development, including infill proposals in villages and hamlets located in the countryside is not in accordance with the overarching sustainable strategy as set out in the Local Plan (Part One).

6.12 Within local service centres that are washed over by Green Belt development will be more restricted in line with Local Plan (Part One) policy STRAT 9 and the NPPF.

R 2 - Meeting the outstanding housing requirement in Tattenhall

R 2

The following site in Tattenhall, as identified on the policies map, is allocated for residential development:

A. land west of Ravensholme (up to 30 dwellings)

The following site, as identified on the policies map, is safeguarded for residential development after 2025:

B. land to the rear of 68-84 Castlefields.

Development of land west of Ravensholme and land rear of 68-84 Castlefields (if required) must accord with the relevant development plan policies, and where applicable must have specific regard to the following:

1. 30 per cent affordable housing must be provided on site;
2. ecological surveys will be required as part of any planning application with appropriate mitigation measures identified;
3. site specific flood risk assessments will be required with appropriate mitigation measures identified;
4. the design and layout must be of a high quality and sensitive to the local character and surroundings, having regard to neighbouring uses;
5. proposals should incorporate high quality landscaping throughout;
6. proposals must include safe and accessible walking and cycling routes linking with existing networks.

In addition, development proposals for sites will be supported where they are in line with the relevant principles set out in **R 2.A** and **R 2.B**.

Explanation

6.13 Local Plan (Part One) policy STRAT 8 sets the housing requirement for Tattenhall of at least 250 new dwellings between 2010 and 2030.

R 2.A

Land west of Ravensholme
In addition to the principles set out above, residential development proposals relating to land west of Ravensholme must have specific regard to the following:

1. this key gateway into Tattenhall must be developed sensitively, retaining the 'country lane' feel to Chester Road, with low density development along this frontage which positively addresses the road;
2. a high quality, well landscaped boundary must be provided along the western edge of the site; and
3. the wildlife corridor along Mill Brook should be retained and enhanced and should allow for a continuation of the existing footpath which passes through Glebe Meadow and Barn Field.

Explanation

6.14 To contribute to meeting the outstanding housing requirement, land at west of Ravensholme is allocated for development of up to 30 dwellings, in line with **policy 1** of the Tattenhall Neighbourhood Plan. High quality development of this site has the potential to enhance a key gateway into Tattenhall, provided that it is sensitively done. Development presents an opportunity to extend the existing footpath along the Mill Brook which is designated as a wildlife corridor in **policy 6** of the Tattenhall Neighbourhood Plan.

6.15 Potential developers should note that the site is crossed by a sewer and protection measures in the form of easement widths or a diversion of the pipe would be required, which may impact upon the layout and density achievable on site.

6.16 A programme of archaeological work is likely to be required as part of any application for development of this site. This could involve an initial non-intrusive survey followed by further targeted work, if areas of interest were located.

R 2.B

Land to the rear of 68 to 84 Castlefields
In addition to the principles set out above, residential development proposals on the site, if required after 2025, relating to land to the rear of 68 to 84 Castlefields must have specific regard to the following:

1. proposals for development of the site will not be supported before 2025. It then must be demonstrated that the site is necessary to meet any outstanding housing requirement in Tattenhall;

2. the site layout and the design of buildings must be distinct in character from the adjoining housing developments;
3. development (including gardens and road infrastructure) must take place entirely within Flood Zone 1;
4. a drainage strategy must be submitted as part of the required site specific flood risk assessment; and
5. the Keys Brook corridor to be retained and enhanced as open space and a wildlife corridor.

Explanation

6.17 Development of land west of Ravensholme for 30 units would leave a small residual requirement of 13 units, as at 1 April 2017. This may be met through small sites within the village which may come forward during the plan period, for example two former garage sites which are being brought forward through a community land trust. However, to provide certainty that the requirement can be met in full, the plan makes provision for a second site to be brought forward later in the plan period if necessary. Planning permission will only be granted for development of land to the rear of 68-84 Castlefields after 2025 if the Council's most up to date Housing Land Monitoring Report identifies that there is still an outstanding requirement which would not be met through:

- net completions;
- deliverable commitments;
- small windfall sites;
- sites on the Council's Brownfield Land Register;
- the development of site A; and
- sites allocated in any review of the neighbourhood plan.

6.18 The neighbourhood plan seeks to accommodate housing growth in a sensitive way, based on modest scale developments within and on the edge of Tattenhall. The neighbourhood plan aims to avoid large scale, suburban style developments along village boundaries. To ensure that any development to the rear of Castlefields complies with the spirit of the neighbourhood plan, the site must be designed so that it forms a visually distinct development with a different character from surrounding residential areas. The site is crossed by a sewer and protection measures in the form of easement widths or a diversion of the pipe would be required, which may impact upon the layout and density achievable on site. Development must be entirely within Flood Zone 1 and in accordance with a drainage strategy to mitigate runoff to greenfield rates.

R 3 - Employment land provision in the rural area

R 3

The following sites in the rural area, as identified on the policies map, are allocated to meet the strategic requirement for new employment development:

A. extension to Monument Place Employment Park, Farndon (1.9 hectares, use classes B1, B2) in line with **R 3.A**
B. land adjacent Mere's Edge, Helsby (3.5 hectares, use classes B1, B2, B8) in line with **R 3.B**
C. land to the west of Chowley Oak (2.2 hectares, use class B1) in line with **R 3.C**
D. Oaklands Office Park, phase 3 (1 hectare, use class B1) in line with **R 3.D**

Sites must be developed in accordance with the specified use class and criteria for each site.

Employment land provision in Neston will be met from sites allocated in the Neston Neighbourhood Plan at Clayhill Business Park (3.8 hectares, use classes B1, B2 B8).

To ensure the borough-wide strategic development requirement can be met, these sites will be protected from alternative forms of development.

Explanation

6.19 Local Plan (Part One) policy STRAT 2 sets out that over the plan period at least 365 hectares of land for employment development to meet a range of types and sizes of site, will be delivered, and Local Plan (Part One) policy ECON 1 states that the supply will be met through existing planning commitments and new sites allocated for employment use.

6.20 This policy allocates a range of sites within the rural area, to cater for the continuing economic growth of the borough and in line with Local Plan (Part One) policy STRAT 8 which seeks to provide for at least 10 hectares of land for business and industrial development to enable small scale expansion of existing employment sites and new sites within or on the edge of key services centres outside of Green Belt locations.

6.21 The rural area covers a large geographical area and Local Plan (Part One) policy STRAT 8 enables the Council to exceed the 10 hectare requirement where suitable and appropriate, to provide a positive and flexible supply of employment land in the rural area. There are a number of extant planning permissions for employment development in the rural area, for example at Urenco, Capenhurst, where any new development must be in line with Local Plan (Part Two) policy **GBC 1**, which combined with other windfall applications will contribute towards the employment land provision in the rural area. In addition, local communities can support economic development in the rural area through relevant policies in neighbourhood plans.

6.22 Neighbourhood plans are prepared to reflect the strategic policies of the Local Plan (Part One). Neston Neighbourhood Plan identifies a number of vacant sites within the Clayhill Business Park that could be developed for employment uses and includes a specific policy for the site.

6.23 This policy does not identify which uses should go to a particular site but sets out a number of criteria against which proposals for development on those sites will be judged, and which must be read in conjunction with relevant development plan policies. The site areas set out in the policy relate to the boundary of the proposed allocation. The net developable area and resultant employment floorspace will vary according to site specific characteristics and the mix/type of employment uses proposed.

R 3.A

Monument Place, Farndon

Land at Monument Place employment park Farndon, as identified on the policies map, is allocated for employment use (use classes B1, B2). Development proposals will be supported that are comprehensively planned and designed to:

1. be an appropriate scale, type, density and layout and create a logical extension of the existing business park;
2. protect and retain existing landscape features. Proposals should provide an additional landscaping scheme for the site to make positive enhancements to the setting. Additional screening should be provided to the northern boundary with Brewery Lane;
3. minimise and mitigate harm to nature conservation interests within and adjacent to the site;
4. meet the requirements of policy **DM 47**;
5. ensure that there is satisfactory and safe access onto the highway network. A transport assessment will be required;
6. sensitively locate service areas associated with employment development to minimise the visual impact on the area;
7. use high quality building materials to be in-keeping with the rural area.

Explanation

6.24 The policy relates to Monument Place employment park and provides for the small scale expansion to the north of the industrial estate, located close to the key service centre of Farndon.

6.25 A Heritage Impact Assessment has identified heritage assets within the vicinity of the site, including Holly Cottage (grade II listed building) and Barnston's Monument (grade II* listed building). The management of the scale, type and form of development is essential to ensure that schemes respect the rural setting, historic assets and surrounding landscape. The site is located on a key route into Farndon and development proposals should be accompanied by a full landscape and visual assessment and mitigation strategy. It is not proposed to develop to the south of the existing industrial area but there is an opportunity to strengthen screening to the south of the site, to minimise impacts

on the setting of the Barnston Monument. The building materials and design should be appropriate and in-keeping with the agricultural character and setting of the surrounding area and there is an opportunity to provide landscape enhancements to the northern boundary of the site. Development proposals should also take account of the policies within the Farndon Neighbourhood Plan where appropriate.

R 3.B

Land adjacent to Mere's Edge, Helsby

Land adjacent to Mere's Edge, Helsby, as identified on the policies map, is allocated for employment use (use classes B1, B2, B8). Development proposals will be supported where:

1. the transport/traffic requirements can be satisfactorily accommodated on the surrounding road network and appropriate access to the site should be provided;
2. the development proposal is compatible with the amenity of residents or business occupiers in the vicinity;
3. the scheme is designed to assess and mitigate potential environmental risks to future occupiers (air, noise) from adjacent uses;
4. it provides suitable flood minimisation and mitigation measures;
5. the form and appearance of the development, including height, massing and building materials, takes account of the surrounding landscape character;
6. it protects and enhances landscape features, with sufficient boundary treatment, that respects the landscape character of the area;
7. it minimises and mitigates harm to ecological designations.

Explanation

6.26 The land adjacent to Mere's Edge is located alongside an existing employment area to the north (Honeywell Distribution Centre) within the key service centre of Helsby. Redevelopment has taken place in the wider area for a range of uses, with new residential development taking place to the east of the site. To the west of the site is the railway line and a water treatment works. This policy aims to ensure that new development is compatible with surrounding uses, residents and business occupiers with regard to potential risks (air, noise, water) and transport impacts.

6.27 The employment allocation is located in close proximity to the A5117 and Junction 14 of the M56. In view of surrounding development proposals, further assessment of access onto the A5117 or A56 will be required as part of any development proposal.

6.28 The site is a greenfield location on the edge of Helsby that would extend the built form of the settlement, therefore good design, landscape, flood risk and ecological mitigation measures will be essential as part of any development scheme.

6.29 Development proposals should also have regard to the policies within the Helsby Neighbourhood Plan, which supports new business development of a scale appropriate to it's surroundings.

R 3.C

Chowley Oak
Land at Chowley Oak, as identified on the policies map, is allocated for employment use (use class B1). Development proposals will be supported that are comprehensively planned and designed to:

1. be an appropriate scale, type, density and layout and create a logical extension of the existing business park;
2. utilise the access through the existing business park;
3. provide safe and satisfactory access to the highway network and encourage sustainable modes of travel. Proposals should improve connectivity to public transport along the A41. A transport assessment should be provided;
4. protect the route of the disused railway line and where necessary provide an alternative link in line with Local Plan (Part Two) policy **T 4**;
5. retain and enhance existing landscape features, particularly to the site boundaries to minimise the visual impact of new development. The use of locally native species is encouraged. A landscape management plan for the site should be provided;
6. include an appropriate flood risk and sustainable drainage strategy for the site;
7. minimise and mitigate harm to nature conservation interest within or adjoining the site. A scheme for reasonable avoidance measures in relation to the management of protected species should be provided.

Explanation

6.30 This policy relates to Chowley Oak business park and provides for the small scale westerly expansion of the business park. The site is located close to the key service centre of Tattenhall and is accessed off the A41. It is primarily accessed by road and development proposals are encouraged to incorporate footways/cycleways to link Tattenhall along the route of the disused railway. There is also the potential to improve connectivity with public transport on the A41 through the provision of improved transport infrastructure and contributions towards public transport services. The nature of the rural lanes accessing the site mean that the site is unsuitable for industrial or warehousing use and HGV use, therefore the employment uses on site are restricted to those falling within the B1 use class. To ensure road safety, additional passing places may be required on surrounding lanes linking to the A41 (Chowley Oak Lane, Dog Lane and Green Lane).

6.31 The site is in a greenfield location and the scale, layout and design of new development should be carefully considered and in keeping with the landscape character and rural setting of the surrounding area. There is an opportunity to provide screening enhancements to the boundary of Dog Lane and a landscape assessment and mitigation strategy should be provided alongside any application. Access

to the site must be through the existing business park to minimise potential landscape impacts. Ecological appraisals should be undertaken to minimise the impacts on nature conservation in line with Local Plan (Part Two) policy **DM 44**.

R 3.D

Oaklands Office Park
Land at Oaklands Office Park, as identified on the policies map, is allocated for employment use (use class B1). Development proposals will be supported where:

1. the landscape and visual impact of the development is minimised and mitigated;
2. the scale, density, layout, design and materials employed are in keeping with the established business park;
3. it minimises and mitigates flood risk in line with Local Plan (Part Two) policy **DM 40**;
4. it minimises and mitigates harm to nature conservation interest within or adjoining the site, in line with Local Plan (Part Two) policy **DM 44**.

Explanation

6.32 This policy allows for small scale development for the phase three expansion of Oaklands Office Park. Oaklands Office Park provides for office development in an attractive parkland setting sustainably located close to Hooton Railway Station and Ellesmere Port. The site is accessible from the B5133 and is close to Junction 5 of the M53. This is a brownfield local employment area in the Green Belt. Development proposals should be designed to minimise impacts on landscape, flood risk and nature conservation in line with relevant development plan policies.

7 Green Belt and countryside

7.1 One of the Local Plan (Part One) strategic objectives is to protect the environmental quality and character of the borough through maintaining the general extent and character of the North Cheshire Green Belt and Cheshire countryside. Policy STRAT 9 of the Local Plan (Part One) acknowledges that the rural area of the borough and the high quality of its landscape is a key asset and is highly values by residents. The diversity of landscapes, including a range of hard and soft landscape characteristics such as open fields and pastures, woodland or farmed land as well as built form and features, contribute to the intrinsic character and distinctiveness of the borough's countryside. The policies in this section provide criteria for development proposals relating to existing commercial sites located within the Green Belt and the approach to be taken in protecting the landscape and key settlement gaps.

7.2 The strategy of the Local Plan (Part One) is to focus the majority of new development in the main urban areas of the borough and minimise the loss of greenfield land. The Local Plan (Part Two) does not alter the Green Belt boundaries established through the Local Plan (Part One) and the settlement boundaries for the urban areas of Chester and Ellesmere Port are defined by the Green Belt boundary as shown on the policies map. In areas outside of the Green Belt key settlement gaps have been identified where necessary to safeguard the character and individuality of the settlements.

7.3 Forty-two percent of the borough is identified as Green Belt within which the construction of new buildings is considered inappropriate development as set out in the National Planning Policy Framework (NPPF). However, national policy does allow for a number of exceptions, including the limited infilling or the partial or complete redevelopment of previously developed sites providing there would not be a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

7.4 There are a range of major employers that are located in the Green Belt including;

- Chester Zoo
- Countess of Chester Health Park
- Dale Barracks
- Chester Business Park
- Urenco, Capenhurst

7.5 These sites make a significant contribution to the local economy. Given the size, scale and location of these sites within the Green Belt and their development potential over the plan period, further detailed policies are required to guide future development proposals to maintain appropriate safeguards for the Green Belt. Local Plan (Part Two) policy **GBC 1** sets out the acceptable uses within these site for a continuation of current activities and additional guidance is provided where there is evidence to suggest land is (i) likely to be redeveloped for operational improvements or (ii) likely to become surplus for current needs over the plan period, the policy provides a framework for assessing future proposals for the partial or complete redevelopment of these sites in line with national planning

policy and Local Plan (Part One) policy STRAT 9. Local Plan (Part Two) policy **GBC 1** relates to infill and redevelopment (partial and complete) only and all other development will be assessed in line with Local Plan (Part One) policy STRAT 9, and other relevant development plan policies.

GBC 1 - Commercial sites in the Green Belt

GBC 1

Large scale existing commercial and employment sites located within the Green Belt are identified on the policies map, where the principle of development for the following uses will be supported:

A. Chester Zoo - zoological purposes
B. Countess of Chester Health Park - medical and associated purposes
C. Dale Barracks, Chester - military use
D. Chester Business Park - use class B1a offices
E. Urenco, Capenhurst - uranium enrichment and other related activities, scientific and engineering research covered by use classes B1, B2 or B8

Development proposals within the areas defined on the policies map, that are either in the form of limited infilling or the partial or complete redevelopment of previously developed sites, will be supported in line with Local Plan (Part One) Policy STRAT 9 where:

1. there is no greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development; and
2. no open storage will be permitted unless such storage is screened by buildings or landscaping so that it is not visible from outside the site.

Proposals must include landscaping with particular attention paid to the boundaries of the site as defined on the policies map, any road and railway frontages and the boundaries of the individual plots within the site.

Any proposals for development should also be in line with **GBC 1.A** to **GBC 1.E.**

7.6 Local Plan (Part Two) policy **GBC 1** and details set out in **GBC 1.A** to **GBC 1.E**, on commercial sites in the Green Belt apply whether the land is redundant or in continuing use, however this does not include temporary buildings within the site.

GBC 1.A

Chester Zoo
Development proposals in connection with the use of the site for zoological purposes will be supported where they are in line with Local Plan (Part Two) policy **GBC 1**, and provide for operational improvements or the enhancement of visitor attractions and ancillary facilities in line with Local Plan (Part One) policy ECON 3.

In addition, partial or complete redevelopment proposals should be comprehensively planned in line with a development strategy for the wider site which meets all of the following where relevant:

1. sets out the appropriate scale, layout, heights, type of uses and phasing of development within the site and its surroundings including the buildings for retention or redevelopment;
2. considers the potential transport impacts in combination with surrounding developments and makes provision for suitable highways/access arrangements;
3. provides car parking having regard to the Council's parking standards;
4. incorporates appropriate security and safety measures and boundary treatments;
5. minimises impacts on residential amenity for adjacent properties;
6. provides a high quality design which enhances or better reveals the significance of designated heritage assets and their setting and preserves their special architectural or historic interest;
7. provides a Landscape and Visual Assessment and mitigation strategy, that retains and enhances landscaping where possible within the site taking account of site topography and landscape character;
8. maintains and enhances links to the surrounding ecological network and green infrastructure;
9. makes appropriate infrastructure provision, including water supply and capacity and drainage;
10. has regard to relevant development plan policies for Chester and town centre development;
11. has regard to public rights of way and is in line with Local Plan (Part Two) policy **DM 37**.

Explanation

7.7 Local Plan (Part One) policy ECON 3 identifies Chester Zoo as a major tourism asset, which supports a range of jobs and economic benefits for the area, where the development of enhanced visitor opportunities will be supported. The zoo is a conservation and educational charity, whilst it is a major employer with around 1,000 employees and visitor attraction for the borough, it is not a commercial operation in the typical sense. It makes a significant contribution to tourism and conservation at a local, regional and national level. The site contains significant open areas and is distinct from the main urban area of Chester. Planning permission was granted in 2010 to expand the zoo as part of the Natural Vision project which provides a masterplan for the redevelopment and expansion of the zoo to 2024.

7.8 The boundary of the site recognises the current development taking place in line with planning permissions for future expansion and operational improvements to the site. Any changes to the

operational area as a result of new development taking place will be a material consideration for future development proposals. The zoo will be preparing a revised development framework for the site, which will be a non-statutory plan which will also inform residents and local groups of the zoo's long term aspirations and will be a material consideration in determining planning applications. The Council will continue to support the quality and range of facilities offered by the zoo, subject to the impact which such extensions could have on the open character and permanence of the Green Belt. Development for 'zoological purposes' within the defined boundary may include new animal exhibits, animal enclosures (including non-exhibit animal care), front line staff facilities, car parking and access arrangements and guest/visitor services that are ancillary and related to the zoo's operational activities.

GBC 1.B

Countess of Chester Health Park
Development proposals in connection with the use of the site for medical or associated purposes will be supported in line with Local Plan (Part One) policy SOC 5, Local Plan (Part Two) policy **GBC 1**, and where they provide for operational improvements to the primary use of the site

In addition, proposals for the partial or complete redevelopment of land within the health park, should be comprehensively planned in line with an agreed development brief that meets all of the following:

1. it is in line with Local Plan (Part Two) policy **DM 39** regarding the loss or replacement of community facilities;
2. sets out the appropriate scale, layout, heights, type of uses and phasing of development within the site and its surroundings including the buildings for retention or redevelopment;
3. it considers the potential transport impacts in combination with surrounding developments and makes provision for suitable highways/access arrangements;
4. encourages the use of sustainable transport modes including bus, walking and cycling;
5. provides car parking with regard to the Council's parking standards, within the context of the health park;
6. minimises impacts on residential amenity for nearby properties;
7. provides a high quality design that respects the surrounding character and mitigates any potential impacts on heritage assets and their setting;
8. provides a Landscape and Visual Assessment and mitigation strategy, and retains and where possible enhances landscaping within the site taking account of site topography and landscape character;
9. maintains and enhances links to the surrounding ecological network and green infrastructure;
10. makes appropriate infrastructure provision, including water supply and capacity and drainage;
11. has regard to relevant development plan policies for Chester and town centre development.

Residential development must be directly related to uses on the health park. Other forms of residential development will only be supported where;

13. it is in accordance with the above criteria;
14. it is demonstrated that the land is surplus to medical requirements; and
15. it would support improvements to operational services, as part of a comprehensive approach to new development within the health park.

Explanation

7.9 Local Plan (Part One) policy STRAT 9 recognises that the Countess of Chester Health Park was previously identified as a major developed site in the Green Belt. The Council will continue to work with the NHS Trust to understand future development needs on the site for medical purposes. This is to ensure that the site remains capable of meeting modern health care needs, whilst respecting the Green Belt location. The Countess of Chester has identified a key challenge for the future will be to modernise the existing hospital estate to offer both acute and preventative care and meet the increased demographic demands placed on particular departments, such as the Accident and Emergency service and responding to the needs of an ageing population.

7.10 Where necessary and justified, a development brief will be prepared for the site to ensure that a comprehensive approach is taken towards new development within the health park. Any surplus land should be retained for medical or related purposes to ensure that new development would not undermine the long term role of the health park. The NHS have identified the need for residential training opportunities, together with specific types of residential development such as step-down beds, directly related to the health care facilities and to support future service provision. The policy gives priority to residential uses that are directly related to and necessary to support uses on the health park. Other forms of residential development may be considered as part of a comprehensive redevelopment plan for the site, where it is clearly demonstrated the land is surplus to future health care needs and the development could support operational improvements in the quality or range of services provided.

GBC 1.C

Dale Barracks
Development proposals in connection with the operational use of the site as a military base will be supported where they are in line with Local Plan (Part Two) policy **GBC 1**. In addition, in the event of any part of the land becoming surplus to military activities, partial or complete redevelopment proposals should be comprehensively planned in line with an agreed development brief which meets all of the following:

1. is compatible with any retained military uses within or adjacent the site;

2. sets out the appropriate scale, layout, type of uses and phasing of development within the site including the buildings for retention or redevelopment;
3. retains existing residential properties and is compatible with residential amenity;
4. any new residential development includes a mix of housing types, tenure and sizes, including affordable housing;
5. retains existing community facilities and uses within the site where appropriate;
6. retains and where necessary enhances open space, sport and recreation facilities in line with Local Plan (Part Two) policies **DM 35** and **DM 36**;
7. retains and where possible enhances landscaping within the site taking account of site topography and landscape character of the site and it's surroundings;
8. is in line with policy **DM 48**;
9. maintains and enhances links to surrounding ecological networks and green infrastructure;
10. considers potential transport impacts in combination with surrounding developments and makes provision for suitable highways/access arrangements;
11. makes appropriate infrastructure provision, including water supply and capacity and drainage.

Explanation

7.11 The Dale Barracks is an operational military base to the north of Chester. The Ministry of Defence is reviewing its national land and property portfolio to enhance the quality and performance of the defence estate. It is aimed at utilising the estate as efficiently as possible and improving military capability. A Better Defence Estate (2016) sets out the long term strategic approach towards the future of the estate to 2040. It identifies (a) sites that will be subject to further investment to optimise their military use and (b) sites that are surplus to military requirements and likely to be disposed. The Dale Barracks site, Chester was included within the announcement as a potential site for future disposal. This policy is therefore necessary to (i) support continuing existing military operations on the site and (ii) to provide a framework for the potential long term use of the site, in the context of national and local planning policy. It enables a planned approach to retain important existing uses/facilities and ensure infrastructure provision is appropriate to the types of future development on the site. A development brief/masterplan for the site will be prepared in partnership with the Council and other key stakeholders.

7.12 There are a wide range of buildings and facilities within and around the site, used in connection with the military use. This includes medical and dental facilities, sports facilities, community centre and welfare areas, local shops, service family accommodation and some market housing. The operational site is situated in the grounds of Moston Hall (built 1789) and some of the associated parkland/gardens remains. There is also extensive landscaping and open space within the site. Where appropriate, community uses, landscaping and open space should be retained and where possible enhanced, particularly where they contribute towards the openness of the greenbelt.

7.13 Outside of the operational boundary there are residential properties some of which are privately owned. The policy seeks to protect residential amenity for these properties, together with neighbouring and future occupiers. This part of the site should be considered in the context of the wider masterplan.

The Open Space Study and Playing Pitch Strategy (2016) identify a sports pitch to the east of the site that is currently used by local community groups. The future use of this part of the site should be considered in line with Local Plan (Part One) policy SOC 5 and Local Plan (Part Two) policy **DM 36**.

7.14 The transport impacts from any long term potential redevelopment should be considered alongside other developments in the surrounding area e.g. The Countess of Chester Health Park and Chester Zoo.

7.15 The Fox Barracks (Chester Army Reserve Centre) does not form part of the announcement made in November 2016. The policy therefore does not apply to this part of the site as it not surplus to requirements and some military/related use is expected to continue.

GBC 1.D

Chester Business Park
Land to the east of Wrexham Road, Chester is identified as an established business park within the Green Belt. Development proposals for office development (use class B1a) within the area defined on the policies map will be supported where they are in line with Local Plan (Part Two) policy **GBC 1** and:

1. they provide for a high quality development in a parkland setting; and
2. the traffic/transport requirements generated by the development can be safely and satisfactorily accommodated on the highways network.

Explanation

7.16 Chester Business Park is a landscaped, high quality employment park within the Green Belt to the south of Chester. Local Plan (Part One) policies STRAT 3 and ECON 1 identify Chester Business Park as being protected for new high quality office development and as a key employment location, essential to meeting the future economic growth of the area. It is important the parkland setting is retained and this is an important consideration in the assessment of proposals for extensions to existing buildings or the development of new buildings.

7.17 Although the business park is now substantially developed, due to the limited employment land supply in the Chester area it remains a key location for employment/office provision. The Council's Annual Monitoring Report (AMR) identifies there are some remaining undeveloped plots within the site that will continue to contribute towards the employment land provision in Chester and are allocated in Local Plan (Part Two) policy **CH 3**.

7.18 Transport Impact Assessments of the continued development of the Chester Business Park should consider whether the development has a material impact on the trunk road and motorway network, and consult with Highways England on the scale and nature of these impacts.

GBC 1.E

Urenco, Capenhurst
Development proposals in connection with the use of the site for uranium enrichment and related activities, the decommissioning of redundant facilities, scientific and engineering research covered by use classes B1, B2 or B8, will be supported where they are in line with Local Plan (Part Two) policy **GBC 1**, and all the following are met where relevant:

1. it allows for operational improvements in connection with the primary use of the site;
2. it takes account of the cumulative impact of other planned development within the site;
3. it considers and mitigates the type and degree of hazardous risks in line with Local Plan (Part Two) policies **DM 33** and **DM 34**;
4. compliance with national and international standards and best practice for the environment, safety and security;
5. the Transport / Highways impacts can be satisfactorily accommodated on the surrounding road network;
6. car parking can be satisfactorily accommodated within the site , having regard to the Council's parking standards;
7. the visual and amenity impacts of the proposed development (lighting, noise) are minimised.

Explanation

7.19 Local Plan (Part One) policy STRAT 9 recognises that the Urenco complex at Capenhurst was previously identified as a major developed site in the Green Belt. It is separated and clearly distinct from the main urban area of Ellesmere Port.

7.20 The Capenhurst site is major hazardous installation and nuclear registered site with a unique infrastructure associated with its historic and operating uranium enrichment plants and associated facilities. The Local Plan (Part One) policy ENV 8 recognises that the Capenhurst site in Cheshire West and Chester is a small producer of intermediate level radioactive waste and the detailed Integrated Waste Strategy for the Capenhurst facility provides for all waste arisings, currently on site and to be produced by future operations. These wastes are managed in compliance with environmental permits, the Nuclear Site Licence and other regulatory requirements outside of the planning process.

7.21 Historically, development has been allowed on the site and there is no evidence that its current Green Belt designation has had a significant effect on its viable operation. The site is identified in the Employment Land Study Update (2013) as a large scale employer in the rural area with sector specific expansion needs. Planning permission has been granted for the development of a Tails Management Facility and Legacy Cylinder Facility and on site which has a life span beyond the Local Plan period.

7.22 Urenco/Capenhurst Nuclear Services are responsible for the management of nuclear materials at the Capenhurst site, as well as undertaking the decommissioning and remediation process, acting on behalf of the Nuclear Decommissioning Authority (NDA). The Nuclear Decommissioning Authority

Strategy (2016) sets out the national approach to the UK's legacy sites in line with the Energy Act (2004). Parts of the Capenhurst site are subject to the decommissioning of redundant NDA facilities as well as the processing and storage of nuclear materials. Decommissioning is a long process that will extend beyond the plan period. Certain proposals for new development (associated with decommissioning and the management of nuclear materials) may be required at Capenhurst.

7.23 The policy is necessary to ensure that the development plan reflects current and future activities proposed within the site to 2030 and to provide a framework for the long-term processes taking place. The site is within the Green Belt and there are opportunities for infilling or partial redevelopment of brownfield parts of the site. Proposals requiring planning permission would be subject to consideration alongside relevant development plan policies supported by any necessary technical assessments.

GBC 2 - Protection of landscape

GBC 2

The borough's countryside will be protected in line with Local Plan (Part One) policy STRAT 9. Where development requires a countryside location, it must satisfy Local Plan (Part One) policy ENV 2 and:

1. protect and, wherever possible, enhance landscape character and distinctiveness;
2. integrate into the landscape character of the area; and
3. be designed to take account of guidance in the Landscape Strategy.

The above will be achieved through appropriate siting, scale, layout, density, design and landscape treatment.

The following Areas of Special County Value (ASCV), as identified on the policies map, are designated for their special landscape character and scenic value:

A. Beeston/Peckforton/Bolesworth
B. Dee Coastal Area
C. Delamere/Utkinton
D. Grosvenor Estate/Dee Valley
E. Helsby and Frodsham Hills
F. Weaver Valley
G. Willington
H. Wych Brook Valley

In addition to meeting the criteria above, development in or affecting the setting of an Area of Special County Value must:

4. preserve their special landscape character and scenic value;

5. enhance landscape quality, character and appearance wherever possible; and
6. make suitable provision for improving public access to, and enjoyment of the landscape, where appropriate.

Explanation

7.24 The borough's countryside will be protected in line with Local Plan (Part One) policy STRAT 9 which recognises and seeks to protect the intrinsic character and beauty of the Cheshire countryside. Local Plan (Part One) policy ENV 2 states that the Local Plan will protect, and wherever possible, enhance landscape character and local distinctiveness. This policy provides further guidance on how development should consider landscape in order to protect the countryside's intrinsic character and distinctiveness.

7.25 The most up-to-date landscape guidance, A Landscape Strategy for Cheshire West and Chester Borough 2016 (the Landscape Strategy), identifies key landscape characteristics, including sensitivities, qualities and values, and provides built development and landscape management guidelines for each landscape character area across the borough. Regard should be given to this guidance to inform appropriate design, siting and mitigation measures according with landscape context and character.

7.26 All of the borough's landscapes, including non-designated landscapes, are important for their contribution to local character and distinctiveness. On the basis of the evidence set out in the Local Landscape Designation Review[(i)], ASCVs are identified which have demonstrably special landscape character and scenic value. The special qualities of ASCV are defined through the following criteria: distinctiveness, perceptual character, landscape and scenic quality, natural character, cultural character and function. The special landscape qualities underpinning each ASCV designation are identified in the evidence document, Local Landscape Designations: Areas of Special County Value in Cheshire West and Chester (2017), which should be used to inform the assessment of development impacts on an ASCV.

7.27 Improvements to public access and enjoyment of the landscape should take into account proximity to European sites. Increased public access may not be appropriate in all areas, and proposals that would likely increase recreational pressure or disturbance on European Sites will not be considered appropriate.

7.28 Development proposals should identify the potential for adverse landscape and visual impacts and fully address those impacts in line with landscape character, context, key characteristics and significance. Where adverse landscape impacts are likely then a landscape appraisal or Landscape and Visual Impact Assessment will be required.

i Local Landscape Designation Review Advisory Position Paper Part 1: Moving Towards a Rationalised Local Landscape Designations Policy Hierarchy in Cheshire West and Chester (January 2016)

GBC 3 - Key settlement gaps

GBC 3

Areas between the following settlements, as identified on the policies map, are designated as key settlement gaps:

A. Lostock Gralam and Northwich
B. Leftwich and Rudheath (Dane Valley)
C. Davenham and Leftwich
D. Davenham Village and Leftwich Grange (Kingsmead)
E. Davenham and Moulton

Within a key settlement gap, development will only be supported where it does not harm the settlement separation and identity functions of the gap and meets the requirements of Local Plan (Part One) policies STRAT 5 and ENV 2. Development within key settlement gaps will be supported where:

1. it would not lead to coalescence of the settlements;
2. it would not result in a significant increase in intervisibility between settlement edges, either by the extension of development or the loss of screening features such as woodland;
3. it would not harm the undeveloped character or perception of openness of the key settlement gap, including through individual or cumulative impacts of isolated small developments; and
4. it would not serve to materially alter historic form of the settlements such as its relationship to topographical features, open spaces, roads or important buildings.

Explanation

7.29 Local Plan (Part One) policy ENV 2 states that the Local Plan (Part Two) will identify key gaps between settlements, outside of the Green Belt, that serve to protect and maintain their character. In line with Local Plan (Part One) policy STRAT 5, key settlement gaps have been identified between areas where it is necessary to safeguard the character and individuality of the settlements that form the wider built up area of Northwich.

7.30 Key settlement gaps are important for maintaining the distinct and/or remaining separation between settlements, and in doing so, help to define settlement identity, character, sense of place or historic settlement form. Five key settlement gaps have been identified where the threat of coalescence or erosion of settlement identity is likely due to pressure from development. The network of key settlement gaps contributes towards protecting landscape character and distinctiveness. The policy seeks to ensure that development within key settlement gaps is only appropriate where the settlement separation and identity functions of the gap are fully considered and conserved. The term identity function relates to those features that are important in defining separate settlement identity, character,

sense of place and historic settlement form. Assessment of harm to the separation and identity functions of a key settlement gap should be informed by the details and justification for each designation set out in the Local Landscape Designation Review [ii].

ii Local Landscape Designation Review Advisory Position Paper Part 2: Identification of Key Settlement Gaps Outside the Green Belt in Cheshire West and Chester (2016)

8 Transport and accessibility

8.1 Local Plan (Part One) policy STRAT 10 sets out the key priorities and opportunities in relation to transport and highlights the importance of balancing the transport system in favour of sustainable modes and supports the overall strategy of the Local Plan of reducing the need to travel by locating development in the most sustainable locations. Promoting walking, cycling and public transport gives people a real choice about how they travel, and can also generate health, social-inclusion and air-quality benefits. However, it is recognised that the private car will remain the dominant form of transport for the foreseeable future, and as such, improvements to the highway network and parking provision will be needed.

8.2 The following transport and accessibility policies expand on the priorities identified in Local Plan (Part One) policy STRAT 10 and set out the Council's approach to local road network improvement schemes, the A56 Hoole Road corridor, railways stations and rail corridors, and detailed requirements for parking and access within new developments.

8.3 Cheshire West and Chester is part of the Cheshire and Warrington Local Enterprise Partnership (LEP), Constellation Partnership and the Mersey Dee Alliance, and is in the process of working with these partners and neighbouring authorities to develop the transport infrastructure necessary to deliver economic growth aspirations. The Council seeks to encourage the use of the rail network for both passenger and freight movements and works extensively in collaboration with key rail industry stakeholders, for improvement to rail services and rail infrastructure within the borough and surrounding regions. Examples include the work of the North Wales and Mersey Dee Rail Taskforce of Growthtrack 360 and of the Constellation Partnership.

8.4 Major transport scheme prioritisation and funding through Local Growth Fund deals in Cheshire and Warrington is now determined by the Cheshire and Warrington LEP. Immediate local priorities have been identified and tested by the Council through recent Transport Strategies for Chester and Winsford, more detailed design and WebTAG compliant business case development will follow, along with new transport strategies for Northwich and for Ellesmere Port in the next two to three years.

8.5 Exceptionally large transformative local schemes would also be eligible to bid directly to the Department for Transport (DfT) for funding including large local major transport schemes. The Council will take opportunities to secure and make use of developer funding such as Section 106 legal agreements or through the Community Infrastructure Levy (CIL).

T 1 - Local road network improvement schemes

T 1

Improvements to the local road network will be supported in accordance with Local Plan (Part One) policy STRAT 10, subject to further investigations and the availability of funding. Priority local road network schemes include:

1. construction of a Chester Western Relief Road (CWRR);
2. improvements to the link between Winsford/Middlewich and the M6 Junction 18;
3. interventions to the north of Northwich including the Winnington Swing Bridge.

To facilitate the delivery of the priority local road network schemes, the following land is safeguarded from development, for road and junction improvements:

A. A54 Winsford Railway Station to Stanthorne

Proposals for local road network improvement schemes will be expected to deliver significant benefits to traffic management and:

4. include noise mitigation measures where necessary;
5. provide walking/cycling/shared-use paths as part of the scheme;
6. incorporate a structural landscaping scheme which effectively mitigates any adverse visual impacts on the surrounding area;
7. minimise impact on biodiversity and geodiversity.

Financial contributions to deliver local road network improvements will be secured through Section 106 legal agreements and/or the Community Infrastructure Levy, subject to the provisions of Local Plan (Part One) policy STRAT 11.

Explanation

8.6 Local Plan (Part One) policy STRAT 10 seeks the provision of reliable and efficient transport networks that support sustainable economic growth in the borough and the surrounding area. This policy intends to ensure that the local road network priorities which will be critical in delivering planned levels of growth are clearly articulated. Priorities will be included and reviewed through development of the Council's transport strategies and revisions to the Local Transport Plan.

8.7 This policy also includes criteria which seek to ensure that local road improvement schemes can be delivered to ensure that any harmful impacts are effectively mitigated or avoided, in line with relevant development plan policies. Consideration of nature conservation interest will take place in line with Local Plan (Part Two) policy **DM 44** and where there is unavoidable loss or damage, mitigation and compensation may be required.

Chester

8.8 Proposals for a new road scheme to the west of Chester, which would link the Sealand Road area with the A55 (a Chester Western Relief Road (CWRR)) has for some time been recognised as a potential measure to mitigate congestion issues in and around Chester city centre and forms an essential element of the Council's transport strategy for Chester. A CWRR would remove significant volumes of traffic from the city centre, benefiting the environment in terms of both traffic and air quality and maintaining the overall economic viability of the city in competition with out of town, and other shopping centres, in line with Local Plan (Part One) policy STRAT 10.

8.9 A safeguarded alignment was included in the former Chester District Local Plan which followed a route from the junction of Sealand Road/Bumpers Lane to join the A483 immediately north of its junction with the A55. Changes in travel patterns and increased traffic growth mean that an access onto the A483 close to the A55/A483 junction is unlikely to be a feasible option. The Council is committed to ensuring the highway network in and around Chester operates effectively and efficiently, and is working with Flintshire County Council, Highways England and the Welsh Assembly Government to explore solutions for traffic management in the wider Deeside and Chester area including identifying an alternative route for a CWRR.

Winsford

8.10 Local Plan (Part One) policy STRAT 6 sets out the requirements for the development of Winsford to support the continued regeneration in the town. On 19 November 2014 the Winsford Neighbourhood Plan was made, which included an objective to improve road links to adjacent towns and investigate ways of reducing through traffic in Winsford. Winsford Neighbourhood Plan policy T4 states that the Council will work with neighbouring authorities to seek improved access to the M6 motorway, which is reiterated in Local Plan (Part One) policy STRAT 7.

8.11 A transport strategy for Winsford has been developed to support the delivery of the neighbourhood plan, which included a modelling exercise to assess the impact of the proposed development growth in Winsford and Middlewich upon the highway network, and which identified 11 improvement packages ranging from small scale operational changes to more strategic, longer term schemes. Package three is focused on improving connectivity for Winsford and proposes exploring options to build a new bypass of Middlewich to improve links between Winsford and the M6 at Junction 18. The bypass could be located to the north east of Winsford and bypass the northern extent of Middlewich, providing a quicker connection to the M6; however other options should also be explored in more detail.

8.12 The former Vale Royal Local Plan safeguarded land from any other development along a road line running parallel to the A54, between Winsford Railway Station and Stanthorne, to achieve the long-term aims of the LTP and remove dangerous bends from the existing road network. The majority of this land is owned by the Council. While a detailed proposal for a bypass has yet to be designed, it is clear that this previously safeguarded land could form an important part of a scheme to improve connectivity between Winsford and the M6 at Junction 18, or the HS2 Crewe Hub. Therefore, this policy continues to safeguard the alignment for road and junction improvements, as shown on the policies map.

Northwich

8.13 A Northwich transport strategy is currently being prepared which will identify the transport, infrastructure and management measures necessary to support the the growth ambitions of the Local Plan and emerging neighbourhood plans in Northwich and the surrounding area. Early work undertaken for this study has focused on understanding the current and future transport issues across the town which will need to be addressed as proposed growth comes forward. A series of initial stakeholder events and interrogation of the Northwich traffic model have taken place.

8.14 The development of the transport strategy takes into account all of the proposed and potential development that could take place in and around Northwich. The potential redevelopment of the TATA site to the north of Northwich could have significant transport infrastructure implications for the north of Northwich, coupled with the capacity issues of the Winnington Swing Bridge. While it is considered the whole site is unlikely to come forward within the plan period, and that a full list of transport infrastructure interventions has yet to be finalised, this policy acknowledges that local road network improvement schemes are likely to be required in this area before 2030.

T 2 - A56 Hoole Road Corridor

T 2

The following land required for the construction of a new park and ride site located at the M53/A56 junction to serve the A56 Hoole Road corridor, is identified on the policies map:

A. Hoole Road Park and Ride

Construction of the park and ride site will be expected to deliver significant benefits to traffic management and sustainable travel and:

1. provide for at least 500 parking spaces;
2. include measures for cycling/ walking/ shared use connections;
3. provide overnight coach parking/layover facilities;
4. make provision for electric vehicle charging points;
5. incorporate a structural landscaping scheme;
6. include an appropriate flood risk and sustainable drainage strategy for the site;
7. minimise impact on biodiversity and geodiversity.

Development proposals that will improve the operation of the A56 Hoole Road corridor and gateway into Chester, as shown on the policies map, will be supported. Priorities include:

8. improved cycle and pedestrian links
9. enhanced bus services
10. the provision of improved car parking at Chester Station

Explanation

8.15 Local Plan (Part One) policy STRAT 10, supports improvements to the transport network and the provision of parking to support the viability of town centres, including measures identified in the Chester Transport Strategy which refer to the potential for a fifth park and ride site serving the A56 Hoole Road corridor.

8.16 This policy allocates 3.9 hectares of land, with a capacity to provide at least 500 car parking spaces, 10 coach/lorry bays and associated structures i.e. waiting facility, ticketing equipments, automatic number plate recognition system for entry and exit lengths, electric vehicle charging infrastructure and space for potential bus layover. Access to the site should be via the section of the A56 between the M53/A55 junction and the junction with the A41 Ring Road, subject to detailed scheme modelling and design. Satisfactory access to the Chester Millennium Greenway for pedestrians and cyclists must be provided.

8.17 The Council will work collaboratively with Highways England and other public and private partners, landowners and developers to develop the Strategic Outline Business Case and to review alternative road layout designs for egress and exit points for the site, in conjunction with wider network improvements to ensure that future development will not compromise the safety or operation of the strategic road network.

8.18 Landscape mitigation is key to the delivery of the site and the scheme will be designed to mitigate the impact on long range views, incorporating structural landscaping to lessen any adverse visual impact on the surrounding area. Surface water runoff from the site must be managed through an agreed drainage scheme to ensure that there no increased surface water flood risk and no ecological impacts within receiving watercourses, in line with Local Plan (Part Two) policy **DM 41**. Consideration of nature conservation interest will take place in line with Local Plan (Part Two) policy **DM 44** and where there is unavoidable loss or damage, mitigation and compensation may be required.

8.19 Development of a park and ride scheme will be expected to meet the requirements of Local Plan (Part Two) policy **T 5** and make provision for electric vehicle charging points to accommodate new vehicle technologies and support the use of low emission and electric buses, to avoid introducing additional air quality issues along the Hoole Road corridor.

8.20 The Chester Coach Strategy (2016) identified the lack of secure overnight parking space for coaches as an issue and proposed the use of park and ride sites for layover and overnight parking for coaches as a medium term high priority scheme. Coach and driver facilities are likely to include: rest-rooms, coach washing,cleaning facilities and security/barrier systems and should form part of any new park and ride site.

8.21 The A56 Hoole Road corridor represents the key link from the M53 motorway and is heavily used but constrained, leading to congestion should any blockage or other delay occur. Hoole Road Bridge is particularly difficult for cyclists due to its heavy traffic and its narrow width. As such, development proposals that would improve the operation of this corridor will be supported. Interventions that could play a part in addressing the priorities as set out in the policy include:

- improvements to pedestrian and cycle links along the A56 Hoole Road corridor and specifically at Hoole Bridge, with the opportunity for a dedicated pedestrian/ cycle bridge sited to provide safer access to the city centre and railway station/Chester Business Quarter);
- provision of bus enhancements and bus priority measures to improve journey time reliability and promote modal shift towards sustainable modes;
- the creation of improved car parking for Chester Station on the site of the former Chester Enterprise Centre in conjunction with other complementary uses and connected to the city centre.

T 3 - Railway stations

T 3

Proposals for the enhancement of railway stations will be supported in line with Local Plan (Part One) policy STRAT 10, including:

1. improvements to the capacity of Chester Station;
2. provision of car parking to serve: Hartford, Northwich, Winsford, Helsby, Frodsham and Cuddington stations

Land is safeguarded, as identified on the policies map, for the expansion and/or improvement of facilities, at the following railway stations:

A. Winsford
B. Hartford
C. Northwich
D. Greenbank
E. Frodsham
F. Helsby
G. Lostock Gralam
H. Delamere
I. Acton Bridge
J. Cuddington

Development proposals involving the construction of new rail stations; the re-opening of former rail stations; the improvement of rail freight facilities; or the development of transport interchange facilities will be supported.

Explanation

8.22 Local Plan (Part One) policy STRAT 10 states that opportunities to improve public transport facilities will be taken wherever possible, through improved services, interchange facilities and parking at railway stations. The policy also commits the Council to safeguarding rail infrastructure including stations, from development which would preclude their future transport use.

8.23 This policy supports capacity improvements at Chester Station, which will also be subject to Local Plan (Part Two) policy **CH 2**. There are several stations with car park capacity problems, which are likely to be exacerbated by general background passenger growth as well as specific service improvements such as electrification, and reinstatement of a regular service using the Halton curve.

The Council's borough-wide parking strategy identified Hartford, Northwich, Winsford, Helsby, Frodsham and Cuddington stations, as priorities to investigate the feasibility of schemes to improve and increase station parking capacity.

8.24 The former Vale Royal Local Plan safeguarded land for development for the expansion and/or improvement of station facilities at: Winsford, Hartford, Northwich, Greenbank, Frodsham, Helsby, Lostock Gralam, Delamere, Acton Bridge, and Cuddington. This policy continues to safeguard land to provide for improved station facilities, which could include: car parking; accessibility improvements; signage, secure cycle parking; cycle hire; bus interchange facilities; internet availability; and taxi facilities/infrastructure.

8.25 Cheshire West and Chester has a number of former stations and lines located within its boundaries which could be re-opened for passenger and/or freight services. Proposals for the construction of new (or re-opening) of railway stations; or the development/improvement of rail freight and interchange facilities will be supported to improve accessibility to rail services, whilst also helping to enhance those local economies and community facilities, providing they are in line with relevant development plan policies. Consideration of nature conservation will be made in line with Local Plan (Part Two) policy **DM 44**.

T 4 - Rail corridors

T 4

Disused rail corridors and railway lines are safeguarded from development to protect them for possible future transport use, including the following rail corridors/lines identified on the policies map:

A. Mickle Trafford-Shotton
B. Helsby/Mouldsworth
C. Railway link adjacent to New Warrington Road
D. Tattenhall-Whitchurch

Development proposals will only be supported, if it would not prejudice:

1. the future reopening of the line for rail services;
2. the use of the route of the line as a cycleway, footpath and/or bridleway;
3. the use of the route as a linear park;
4. the line's role as a wildlife corridor

Explanation

8.26 Local Plan (Part One) policy STRAT 10 states that current and disused transport corridors, including railway lines, will be safeguarded from development which would preclude their future

transport use. In the interim, recreational and other uses may be allowed in line with Local Plan (Part One) policies such as: ECON 3, ENV 3, ENV 5, SOC 5 and SOC 6; all of which seek to provide opportunities to protect and enhance the borough's network of green corridors and recreational routes.

8.27 This policy reinforces and supports the approach, as set out under a number of Local Plan (Part One) policies, and specifically identifies the corridors and routes that are safeguarded on the policies map.

8.28 Disused railways provide potential for future transport purposes only if they can be protected as a continuous corridor. It is essential that the opportunity value of such corridors is preserved for the future. Other operational and non-operational railway land needs to be safeguarded for access and other necessary facilities.

T 5 - Parking and access

T 5

In order to ensure that appropriate provision is made for access and parking, development proposals will be supported which meet the requirements of Local Plan (Part One) policy STRAT 10 and which:

1. make safe provision for access to and from the site for all users of the development, including the provision of access to adopted highways, visibility splays and accompanying signage where necessary;
2. allow for safe movement within the site, having regard to the requirements of the emergency services and service providers, including sufficient manoeuvring and standing space for the appropriate number and size of vehicles likely to serve the development at any one time;
3. will not create any unacceptable impacts on amenity or road safety that cannot be satisfactorily mitigated by routeing controls or other highways improvements;
4. are designed to incorporate measures to assist access to and around the site by pedestrians, cyclists and to meet the needs of people with disabilities;
5. provide sufficient parking facilities to serve the needs of the development and have regard to the Council's latest adopted parking standards for cars and other vehicles as necessary, including cycles;
6. provide appropriate charging infrastructure for electric vehicles in new developments.

The Council will encourage improved parking facilities for residents and their visitors in older housing areas and to serve railway stations, where a clear need for such facilities can be demonstrated.

Redevelopment of existing public car parks will be only be supported where adequate alternative provision is available or capable of being provided.

Proposals for developments that provide coach parking/facilities, in line with the Council's latest adopted strategy will be supported.

Explanation

8.29 Local Plan (Part One) policy STRAT 10 states that new developments will be expected to be able to be accessed safely and efficiently, by a range of means and provide adequate levels of car and cycle parking in accordance with the Council's parking standards.

8.30 New developments should incorporate measures to encourage alternative means of transport to the private car and provide for safe and attractive routes to and within the site for all road users. These could include: footways, pedestrian crossings, cycleways, secure cycle parking, cycle crossings, and convenient routes for buses, bus stops, bus shelters and traffic calming measures, with additional priority will be given to the introduction of traffic calming schemes near to schools and on pedestrian and cycle routes.

8.31 To ensure that service vehicles do not become a safety hazard, an obstruction to vehicle or pedestrian movement or a visual nuisance; operational space should be included for the access, turning and standing of emergency and service vehicles. Developers will be required to ensure that operational space is not used for general parking.

8.32 Commercial vehicles can cause disturbance and nuisance in residential areas and commercial firms will be required to make provision for storage/parking of their own goods vehicles, as well as considering the potential adverse impact that additional traffic could have on local amenity. It may be necessary to require highway improvements, if roads in the vicinity of the proposal are unsuitable, for example, if they are too narrow, below standard, or if nearby junctions are inadequate. Heavy goods vehicles may be required to use a specific route to minimise the impact, which could be achieved by imposing weight restrictions on roads that are considered unsuitable, or by entering into a legal agreement/ planning obligation with the site operator to define an acceptable lorry route.

8.33 The Council's latest adopted parking standards are set out in the Parking Standards Supplementary Planning Document (SPD) and apply across the whole of the borough on a zonal basis. More rigorous parking standards are defined for Chester city centre, with a less strict standard applied in Ellesmere Port, Northwich and Winsford town centres where there is a concentration of services and increased number of travel options. A final zone covers the remainder of the borough. These zones apply to both residential and non-residential parking standards and are identified on the policies map.

8.34 Where a zone boundary is defined by a road, this indicates that the standard covers all developments taking access from that road, whether or not the site itself is included within the defined area. Where it is proposed that the standard is not met, the Council will need to be satisfied that any shortfall can be readily accommodated in nearby off-street parking without leading to a reduction of residential amenity in the surrounding area, or through access by other more sustainable modes. If it is evident that such accessibility is not sufficient to accommodate such under provision, then the

onus will be on the developer to ensure that, through appropriate arrangements with the Council, this shortfall is addressed. The Parking Standards SPD provides more detailed guidance on the application of the Council's parking standards.

8.35 Measures to encourage cycling as a healthy and environmentally friendly alternative to the private car will be unsuccessful if cyclists do not have secure and convenient parking available at their destination. The Council expects secure cycle parking provided to be in accordance with the standards set out in the the Council's adopted Parking Standards SPD. Cycle parking within new developments should provide sufficient space for the secure parking of bicycles and the Council will also encourage the provision of showers and changing rooms in all new employment developments, as an integral part of staff travel plans.

8.36 Local Plan (Part One) policy STRAT 10 states that proposals should seek to incorporate charging points for electric vehicles where appropriate. It is expected that developments where any new parking provision (including garages and driveways) forms part of proposals for new-build or changes of use, will have regard to the recommended guidelines for the provision of electric vehicle charging infrastructure as set out in the Council's Parking Standards SPD.

8.37 Other modern and efficient parking solutions, such as parking platforms and racking systems will also be encouraged. Some older residential areas in the borough do not have adequate off-street car parking provision, or station car parking is at capacity, leading to such problems as vehicles blocking highways or parking on grassed areas. In such cases, improved off-street car parking facilities will help improve environmental conditions in the residential area concerned. Any such provision, however, must be balanced against the strong protection of amenity and open space in residential areas.

8.38 The Chester Coach Strategy (2016) identified the lack of coach parking facilities and secure overnight parking space for coaches at Little Roodee coach park as an issue and proposed additional rest-room, coach washing and cleaning facilities as a medium term priority.

9 Minerals supply and safeguarding

9.1 Cheshire West and Chester contains a variety of minerals that are important to the regional and national economy, including salt and sand and gravel. There are several existing sand and gravel quarries in the borough and large areas of the borough are covered by sand and gravel deposits. Salt is a nationally significant resource which occurs in its solid form as rock salt or in solution form as brine, both are present in extensive areas underlying the borough.

9.2 The National Planning Policy Framework (NPPF) requires all Mineral Planning Authorities to identify and include policies for extraction of mineral resources of local and national importance in their area and set environmental criteria against which planning applications will be assessed. They must also define Minerals Safeguarding Areas and adopt appropriate policies to ensure that known locations of specific mineral resources are not needlessly sterilised by non-mineral development and to ensure that minerals infrastructure is safeguarded. The NPPF requires local planning authorities to ensure that worked land is reclaimed at the earliest opportunity and that high quality restoration and aftercare takes place.

9.3 The NPPF identifies that silica sand is of local and national importance and is necessary to meet society's needs. It also requires the provision of a steady and adequate supply of industrial minerals – for at least 10 years for individual silica sand sites and at least 15 years for silica sand sites where significant new capital is required.

9.4 Local Plan (Part One) policy ENV 9 identifies that Cheshire West and Chester will make provision for the adequate, steady and sustainable supply of sand, gravel, salt and brine, by maintaining a minimum seven year landbank for aggregate land-won sand and gravel and identifying Minerals Safeguarding Areas.

9.5 This chapter provides a series of policies relating to minerals supply and safeguarding. This includes identification of sites and areas to meet requirements for sand and gravel, industrial sand, salt and brine. It also includes policies relating to hydrocarbons and restoration of restoration of minerals and oil and gas sites.

9.6 The UK Government's energy policies seek to encourage the use of natural resources from within the UK in order to improve self-sufficiency in energy production and increased security of energy and gas supplies. This is part of wider energy policy aims to secure a transition to a lower carbon future, while recognising that there needs to be a mix of energy sources, including unconventional oil and gas.

M 1 - Future sand and gravel working

M 1

In line with Local Plan (Part One) policy ENV 9, the Council will maintain a steady and adequate supply of aggregate land-won sand and gravel throughout the plan period and a minimum seven year landbank. Provision will be made for the extraction of at least 16 million tonnes over the plan period (0.8 million tonnes per annum). The requirement to provide a minimum seven year supply beyond the plan period would result in an additional requirement of at least 5.6 million tonnes. This is a total requirement of at least 21.6 million tonnes.

This will be achieved by:

A. the continued provision of sand and gravel from the permitted reserves at the following existing sites – Cheshire Sands, Oakmere; Forest Hill, Sandiway; Cobden Farm, Oakmere; and Town Farm, Kingsley.
B. the allocation of a site for sand and gravel north of the railway to extend Forest Hill, Sandiway.
C. the identification of a Preferred Area at Moss Farm and north of the railway forming an extension to Forest Hill, Sandiway.
D. the identification of an Area of Search.

The four existing sites and the allocated site, as identified on the policies map, will be safeguarded against non-mineral development that prejudices their ability to supply sand and gravel.

Proposals to develop the allocated extension site or Preferred Area for sand and gravel uses will be supported where it has been demonstrated that they accord with relevant development plan policies, including Local Plan (Part Two) policy **M 3**. Any proposals on the allocated site or Preferred Area forming extensions to Forest Hill, Sandiway would need to consider potential impacts on the nearby Local Wildlife Site, SSSI, Ramsar Site and SAC, for example in terms of groundwater and provide mitigation measures if necessary, to avoid any significant detrimental impacts on biodiversity.

Planning permission to extend a site will normally be conditioned so that the extension area can only be worked once mineral working within the existing site has largely been completed, unless it has been demonstrated that there are operational reasons why this is not practicable.

Proposals for new sites within the Area of Search, as identified on the policies map, will only be supported where it has been demonstrated that permitted reserves, allocated site and/or Preferred Area cannot meet the required level of provision set out in this policy (16 million tonnes). Any proposals to develop new sites within the Area of Search will only be supported where it has been demonstrated that they accord with relevant development plan policies.

Proposals for any other sand and gravel sites outside the existing sites, allocated site, Preferred Area and Area of Search will only be supported where it has been demonstrated that the required

level of provision set out in this policy (16 million tonnes) cannot be met from within these areas and the proposal would secure significant material planning benefits that outweigh any material planning objections.

Explanation

9.7 The Local Plan (Part One) policy ENV 9 minerals supply and safeguarding states that Cheshire West and Chester will make provision for the adequate, steady and sustainable supply of sand and gravel. This will be achieved by maintaining a minimum seven year landbank for aggregate land-won sand and gravel, making provision for a steady and adequate supply over the Local Plan period in line with national policy and Local Aggregate Assessments. It also states that specific sites and Preferred Areas will be identified within the Local Plan (Part Two) for the future extraction of aggregate land-won sand and gravel as either extensions to existing sites or new sites.

9.8 The NPPF requires all Mineral Planning Authorities to plan for and maintain a minimum seven year landbank for aggregate land-won sand and gravel. Sub-national guidelines, apportioned by the North West Aggregate Working Party require Cheshire West and Chester to contribute 0.8mt of aggregate land-won sand and gravel per annum to meet demand between 2005-2020. As set out in the explanation to Local Plan (Part One) policy ENV 9, this apportionment has been rolled forward to the end of the Local Plan period to calculate a minimum requirement of 16 million tonnes for the period 2010-2030. This requirement will be reviewed annually in light of the results of the Local Aggregate Assessment and any revised sub-national apportionment figures being established, having regard to the environmental acceptability of any changes.

9.9 The Council will be using the sub-regional apportionment figure of 0.8 million tonnes per annum. The 10 year average sales are similar, but are currently slightly lower due to the recession. The sales figures have increased over the last couple of years and are likely to continue to increase in the future and as such, the sub-regional apportionment figures provide a sensible basis for provision.

9.10 For the 20 year Local Plan period from 2010 to 2030, based on the sub-regional apportionment figure, the total requirement is at least 16 million tonnes. The additional requirement to provide a minimum seven year supply beyond the plan period would result in an additional requirement of at least 5.6 million tonnes. The total requirement is at least 21.6 million tonnes.

9.11 The permitted reserves at the start of the plan period were 4.4 million tonnes. This takes account of the reduction in reserves due to reassessment at one site, where recoverable resources were found to be far lower than previously thought. At the start of the Local Plan period there was a shortfall of 17.2 million tonnes over the plan period.

9.12 Between 31 December 2009 and 31 April 2017 there have been the following changes in the permitted reserves:

- planning application approved at Cheshire Sands, resulting in an additional 4.674 million tonnes of reserves.

- planning application approved at Town Farm on appeal, resulting in an additional 0.093 million tonnes of reserves.
- planning application approved at Forest Hill, resulting in additional 0.635 million tonnes of reserves.

9.13 The total additional permitted reserves for the period between December 2009 and April 2017 were 5.402 million tonnes. Taking account of these additional permitted reserves, the total remaining requirement is for at least 11.798 million tonnes of sand and gravel. In September 2017 a planning application at Cobden Farm was approved involving around 25,000 tonnes of additional sand and gravel and extending the lifetime of the quarry by five years until 2021.The remaining requirement is therefore 11.773 million tonnes of sand and gravel.

9.14 The results of the annual aggregate monitoring and responses from operators within the borough in 2016 indicate that there are sufficient reserves within existing sites with planning permission to provide at least a seven year landbank for aggregate land-won sand and gravel from the current position. This is the case based on the annual apportionment figure of 0.80 million tonnes and also based on ten year average sales. However, based on the apportionment figures and the total requirement over the plan period, with provision of a minimum seven year landbank beyond the plan period, there is a requirement for at least an additional 11.773 million tonnes of aggregate sand and gravel.

9.15 A survey of secondary and recycled aggregates was undertaken from February to April 2017 and provided information for the period from 1 January to 31 December 2016. This survey obtained information on sales of recycled and secondary materials and industrial by-products and mineral waste. The study was sent out to 19 operators within the borough, eight of which responded. Out of the eight responses, four confirmed that they do not deal with secondary or recycled aggregates. The other four operators had sales of recycled and secondary materials or industrial by-products and mineral waste. This accounted for a total of 15,800 tonnes of recycled and secondary materials, which is approximately two per cent of total sales. This is lower than the national assumption of 28 per cent of aggregates being from recycled sources.

9.16 Please note that the figures in the previous two paragraphs are based on the 2017 Local Aggregate Assessment, which includes data from 2016.

9.17 The low recorded figure for secondary and recycled aggregates in the borough is likely to be because the majority of transfer stations are small in scale and operate as bulking stations and whilst some waste streams are segregated, they are not a ready source of recycled aggregates. Even when waste of a suitable composition is delivered to the transfer stations, it is unlikely to be of sufficient volumes to justify fixed plant to separate and screen into individual sizes. The material is more likely to be moved to another site outside of the Cheshire West and Chester area where economies of scale allow crushing and screening plant to be installed.

9.18 There is some evidence that where large demolition contracts are being undertaken then the waste is more likely to be crushed on site and either used on site or moved off site for further processing out of the Cheshire West and Chester area.

9 Minerals supply and safeguarding

9.19 Sales data for recycled aggregates has only been obtained for one year. As such, due to the current lack of evidence, we are unable to take account of a specific level of contribution of substitute or secondary and recycled materials and mineral waste would make to the supply of materials. However, support for the use of secondary and recycled mineral resources is set out in Local Plan (Part One) policy ENV 9.

9.20 It is proposed that the requirement throughout the plan period will predominantly be met by the continued provision of sand and gravel from the permitted reserves at the existing sand and gravel sites. In addition to this it is proposed that requirements will be met through the allocated site and Preferred Area.

9.21 The extension to Forest Hill quarry was identified through the Mineral Call for sites process. Through this process, several sites were put forward, but only the site at Forest Hill was considered to meet the criteria necessary to be taken forward. An additional targeted consultation was undertaken in April 2017, but no further sites were put forward.

9.22 The proposed site at Forest Hill was made up of two parts, one within the operator's ownership and one under different ownership. The whole site was identified as suitable and with no unacceptable impacts that cannot be mitigated. The part within the operator's ownership has been allocated for sand and gravel, with the other part, and some additional adjacent areas identified as a Preferred Area. Initial assessments undertaken by the operator indicate that approximately 230,000 - 560,000 tonnes of sand could be extracted from the allocated site, depending on whether this is extracted by dry or wet working methods. Approximately 560,000 tonnes could be extracted from the Preferred Area adjacent to Moss Farm, plus additional sand from the area north of the railway, for which the anticipated level of sand and gravel extraction has not yet been assessed.

9.23 Within the allocated site, Preferred Area and Area of Search for sand and gravel planning permission would still be required for minerals extraction on this site. Any proposal would need to comply with relevant planning policies, including Local Plan (Part Two) policy **M 3**. Due to the characteristics of the site and surroundings the proposal would need to prevent or provide sufficient mitigation measures to avoid any potential significant negative impacts, such as impacts on protected biodiversity sites and the historic environment.

9.24 Areas of Search are areas where knowledge of mineral resources are less certain, within which planning permission may be granted, especially if there is a potential shortfall in supply. The Area of Search is made up of areas where deposits of sand and gravel are located, according to British Geological Survey maps and excluding built up areas. Proposals for new sites within the Area of Search will only be supported where it can be demonstrated that the permitted reserves, allocated site and/or Preferred Area cannot meet the required level of provision.

9.25 There is no requirement for crushed rock provision within Cheshire West and Chester.

M 2 - Minerals safeguarding areas - prior extraction of minerals

M 2

In line with Local Plan (Part One) policy ENV 9, minerals safeguarding areas (MSAs) will safeguard Cheshire West and Chester's extent of finite natural resources from incompatible development. Within a minerals safeguarding area, as identified on the policies map, non-mineral development or hydrocarbon development will only be supported if the applicant can demonstrate that:

1. mineral sterilisation will not occur; or
2. due to the quantity or quality of the mineral it is no longer of any existing or potential value; or
3. the mineral can be extracted satisfactorily prior to the incompatible development taking place; or
4. the incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed and does not permanently sterilise the mineral; or
5. there is an overriding need for the incompatible development and the material planning benefits of the non-mineral or hydrocarbon development would outweigh the material planning benefits of the underlying or adjacent material; or
6. the development comprises one of the exempt types of development listed in the explanation.

Explanation

9.26 The Local Plan (Part One) policy ENV 9 states that the Council will safeguard the extent of finite natural resources by delineating MSAs for sand and gravel, salt and shallow coal, as shown on the policies map. The main purpose of MSAs is to protect a mineral resource for the long term for future generations. They should ensure that mineral resources of local or national importance are not needlessly sterilised by non-mineral development. A MSA is not a proposed area of extraction and does not mean that mineral extraction proposals will be permitted within the area.

9.27 There is normally no need to create minerals safeguarding areas specifically for the extraction of hydrocarbons given the depth of the resource, the ability to utilise directional drilling and the small surface area requirement of well pads.

9.28 Assessment of the existing and potential value of the mineral resource should take account of the current and anticipated future cost of extracting the mineral and processing if required, and whether this results in a commercially viable operation.

9.29 No MSAs are required in respect of:

- hard rock – no hard rock resources within Cheshire West and Chester.
- building stone – no MSA can currently be delineated due to lack of evidence of building stone.

- silica sand - this was not included in the original MSA as according to the British Geological Survey (BGS) data, there are no deposits of silica sand within Cheshire West and Chester. Since then, data has been provided by an operator to indicate that there are deposits of silica sand in the Cranage area, which extend into Cheshire West and Chester. This area cannot be added to the MSA at this stage as this needs to be undertaken through the Local Plan (Part One). However, the relevant area is allocated for silica sand in Local Plan (Part Two) policy **M 7**, which will help to protect this site for silica sand use. A planning application for the site has also been submitted.
- deep coal, coal bed methane and shale gas – no MSA required but Petroleum Exploration Development Licences (PEDL) are shown on the policies map (see Local Plan (Part Two) policy **M 4** for more information).
- brick clay – no MSA required as clay deposits in the area are small and very localised. No representations were received requesting a MSA for brick clay during the targeted consultation on safeguarding of minerals undertaken by the Council in 2011.
- peat – no MSA required as there are no current workings of peat in Cheshire West and Chester and national policy severely restricts any further working of peat, so additional safeguarding is not required.

9.30 The boundaries of the MSAs are those indicated on the BGS Mineral Resource Maps, with no additional buffer zones. An informal, targeted consultation on safeguarding of minerals and minerals infrastructure was undertaken in 2011 and the results of the consultation have informed the MSAs.

9.31 The consultation responses to the targeted consultation showed a mix of views on the need for additional buffer zones, but the majority who suggested they were necessary were doing so on grounds other than minerals safeguarding. These included health and safety, and protection of access and haulage routes. As such, buffer zones were not considered to be required to safeguard the resource from the impact of proximal development. Whilst it is accepted that some minerals due to their geological configuration (angle of dipping strata) need additional buffer zones beyond the outcrop, this situation does not present itself in Cheshire West and Chester and therefore no buffer zones are proposed.

9.32 Types of development exempt from safeguarding:

- applications for householder development;
- applications for alterations and extensions to existing buildings and for change of use of existing development, unless intensifying activity on site;
- applications for advertisement, listed building or conservation area consent;
- applications for reserved matters including subsequent applications after outline consent has been granted;
- prior notifications (telecoms, forestry, agriculture, demolition);
- Certificates of Lawfulness of Existing Use or Development (CLEUD) and Certificates of Lawfulness of Proposed Use or Development (CLOPUD); or
- applications for works to trees.

M 3 - Proposals for minerals working

M 3

Proposals for minerals development will be supported where:

1. they are designed to minimise impact on the landscape and do not have a significant long-term detrimental impact on the landscape. This should take account of the operational requirements of the mineral extraction process, as well as landscape character assessment and proposed restoration.
2. it is appropriately screened from public view, if required, and would not have an unacceptable impact on visual amenity. Natural landforms and landscape features should be used to help screen developments as far as practicable. Additional landscape screening in the form of tree or hedgerow planting and/or suitable screen mound formation may be required to reduce visual impacts of the proposal.
3. adverse impacts on designated biodiversity sites must be avoided, in line with Local Plan (Part Two) policy **DM 44**, and project-level Habitats Regulations Assessment (HRA) may be required on a case-by-case basis.
4. it can be ensured that any odour, dust or particle emissions are controlled, mitigated or removed at source and will not have a significant detrimental impact on residential amenity or human health, in line with Local Plan (Part One) policy SOC 5.
5. it can be ensured that any unavoidable noise and/or vibration is controlled, mitigated or removed at source so that proposed noise and/or vibration levels are acceptable and will not have a significant detrimental impact on residential amenity or human health, in line with Local Plan (Part One) policy SOC 5. Where there is potential for a proposal to result in noise or vibration impacts which affect residential properties, or other sensitive receptors, the applicant must undertake a noise / vibration impact assessment. Some noisy short-term activities, which may otherwise be regarded as unacceptable, are unavoidable to facilitate minerals extraction. Proposals must, however, seek to minimise noise levels and apply best practice in noise reduction.
6. illumination levels and siting and design of lighting are acceptable and do not cause a detrimental impact on residential amenity, wildlife or highway safety, whilst allowing safe operation of activities on site, in line with Local Plan (Part One) policy SOC 5.
7. environmentally preferable alternatives to road travel are considered and used, where appropriate, to transport materials to and from the site, in line with Local Plan (Part One) policy STRAT 10.
8. it will not result in an unacceptable adverse impact on tip- or quarry-slope stability.
9. it will not result in damage or interruption to statutory utilities or pipelines.
10. the cumulative impact on local communities and the environment with existing or proposed development of a similar kind in the same or adjoining areas is considered acceptable.
11. any plant or building:

i. is designed and located within the site to minimise visual intrusion and impact on landscape;
ii. is appropriately finished and coloured to assimilate into their surroundings;
iii. will be removed from the site as soon as practicable and within twelve months of the cessation of mineral extraction unless there are overriding advantages in retention in connection with a related extraction proposal and the primary use is directly associated with the mineral extraction at the site.

Explanation

9.33 Local Plan (Part One) policy SOC 5 states that development that gives rise to significant adverse impacts on health and quality of life, including residential amenity, will not be allowed. The criteria above provide additional details relevant to proposals for minerals working. Local Plan (Part Two) policy **T 5** relates to prevention of unacceptable impacts on amenity or road safety.

9.34 Noise / vibration impact assessments must be carried out in accordance with current guidance and in agreement with the Council's Environmental Protection team. Where the need to mitigate noise is identified, the applicant shall carry out detailed investigations and submit appropriate levels of mitigation, including details of the noise output, and the provision of purpose designed attenuation for all noise generative plant and equipment.

9.35 The view of the Cheshire Brine Subsidence Compensation Board and HSE will be taken into account when assessing the potential risk of subsidence and the associated impact on gas storage facilities.

9.36 Regular site liaison committees should be held, where there is interest from local residents. Operators should liaise with local communities when preparing new proposals and throughout the period of working and restoration of minerals sites.

9.37 This policy does not cover proposals for exploration, appraisal or production of hydrocarbons, which are covered by Local Plan (Part Two) policy **M 4**.

M 4 - Proposals for exploration, appraisal or production of hydrocarbons

M 4

In line with Local Plan (Part One) policy ENV 7, proposals for all stages of oil and gas development (exploration, appraisal and production) will be supported where:

1. it can be ensured that any odour, dust or particle emissions are controlled, mitigated or removed at source and will not have a significant detrimental impact on residential amenity or human health, in line with Local Plan (Part One) policy SOC 5;
2. gas emissions from exploration, appraisal or production operations and from associated transport methods are controlled and minimised using the best available technology. Gas emissions must not have a significant detrimental impact on air quality, residential amenity or the environment, in line with Local Plan (Part One) policy SOC 5;
3. it can be ensured that any noise and/or vibration is controlled, mitigated or removed at source so that proposed noise and/or vibration levels are acceptable and will not have a significant detrimental impact on residential amenity or human health, in line with Local Plan (Part One) policy SOC 5. Where there is potential for a proposal to result in noise or vibration impacts which affect residential properties, or other sensitive receptors, the applicant must undertake a noise / vibration impact assessment. Some noisy short-term activities, which may otherwise be regarded as unacceptable, are unavoidable to facilitate minerals extraction. Proposals must, however, seek to minimise noise levels and apply best practice in noise reduction;
4. illumination levels and siting and design of lighting are acceptable and do not cause a detrimental impact on residential amenity, wildlife or highway safety, whilst allowing safe operation of activities on site, in line with Local Plan (Part One) policy SOC 5;
5. above ground structures and facilities are minimised as much as practicable, by using pipelines and/or existing facilities where feasible and economically viable;
6. environmentally preferable alternatives to road travel (including pipelines) are considered and used, where appropriate, to transport materials to and from the site, in line with Local Plan (Part One) policy STRAT 10;
7. anticipated levels of traffic resulting from the proposal will not result in a significant detrimental impact on residential amenity;
8. the cumulative impact on local communities and the environment with existing or proposed development of a similar kind in the same or adjoining areas is considered acceptable;
9. well pads and associated plant, buildings and other structures are removed from the site within six months of the cessation of oil or gas extraction, unless required for ongoing safety or monitoring purposes.

Exploration

Proposals for exploration of hydrocarbons will be supported where exploration is for an agreed length of time, and:

10. above ground activity has been directed to the least sensitive location within the site and above ground structures and facilities are grouped where possible. This is in order to reduce impacts on local residents and the environment, whilst still enabling exploration of the resource.
11. well pads and associated plant, buildings and other structures are designed and located within the site to minimise visual intrusion, and impact on landscape where possible. They are screened from sensitive locations if required and are appropriately finished and coloured to assimilate into their surroundings if required, taking account of the short-term nature of the operations.

Appraisal

Proposals for appraisal of hydrocarbons will be supported where:

12. above ground activity has been directed to the least sensitive location within the site and above ground structures are grouped where possible. This is in order to reduce impacts on local residents and the environment, whilst still enabling appraisal of the resource;
13. it is appropriately screened from public view if required and would not have an unacceptable impact on the landscape or visual amenity;
14. well pads and associated plant, buildings and other structures are designed and located within the site to minimise visual intrusion and impact on landscape. They are appropriately finished and coloured to assimilate into their surroundings if required, taking into account the potentially short-term nature of the operations.

Production

Proposals for the production of hydrocarbons will be supported where:

15. it has been demonstrated that the further works and the surface facilities required to manage the output from the well(s), including facilities for the utilisation or storage of hydrocarbons, where relevant, accord with the relevant development plan policies;
16. above ground activity has been directed to the least sensitive location within the site and above ground structures are grouped where possible. This is in order to reduce impacts on local residents and the environment, whilst still allowing production of the resource;
17. it is appropriately screened from public view if required and would not have an unacceptable impact on the landscape or visual amenity;
18. Well pads and associated plant, buildings and other structures are designed and located within the site to minimise visual intrusion and impact on landscape. They are appropriately finished and coloured to assimilate into their surroundings.

Explanation

9.38 Local Plan (Part One) policy ENV 7 states that proposals to exploit the borough's alternative hydrocarbon resources will be supported in accordance with a set out criteria contained within that policy and all other relevant development plan policies.

9.39 The oil and gas policy includes both conventional and unconventional sources. Unconventional oil and gas comes from impermeable rocks, such as shale, which act as the reservoir. Coal bed methane and underground coal gasification are also considered to be unconventional sources.

9.40 Fracking is shale gas extraction using hydraulic fracturing. This involves drilling into the ground both vertically and horizontally to reach the shale rock area. A mixture of water, sand and chemicals is pumped into the well to fracture the shale rock to enable the gas to be released. Coal bed methane extraction involves removing methane directly from the coal seam. The water contained in the coal seam is removed to reduce the pressure on the coal, enabling the gas to be collected. The removal of water may involve hydraulic fracturing, depending on local geological conditions. Underground coal gasification involves drilling injection wells which are used to supply air and oxygen to ignite and fuel the underground combustion process. The product gasses are then brought to the surface.

9.41 The Onshore Hydraulic Fracturing (Protected Area) Regulations 2016 define the protected areas in which hydraulic fracturing will be prohibited. The regulations ensure that the process of hydraulic fracturing can only take place below 1200 metres in specified groundwater areas (Source Protection Zones 1), National Parks, Areas of Outstanding Natural Beauty and World Heritage Sites. Cheshire West and Chester includes specified groundwater areas, but does not include any of the other protected areas. Local Plan (Part Two) policy **DM 43** refers to Source Protection Zones and provides a link to the Environment Agency's map of these zones.

9.42 Extraction of unconventional oil and gas involves three main stages: exploration, appraisal and production. The exploration stage involves seismic surveys to understand the geological structure in the area, although they do not prove the existence of the mineral resources. Exploratory drilling is then used to determine whether hydrocarbons are present. The exploration phase usually takes around two to six months.

9.43 The appraisal (pre-production) stage may involve further seismic work or drilling to establish whether the deposit can be economically exploited. It is usually a relatively short-term activity, typically between six months and two years.

9.44 The production stage involves the long term production of oil or gas commercially. In most cases the initial seismic survey work can be completed under permitted development rights, but apart from this, planning permission is required for each phase of hydrocarbon extraction.

9.45 The extraction of coal bed methane and shale gas will be incremental and is likely to involve more than one exploration and production site. Due to advanced drilling techniques, these sites can be up to one kilometre apart.

9.46 The Oil and Gas Authority (an executive agency of the Department for Business, Energy and Industrial Strategy) issue Petroleum Exploration and Development Licences (PEDL). PEDL grant exclusive rights to search, bore for, and get, petroleum in specific ordnance survey blocks once other permissions and approvals are in place. PEDL's cover the various stages of the full development cycle of oil and gas exploration, appraisal; production and decommissioning of the wells. A PEDL licence grants no automatic permission for drilling or facilities siting and construction.

9.47 Several PEDLs have been granted or offered within Cheshire West and Chester and are shown on the policies map. As at March 2017 there were 16 PEDL areas covering the majority of Cheshire West and Chester and all of these areas had been awarded a licence.

9.48 Where land is allocated or safeguarded for a particular use, but the land is also covered by a PEDL licence, use for oil or gas extraction may still be acceptable as long as the allocation or safeguarding is not affected and the proposal complies with the criteria above, and relevant development plan policies.

9.49 A Supplementary Planning Document: Oil and Gas Exploration, Production and Distribution (SPD) was adopted on 5 May 2017. This document provides additional detail and guidance relating to oil and gas developments, in accordance with the existing Local Plan (Part One) policy and proposed Local Plan (Part Two) policy.

9.50 On-shore hydrocarbon extraction is comprehensively regulated and the four main statutory bodies involved in this process are the Local Planning Authority, the Oil and Gas Authority, The Environment Agency and the HSE. The Oil and Gas Authority are responsible for issuing PEDL licences and regulating the efficient use of the resource. The Environment Agency are responsible for protecting groundwater, controlling emissions to air, managing any naturally occurring radioactive materials and ensuring appropriate treatment and disposal of mining waste. The HSE regulate the design, construction and operation of wells in order to protect health and safety. The statutory bodies will assist with the collection and provision of baseline information and monitoring any changes to this baseline data.

9.51 The Oil and Gas Exploration, Production and Distribution SPD provides more detail about the role of the statutory bodies. As the other statutory bodies are responsible for assessment, control and monitoring of issues such as fugitive emissions, water quality and safety, these issues have not been covered by detailed criteria within the oil and gas policy. The view of these three statutory bodies will be taken into account when determining planning applications. The Oil and Gas Exploration, Production and Distribution SPD includes additional detail relating to the criteria within the policy, for example in terms of landscape protection, flaring, and traffic and transport.

9.52 Noise / vibration impact assessments must be carried out in accordance with current guidance and in agreement with the Council's Environmental Protection team. Where the need to mitigate noise is identified, the applicant shall carry out detailed investigations and submit appropriate levels of mitigation, including details of the noise output, and the provision of purpose designed attenuation for all noise generative plant and equipment.

9.53 Some issues are not considered specifically within this policy as they are already covered by policies within the Local Plan (Part One) or within other Local Plan (Part Two) policies, and the development plan will be read as a whole when determining planning applications. This includes issues such as climate change, protection of wildlife and biodiversity, protection of the historic environment, landscape character, agricultural land, flood risk, water resources, subsidence and land instability and public rights of way and restoration. Restoration of minerals sites (including oil and gas sites) is covered by Local Plan (Part Two) policy **M 5**. Local Plan (Part Two) policy **T 5** relates to prevention of unacceptable impacts on amenity or road safety.

9.54 The view of the Cheshire Brine Subsidence Compensation Board and HSE will be taken into account when assessing the potential risk of subsidence and the associated impact on gas storage facilities. The potential for carbon capture and storage should be assessed and implemented where feasible and economically viable.

9.55 Regular site liaison committees should be held, where there is interest from local residents. Operators should liaise with local communities when preparing new proposals and throughout the period of working and restoration of oil and gas sites. Additional information relating to community liaison is provided within the Oil and Gas Exploration, Production and Distribution SPD.

9.56 Government guidance states that existing hydrocarbon extraction sites should be identified in local plans, where appropriate. The following sites currently have planning permission for coalbed methane exploration, appraisal and production:

- land at the end of Portside North, Ellesmere Port.
- Plot 11, Ince Park, Ince.

M 5 - Restoration of minerals and oil and gas sites

M 5

In line with Local Plan (Part One) policy ENV 9, proposals for minerals development and oil and gas development will be supported where it can be demonstrated that the scheme includes an appropriate phased sequence of extraction, restoration and after use and aftercare which will enable long-term enhancement of the environment.

Proposals for restoration and aftercare of minerals and oil and gas sites, including proposals for review of restoration strategies and plans, will be supported where:

1. proposals for restoration and aftercare are sufficiently comprehensive, detailed, practicable and achievable within the proposed timescales;
2. the land affected at any one time by the minerals or oil or gas operation would be minimised by including phased working and by restoration at the earliest possible opportunity;
3. the amount of imported backfill would be the minimum necessary to achieve the satisfactory restoration of the site;
4. differential settlement of quarry backfill is avoided;
5. the restoration is appropriate to the location and is sympathetic to and informed by landscape character and the historic environment;
6. opportunities for restoration to improve or enhance habitats, biodiversity, landscape, agricultural land quality, historic environment or community use would be maximised; and
7. the aftercare provision would be sufficient to secure high quality and sustainable restoration of the site.

Restoration proposals will be subject to a minimum five year period of aftercare. Where proposals or elements of proposals, such as features of biodiversity interest, require a longer period of management the proposal will only be permitted if it includes details of the period of extended aftercare and how this will be achieved.

Explanation

9.57 National policy requires local planning authorities to ensure that worked land is reclaimed at the earliest opportunity and that high quality restoration and aftercare takes place. Local Plan (Part One) policy ENV 9 requires all proposals for minerals development to include high quality restoration and aftercare proposals in keeping with surrounding land uses.

9.58 Proposals for minerals or oil and gas development should be accompanied by a restoration scheme that provides comprehensive details of the order and timing of phases of operation, restoration and of the final main after uses. Where it is impracticable to submit full restoration details at the planning stage, proposals should include: an overall concept plan with sufficient details to demonstrate that the scheme is feasible in both technical and economic terms; and illustrative details of contouring, landscaping and any other relevant information as appropriate. It is essential that the detailed restoration proposals for minerals and oil and gas developments are properly considered at the application stage to minimise impacts and ensure long term benefits are secured.

9.59 The long term benefits may include:

- planting of trees or hedgerows;
- sculpting of the land to complement the surrounding landform;
- additional habitats or nature conservation value;
- additional amenity uses or links to the local public rights of way network; and / or
- contribution to local ecological networks.

9.60 Community safety should be considered and dealt with in proposals involving new amenity uses or links to the public rights of way network.

9.61 It is important that management responsibilities are identified and agreed between the developer and those taking on the aftercare of the site to ensure that the proposed after-use can and will be delivered. Developers will be encouraged to enter into planning agreements to ensure that the appropriate aftercare provisions remaining in effect for the required aftercare period.

M 6 - Salt and brine working

M 6

In line with Local Plan (Part One) policy ENV 9, provision will be made for a steady and sustainable supply of salt and brine. To do this, salt and brine will continue to be provided from:

A. the existing operations at Winsford Rock Salt Mine (South Bostock) – which currently has a reserve of approximately 30 million tonnes, to be extracted at a rate of around one million tonnes per year. The site is safeguarded for salt extraction as identified on the policies map.
B. controlled brine pumping at the Holford Brinefields (existing permitted site). The site is safeguarded for brine extraction as identified on the policies map.

Any proven additional requirements for salt extraction during the plan period will, subject to planning permission, be met from within the Preferred Area for rock salt extraction at Winsford Rock Salt Mine, as identified on the policies map.

Any proven additional requirements for salt extraction in the form of brine, during the plan period will, subject to planning permission, be met from within the Preferred Areas for controlled brine extraction at Holford Brinefield A, B, C and D, as shown on the policies map.

Any proposals involving production or use of brine and salt must ensure sustainable use of this resource.

Salt or brine proposals within the Preferred Areas will be supported where it has been demonstrated that they accord with relevant development plan policies, including Local Plan (Part Two) policy **M 3**.

Any proposals outside the permitted sites or preferred areas will only be supported where it has been demonstrated that the required level of provision cannot be met from within these areas and the proposal would secure significant material planning benefits that outweigh any material planning objections.

Explanation

9.62 Local Plan (Part One) policy ENV 9 identifies that Cheshire West and Chester will make provision for the adequate, steady and sustainable supply of salt and brine. Any new proposals for salt or brine extraction within the safeguarded areas would still require planning permission and would need to comply with relevant development plan policies, including Local Plan (Part Two) policy **M 3**.

9.63 Part of Holford Brinefield B has planning permission for a combined natural gas storage and brine production project, the Keuper Gas Storage Project. This permission was granted by the Planning Inspectorate as a Nationally Significant Infrastructure Project.

9.64 The Preferred Areas at Winsford Rock Salt Mine and Holford Brinefields were put forward and assessed through the Minerals Call for Sites. Within the Preferred Areas a planning application would still be required.

9.65 Within the rock salt Preferred Area, the potential for impacts on Delamere sand aquifer and groundwater and on Wimboldsley Wood Site of Special Scientific Interest and other nearby protected sites would need to be taken into account and avoided or mitigated sufficiently.

M 7 - Industrial sand proposals

M 7

A steady and adequate supply of silica sand will be maintained throughout the plan period. This will be achieved by:

A. the allocation of a site at Rudheath Lodge, New Platt Lane, Cranage, for silica sand extraction.

The allocated site, as identified on the policies map, will be safeguarded against non-mineral development that prejudices its ability to supply industrial sand.

Proposals for silica sand extraction within the allocated site and outside this site will be supported provided that:

1. there is a demonstrable need for silica sand of a specific quality and quantity that will be met by the proposal; and
2. the proposal will contribute to maintaining a stock of permitted reserves of at least 10 years for individual sites and 15 years for sites where significant new capital is required, to support the level of actual and proposed investment required for new or existing plant and equipment; and
3. the proposal accords with relevant development plan policies, including Local Plan (Part Two) policy **M 3**.

Any proposals for sand extraction at Rudheath Lodge would need to consider the potential impacts on Newplatt Mere Local Wildlife Site and provide mitigation measures if necessary, to avoid any significant detrimental impacts on biodiversity.

Explanation

9.66 The British Geological Survey minerals data does not show any provision of industrial silica sand within Cheshire West and Chester, which is why the Local Plan (Part One) does not set out a requirement to allocate industrial silica sand sites. However, as part of the Minerals Call for Sites, a site at Rudheath Lodge, Cranage was put forward. This site is partly within Cheshire West and Chester and partly within Cheshire East. Initial information submitted as part of the Minerals Call for Sites did not provide sufficient evidence of silica sand at this location and as such, the site was not identified as a potential allocation within the previous version of the Local Plan (Part Two). Since then, a planning application has been submitted relating to the site and additional information has been received providing borehole evidence of silica sand provision at the Rudheath Lodge site, in both the Cheshire West and Chester and Cheshire East part of the site.

9.67 The NPPF suggests that the required stock of permitted reserves for each silica sand site should be based on the average of the previous 10 years sales. There have not been any silica sand sites or sales within Cheshire West and Chester over the past 10 years so it is not possible to set a

requirement figure at this time. The second part of the policy ensures that any future applications would contribute to maintaining a stock of permitted reserves of at least 10 years for individual sites and 15 years for silica sand sites where significant new capital is required.

M 8 - Minerals infrastructure

M 8

In line with Local Plan (Part One) policy ENV 9, significant infrastructure that supports the supply of minerals in Cheshire West and Chester will be safeguarded from incompatible development.

Non-mineral development (excluding the development types identified in the policy explanation) with the potential to impact on a mineral infrastructure safeguarded site used for mineral processing, handling, and transportation will not be supported unless it can be demonstrated that:

1. the non-mineral development would not unduly restrict the use of the mineral infrastructure site;
2. the material planning benefits of the non-mineral development would outweigh the material planning benefits of the mineral infrastructure site;
3. the mineral infrastructure can be relocated; or
4. alternative capacity can be provided elsewhere.

Explanation

9.68 Local Plan (Part One) policy ENV 9 states that existing and potential sites for minerals infrastructure will be safeguarded, but does not identify sites. An informal, targeted consultation on safeguarding of minerals and minerals infrastructure was undertaken in 2011 and the results of the consultation have informed the identification of mineral infrastructure.

9.69 Mineral infrastructure safeguarded sites are identified in Table 9.1. It should be noted that some of the infrastructure types have permitted development rights and can undertake specific types of development without needing planning permission. It is not possible to prevent these changes using the planning policy as the policy only relates to relevant development that requires planning permission.

Table 9.1 Mineral infrastructure safeguarded sites

Facility type	Site	Planning status	Operator
Rail sidings	Freight terminal, Ellesmere Port	Operational	Quality Freight Ltd
	Resource Recovery Park, Ince	Planned/ non-operational	
	Lostock works rail sidings	Non-operational former mineral sidings	
Wharves	Resource Recovery Park, Ince	Planned/ non-operational	

Facility type	Site	Planning status	Operator
	Manisty wharf (Port Bridgewater), Ellesmere Port	Operational	Quality Freight Ltd
Asphalt plant	Stanlow	Operational	Cemex
	Wincham Lane, Northwich	Operational	Express Asphalt
	The Quarry, Hobb Hill, Malpas	Operational	Quarry Plant Surfacing
Concrete batching plant	Deakin's Road, Winsford	Operational	Hanson
	Sealand Trading Estate, Chester	Operational	Hanson
	Bridges Road, Ellesmere Port	Operational	Hanson
	Liverpool Road, Chester	Operational	Bardon Concrete
	Wharton Industrial Estate, Nat Lane, Winsford	Operational	Cemex
	Tattenhall Road Tattenhall	Operational	T G Group
Substitute, recycled and secondary aggregate operators	Middlewich Road, Rudheath, Northwich	Operational	AAA Skip Hire
	Liverpool Road, Chester	Operational	Cheshire Waste Skip Hire
	Indigo Road, Ellesmere Port	Operational	Dig and Shift Ltd

9.70 Types of development exempt from safeguarding:

- applications for householder development;
- applications for alterations and extensions to existing buildings and for change of use of existing development, unless intensifying activity on site;
- applications for advertisement, listed building or conservation area consent;
- applications for reserved matters including subsequent applications after outline consent has been granted;
- prior notifications (telecoms, forestry, agriculture, demolition);
- Certificates of Lawfulness of Existing Use or Development (CLEUD) and Certificates of Lawfulness of Proposed Use or Development (CLOPUD); or
- applications for works to trees.

10 Development Management

10.1 The following development management policies are intended to be relevant to any type of proposal whether large or small scale. New development and redevelopment should be appropriate to the site; achieve a high quality of design and efficient use of land and buildings; and should respond creatively and positively to the character and distinctiveness of the surrounding area. All new development, including residential and commercial proposals, should also reflect the area's distinctive development form and patterns of building, spaces, and means of enclosure, townscape and landscape, and incorporate in the design those features which are important to the history and form of the area.

10.2 The Council's Housing and Employment Land Availability Assessment (2017) (HELAA) shows that there is a healthy supply of previously developed land in the borough which can support a significant level of development for housing, employment and mixed use. In line with Local Plan (Part One) policy STRAT 1, the Council supports a mix of uses on appropriate sites, that can provide housing, employment and other community and open space facilities that will contribute towards sustainable communities.

10.3 The National Planning Policy Policy Framework (NPPF) requires authorities to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes based on the defining characteristics of the area. The borough has a diverse range of high quality built and natural environments in the urban and rural area that should be protected from potential adverse impacts resulting from development. All development should achieve a high level of design and build quality that respects these environments and improves an area where possible.

10.4 Good design has a role in achieving sustainable development and adapting to, or mitigating, climate change. It will support sustainable development because it will reuse and adapt existing buildings to new uses, as well as designing new buildings and housing that can meet the changing needs of the occupants over their lifetime. This will reduce the amount of resources required for development.

DM 1 - Development of previously developed land

DM 1

Identified settlements
The development of previously developed land will be supported in line with Local Plan (Part One) policy STRAT 1 where it does not conflict with other relevant development plan policies. Development proposals must be of an appropriate mix of uses and density whilst fully respecting the existing character and layout of the surrounding area to maximise the use of land.

Countryside
Proposals for residential development in the countryside, outside of identified settlements, will be determined in line with the criteria set out in Local Plan (Part Two) policy **DM 19.** Proposals for all other development on previously developed land in the countryside, outside of identified settlements, will only be supported where they are in line with Local Plan (Part One) policies STRAT 1 and STRAT 9, and where relevant:

1. they do not result in the loss of buildings that contribute to the rural character of an area;
2. replacement buildings are for the same use (unless the alternative use is policy compliant);
3. the design and layout of the development fully reflects the rural character of the area and does not 'urbanise' the countryside.

Green Belt
In addition, in line with Local Plan (Part One) policy STRAT 9, proposals for the development of land in the Green Belt must accord with Green Belt policy as set out in the National Planning Policy Framework (NPPF).

Explanation

10.5 The Local Plan (Part One) policy STRAT 2 sets out the levels of development in the borough and whilst these levels are not maxima, the development plan does not support the unnecessary loss of greenfield land and countryside. The overall housing target of 22,000 new dwellings by 2030 can be achieved through the delivery of planning commitments, strategic sites and housing land allocations. It should not be necessary to develop additional housing on greenfield or countryside sites outside of identified settlements, unless it can be demonstrated that the development would meet a rural affordable housing need in line with Local Plan (Part One) policy SOC 2 and Local Plan (Part Two) policy **DM 24**.

10.6 The Council will promote the re-use of suitable previously developed land for residential development through a Brownfield Land Register (Part 1). The register will identify suitable sites that have been assessed against criteria to ensure that sites are sustainably located in line with the strategy of the Local Plan. Where appropriate, sites will be identified on a Brownfield Land Register (Part 2) with permission in principle for residential development.

10.7 The Brownfield Land Register sets out the level of development appropriate on each site which ensures the best use of land is achieved through densities of development that reflect the existing character and scale of its location as well as accessibility to transport hubs. The Brownfield Land Register should be used as a guide to achieving suitable development densities on previously developed land that may come forward through the development management process.

10.8 Paragraph 89 of the NPPF sets out the exceptional circumstances within which development may be permitted on land in the Green Belt. Replacement buildings, extensions and alterations to buildings in the Green Belt are restricted in size and scale. Proposals for limited infilling or the partial or complete redevelopment of land in the Green Belt may be permitted where there would be no greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

DM 2 - Impact on residential amenity

DM 2

In line with Local Plan (Part One) policy SOC 5, all proposals for new development will be expected to safeguard the quality of life for residents within the development and those living nearby. Development will only be supported where it does not result in a significant adverse impact upon the residential amenity of the occupiers of existing properties or future occupiers of the proposed development, including:

- outlook
- privacy
- light
- noise
- odour

In respect of light, regard will be had to loss of sunlight and daylight, and to the impact of artificial light.

Residential development must include an appropriate quantity and quality of outdoor private amenity space, having regard to the type and size of the proposed development.

Explanation

10.9 All development within the borough must safeguard the quality of life of its residents by ensuring that an acceptable level of residential amenity is provided for future occupiers of proposed development and retained for the occupiers of any existing neighbouring properties. When considering the impact of development proposals on the residential amenity of properties within and adjacent to the application site, regard must be had to any significant loss of light, overshadowing, reduction in outlook, overlooking, significant harm from excessive noise, light or odour in relation to habitable rooms or

main outdoor private amenity spaces, the quantity and quality of outdoor private amenity space included to serve the needs of the development, and any other relevant factors which may result in reduced quality of life of residents in relation to residential amenity.

10.10 New development should be designed to have particular regard to the residential amenities achieved within habitable rooms and outdoor private amenity spaces of both the proposed development and existing neighbouring properties. Normally, there should be a minimum distance of 21 metres between facing windows of main habitable rooms and 13 metres between windows of main habitable rooms and blank walls, although, other considerations including separation distances in the immediate surroundings, and the orientation and heights of land and buildings will be taken into account.

10.11 Noise, odour or light pollution from development can have a negative impact on residential amenity. The careful location of windows and lighting can, however, make a positive contribution towards creating safe environments and reducing the fear of crime.

10.12 In granting a planning permission, the Council may impose conditions to control the impacts of development to protect residential amenities. Further guidance on the design solutions that can be used to comply with this policy may be included within relevant Supplementary Planning Documents for different types of development and locations.

DM 3 - Design, character and visual amenity

DM 3

In line with Local Plan (Part One) policy ENV 6, development will be expected to achieve a high standard of design that respects the character and protects the visual amenity of the local area. Design solutions will be supported that, where relevant:

1. are designed to respect the scale, character and appearance of any existing building within the site and contribute positively to the character of the area;
2. respect and where appropriate enhance the prevailing layout, urban grain, landscape, density and mix of uses, scale and height, massing, appearance and materials;
3. contribute to the legibility of the area, through form, layout and detailing;
4. are sympathetic to the characteristics of the development site, its relationship with its surroundings and where appropriate views into, over and out of the site;
5. respect and where possible enhance local distinctiveness through the use of building layout, design, materials, architectural detailing, public realm and boundary treatment;
6. provide adequate external storage and amenity space;
7. create safe environments and reduce the fear of crime in the area;
8. do not prejudice the long term planning of the area.

Development in the countryside will only be permitted where it would respect the key features of the landscape in line with Local Plan (Part Two) policy **GBC 2**, and is not detrimental to its character.

New development within the curtilage of a dwellinghouse will be assessed in line with the development plan, including Local Plan (Part Two) policy **DM 21**.

Explanation

10.13 The objectives of this policy can be achieved through careful design that considers the siting, scale, layout, density, design and landscape treatment of new development. Design solutions, where appropriate, should take opportunities to:

- maintain and enhance the architectural detailing and elevational treatment of main frontages and prominent elevations and align entrances to buildings with active frontages in the public realm;
- protect and provide unifying features of design such as gate piers, landscaping, walls, boundary fences and the nature, quality and type of materials;
- ensure that extensions to existing property will match or complement the design and materials of the existing buildings and avoid a terracing effect between separate buildings;
- reflect the traditional/historic physical and landscape characteristics of the area;
- take full account of any formally adopted area-specific design or density controls, master plans, character appraisals or area-specific management plans.

10.14 In meeting its duties under the Crime And Disorder Act, and as set out in the NPPF, the Council will aim to create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion, through the consideration of such matters as siting, layout and design, and any relevant national guidance.

10.15 New development should ensure that there is adequate external storage space for bins and recycling, as well as vehicles and cycles. Sufficient space should be included for the sorting and storage of recyclable waste materials in a convenient location, the composting of household waste (where practicable), and the collection of these and other waste materials and, in larger development schemes, for recycling on site (for more information see the Council's pre-planning guidance notes on waste and recycling storage and collection in new developments).

10.16 Access to convenient and secure cycle and other vehicle storage should be provided in line with Local Plan (Part Two) policy **T 5**. The size and shape of outside amenity space must be carefully considered, and it is recommended that rear gardens are at least equal to the ground floor footprint of a dwelling. Triangular shaped gardens are discouraged rarely offer a practical, usable space, and residents should be able to access their garden without having to walk through their home.

10.17 This policy will principally be delivered through the development management process, in association with Local Plan (Part Two) policy **DM 4** and other relevant development plan policies. Further guidance on the measures that can be taken to comply with this policy are included within relevant Supplementary Planning Documents for different types of development and locations.

DM 4 - Sustainable construction

DM 4

In line with Local Plan (Part One) policy ENV 6, all development proposals (including changes of use) will be expected to achieve the highest levels of energy and water efficiency that is practical and viable, and to maximise opportunities to incorporate sustainable design features where feasible.

New dwellings will be required to meet the optional higher National Housing Standard for water consumption of 110 litres per person per day.

Non-domestic buildings will be expected to achieve a BREEAM rating of 'Excellent', unless it can be demonstrated that this is not technically or financially viable.

Innovative sustainable design solutions for energy efficiency and low carbon energy generation and use over and above Building Regulations and/or National Housing Standards will be supported. In all cases proposals for on-site renewable energy and low carbon generation will also need to meet the requirements of Local Plan (Part One) policy ENV 7.

Where appropriate, major development proposals should be designed and incorporate measures to enable connections to a district heat network to be made now or in the future.

The Council will encourage the use of sustainable construction techniques that promote the reuse and recycling of building materials, maximise opportunities for the recycling and composting of waste on all new development proposals (residential and non-residential) and reduce CO_2 emissions.

Where the Council considers it likely that the proposal will result in significant adverse environmental effects during the construction phase a Construction Environmental Management Plan (CEMP) will be required.

Explanation

10.18 Local Plan (Part One) policies STRAT 1 and ENV 6 require developments to mitigate and adapt to the effects of climate change; incorporate energy efficiency measures; provide for renewable energy generation; and meet applicable nationally described standards for design and construction. This policy aims to ensure that these sustainability principles are taken into account at all stages of development, including demolition of existing buildings, construction and long-term management, and are considered at the earliest possible stage in the design process.

10.19 This policy does not include specific requirements relating to energy performance in new buildings but seeks to secure sustainable design features to maximise resilience and adaptation to climate change. Sustainable design features include:

- sustainable sourcing of materials and their efficient and appropriate use, including their durability;
- taking account of the sun when designing site layouts and individual buildings, including natural ventilation;
- minimising waste and maximising recycling;
- incorporating Sustainable Drainage Systems (SuDS) wherever feasible;
- minimising water consumption;
- inclusion of features such as green roofs and walls;
- use of innovative approaches to low carbon construction processes (e.g. modular construction);
- minimising energy consumption and improving energy performance;
- minimising net greenhouse gas emissions of the proposed development;
- maximising on-site low or zero carbon energy generation.

10.20 The Government's National Housing Standards allow councils to apply either the basic Building Regulation water efficiency standard of 125 litres per person per day or a single optional higher national standard of 110 litres per person per day. The optional higher standard, although slightly less stringent, is close to the 105 litres per person per day recommended in the Council's Water Cycle Strategy (2010). This level of consumption can be achieved without the need for rainwater harvesting or greywater recycling systems and is not regarded as excessive or unachievable. This standard will be applied by planning condition as required by the National Housing Standards and will apply to all new dwellings.

10.21 The Council will encourage the provision of small-scale renewable energy developments utilising technology such as solar panels, biomass and wood-fuel heating, small-scale wind turbines and photovoltaic cells where these would not have any significant adverse impact. The development of small scale renewable energy schemes and micro-generation that provide power for specific development proposals rather than for commercial generation of electricity can also make a contribution and will be supported wherever appropriate.

10.22 Waste prevention lies at the top of the waste hierarchy with the principal objective being to minimise the amount of waste produced. Consideration should be given, through a waste audit, to the type and volume of waste that the development will generate; the steps to be taken to ensure that the maximum amount of waste arising from the site development process is incorporated within the new development; and the steps to be taken to reuse and recycle the waste that cannot be incorporated within the new development.

10.23 The Council has identified the potential for heat networks to be developed within the borough through the Low Carbon and Renewable Energy Study (2012) and subsequent energy masterplanning and feasibility studies. Major development proposals should be designed to either connect to an existing heat network, or to incorporate space to safeguard the future provision of pipework, energy hubs or other associated heat infrastructure to ensure that the subsequent connection to a future district heating network can be undertaken without causing disturbance to buildings or infrastructure. Currently areas within Ellesmere Port and Stanlow, where there are existing heat generators and energy users, have been identified for the potential to establish district heat network, but opportunities may arise in other parts of the borough in the future.

10.24 A CEMP will be required where it is considered that development will result in significant adverse environmental effects, as identified in an Environmental Statement. This will provide the framework for which commitments made in the Environmental Statement or any requirements of planning conditions or Section 106 legal agreements can be realised. The CEMP outlines the contractors approach to environmental management throughout the construction phases with the primary aim of reducing any adverse impacts from construction on local sensitive receivers, including noise and air quality. The CEMP should also take into account other considerations including registration with the Considerate Constructor Scheme and the Code of Practice for the Sustainable Use of Soils on Construction Sites.

10.25 Legislation, policy, guidance and technology is continually changing in this area. Therefore, to assist in the application of this policy, the Council may prepare technical guidance notes, checklists for planning applications or supplementary planning documents, relating to technological changes and advances in improving the performance of buildings and accommodating Central Government guidance notes and changes in legislation as they emerge.

11 Economic growth, enterprise and town centres

11.1 This chapter of the Local Plan (Part Two) provides policies to support economic growth, enterprise and town centres in the borough. They provide a positive framework against which to assess planning applications, in the context of national planning policy and the overarching economic policies in the Local Plan (Part One); specifically ECON 1, ECON 2 and ECON 3.

11.2 The Local Plan provides a flexible supply of employment land allocations to meet a range of sizes and types of site across the borough including in the rural area. These sites are identified through the strategic policies of Local Plan (Part One) and specific employment land allocations for each of the spatial areas in the borough, within the Local Plan (Part Two). It is important to retain sufficient quantity and quality of employment sites and premises to cater for the varying needs of businesses. Policies also guide development in the rural area in relation to the development of new agricultural buildings, schemes for rural diversification and equestrian development.

11.3 The policies support the continued vitality and viability of the borough's city, town and local retail centres. It is recognised that economic vitality can be influenced by the quality of the shopping environment, including the design of advertisements, shopfronts, blinds and security shutters. The provision of visitor accommodation (new build, conversion or expansion) will be in line with the settlement hierarchy of Local Plan (Part One) policies STRAT 2 to STRAT 9 and ensure that the type and scale of accommodation is appropriate to it's location.

11.4 The Council will work with other stakeholders to ensure new development does not adversely impact on the efficient operation of areas around aerodromes, the Jodrell Bank telescope, Oulton Park race track and to ensure provision of new information communication networks (ICT).

11.5 The Council will support initiatives and accessibility to further/higher education facilities in the borough including the University of Chester, West Cheshire College and Mid Cheshire College improving skills and links to main employers. Development proposals are encouraged to include a local procurement and employment scheme that supports the use of local labour including apprenticeships and training opportunities where appropriate.

DM 5 - Protection and refurbishment of employment land and premises

DM 5

Development proposals that would result in the loss of employment land or premises (use classes B1, B2, B8 or other similar employment uses) will only be supported where they meet the requirements of Local Plan (Part One) policy ECON 1 and the following criteria:

1. the proposal would not limit the range, quality and quantity of employment land allocated to meet the strategic development requirements to 2030 set out in Local Plan (Part Two) policies **CH 3, EP 2, N 4, W 2** and **R 3**;
2. reasonable attempts must have been made (and evidenced) to continuously let or sell the premises for employment use for at least 12 months at a reasonable rate and there is no reasonable prospect of the site being re-used for employment uses;
3. the proposed use is compatible with the location, neighbouring land uses, the character of the surrounding area and would contribute towards achieving a more sustainable pattern of development in line with Local Plan (Part One) policy STRAT 1;
4. the development is necessary to secure additional employment development that would not otherwise be viable; and
5. the development would meet relevant requirements of neighbourhood plan policies on the protection of employment land and local priorities.

Explanation

11.6 Local Plan (Part One) policy ECON 1 only allows the redevelopment of existing employment sites and premises for non-employment uses where the proposal is compatible with the remaining employment uses in the locality and where it would not limit the range, choice and quality of employment sites available to meet future employment needs.

11.7 This policy adds further detail to Local Plan (Part One) policy ECON 1, particularly in relation to the level and type of evidence that is required to justify any loss of employment land where reasonable attempts must have been made to let or sell or premises for employment use at a reasonable rate (a minimum of 12 consecutive months of current marketing evidence will be required). Priority will be given to protecting employment land allocations that are made to meet the strategic development requirements of Local Plan (Part One), with regard to the Council's most recent Employment Land Study, Housing and Economic Land Availability Assessment or monitoring data.

11.8 The policy should be read alongside other relevant development plan policies, in particular where the development could give rise to specific impacts, such as biodiversity, noise, highways, hazardous risks.

11.9 In some instances, temporary permitted development rights will apply in respect of some changes of use, for example a B8 storage and distribution use under 500m^2 to C3 residential use.

This is subject to a number of criteria being met and subject to Prior Approval being sought from the Council. For a property to benefit from C3 use in this instance, the use must begin by 15 April 2018. Further temporary permitted changes of use apply to B1 offices to specific retail uses. Light industrial uses (B1c) to dwellinghouses are again subject to limitations and conditions including the prior approval of the Council in respect of certain matters, from 1 October 2017 to 1 October 2020.

DM 6 - New agricultural and forestry buildings

DM 6

Proposals for the erection of agricultural and forestry buildings will be supported where they meet the requirements of Local Plan (Part One) policy STRAT 9 and the all of the following criteria:

1. it is demonstrated that there is an operational need for the development in connection with the agricultural or forestry enterprise;
2. the proposal is satisfactorily sited in relation to any existing buildings in order to minimise its impact on the landscape;
3. it is appropriate in scale, design, materials and landscaping so not to harm the character of the countryside or the amenity of nearby residents, having regard to the needs of the business;
4. adequate provision is made for the disposal of foul and surface water drainage and animal wastes without risk to watercourses;
5. adequate provision is made for access and movement of machinery and livestock to avert the intensification or creation of a traffic safety hazard;
6. it minimises and mitigates impact on biodiversity and geodiversity.

Explanation

11.10 Local Plan (Part One) policy STRAT 9 allows development that has an operational need for a countryside location, such as for agricultural or forestry operations, providing it is of an appropriate scale and design to not harm the character of the countryside. The erection of new farm buildings can have a major impact in the countryside but that impact will be particularly pronounced in prominent locations. Where there is need for new farm buildings and these require planning permission or prior notification, the Council will seek to ensure that their impact on the environment and highways is minimised, whilst having regard to modern business needs.

11.11 To ensure that agriculture can continue its essential role as an important and developing industry but with appropriate environmental safeguards to protect the appearance of the countryside and prevent significant harmful impact upon residents' living conditions by reason of noise, loss of light or any other relevant factor which results in a significant reduction in the residents' quality of life. Further detail relating to consideration of other impacts, such as amenity impacts, biodiversity, noise, highways etc are covered by other policies in the development plan. Consideration of nature conservation interest will take place in line with Local Plan (Part Two) policy **DM 44** and where there

is unavoidable loss or damage, mitigation and compensation may be required. There should be no adverse effect statutorily designated sites of nature conservation value, a project-level Habitats Regulation Assessment (HRA) may be required on a case by case basis.

11.12 The General Permitted Development Order (GPDO) allows for certain types of agricultural or forestry development to take place without the need for planning permission, subject to prior approval being sought from the Council. Where planning permission is required for new agricultural buildings, the Council will consider the need to withdraw permitted development rights to address a specific issue such as the conversion of of the building to another use.

DM 7 - Rural diversification of land based businesses

DM 7

Proposals for the diversification of agricultural and other land based rural businesses will be supported where they meet the requirements of Local Plan (Part One) policy STRAT 9 and all of the following relevant criteria:

1. development proposals must be ancillary and related to the primary rural business;
2. the development must be necessary to support the continued viability of the land based business;
3. proposals utilise existing buildings where possible. Where it is demonstrated that no suitable buildings are available, any proposals for new buildings shall be subject to Local Plan (Part One) policy STRAT 9;
4. development proposals must minimise and mitigate any impacts on the character, amenity, visual appearance and landscape quality of the area, or on any wildlife habitats, the significance of historic assets, and where possible lead to environmental improvements in line with other relevant development plan policies;
5. the transport generated can be satisfactorily accommodated on the highways network and the development provides suitable vehicular access and parking arrangements. A transport assessment will be required in sensitive locations;
6. the cumulative effects of individual development proposals are considered.

In addition to the above, any proposals for retail sales must be limited in scale and be in line with Local Plan (Part One) policy ECON 2. New or extensions to existing farm shops will be permitted where:

7. the range of goods to be sold is restricted to those in connection with the land-based business such as foodstuffs, plants and rural craft products; and
8. the proposal would not undermine the vitality and viability of local shops or retail centres.

Where appropriate, conditions will be attached to planning permissions to control the future expansion or nature of the enterprise.

Explanation

11.13 Local Plan (Part One) policy ECON 3 supports rural diversification that is of an appropriate scale and type in rural areas, and would support the continued viability of rural businesses. Diversification schemes for land based rural businesses (agricultural, forestry and horticulture with an emphasis on food production) will be permitted, subject to meeting the requirements of Local Plan (Part One) policy STRAT 9. To demonstrate financial viability farm, estate, woodland or business plans will be necessary to outline the business profile, present and proposed activities, and its environmental and amenity effects, proportionate to the scale of the proposal.

11.14 The General Permitted Development Order (GPDO), as amended, allows for some changes of use of agricultural buildings subject to certain limitations and a prior approval process. The Council would require clear evidence that changes of use proposed in agricultural buildings less than four years old and erected under permitted development rights, were genuinely used for agricultural purposes.

11.15 Agricultural diversification offers the potential for the re-use of rural buildings for an economic purpose, in line with Local Plan (Part One) policy STRAT 9 and encourages the reuse of existing resources where possible. The Council wishes to encourage well conceived schemes for diversification, where this can support a rural enterprise and is in line with other relevant development plan policies. Proposals that involve retailing should take account of Local Plan (Part One) policy ECON 2. The Council will also have regard to whether the proposal would be likely to generate a requirement for further associated development and to the impact upon nearby local services and the nature of employment opportunities created.

11.16 Farm shops can serve an important role within a rural area and help meet demand for fresh produce and support local jobs and services. Where necessary, the Council will consider the use of conditions to limit the type/nature of goods sold to those that require a countryside location, or are linked to the primary business, to control future expansion, or where the cumulative impacts could give rise to harmful effects.

11.17 Proposals for residential or visitor accommodation in connection with development for the diversification of an agricultural or other land based rural business development will be considered in accordance with other relevant development plan policies, including Local Plan (Part Two) policies **DM 9** and **DM 25**.

DM 8 - Equestrian development

DM 8

Proposals for equestrian development will be supported where they meet the requirements of Local Plan (Part One) policy STRAT 9 and other relevant development plan policies, and where all of the following criteria can be met:

1. the proposal is not, either by itself or cumulatively, detrimental to the character of the rural landscape. Consideration must be given to existing landscape patterns; the scale, design and siting of the proposal, including: construction materials, boundary treatment, siting of areas of hard standing, new or extended access routes, and other infrastructure related to the equestrian development;
2. outdoor lighting /floodlighting is designed to avoid a detrimental impact on visual or residential amenity, wildlife or highway safety and allows safe operation of activities on site;
3. the proposal is not significantly detrimental to the amenity of, nor causes nuisance (such as odours) to neighbouring uses;
4. the proposal avoids, as far as possible, any detrimental impact on the surrounding biodiversity and wildlife habitats, including hedgerows and trees;
5. the proposal avoids, as far as possible, flood risk areas and mitigates against flooding where appropriate. Adequate provision is made for the disposal of foul and surface water drainage and animal wastes without risk to watercourses;
6. the proposal is accompanied by a waste management scheme;
7. the proposal should, wherever possible, utilise existing rural buildings and infrastructure. Any additional buildings should be essential to the operational need of the facility, and wherever possible, be sited close to existing buildings and should be of appropriate design and materials to minimise visual impact;
8. the proposal does not create an unacceptable impact on the highway network, including adverse impacts on existing bridleways and rights of way; and there should be a satisfactory means of vehicular access and parking arrangements (including the provision of areas for loading/unloading of horses).

Proposals for the development of new visitor accommodation or new housingin connection with equestrian facilities will be considered in accordance with policies **DM 9**, **DM 10**, and **DM 19,** and other relevant development plan policies.

Explanation

11.18 The Council recognises the role that the countryside can play in providing opportunities for riding and keeping horses. However, controls are required to prevent harm to the character of the rural area through subdivision of fields and the proliferation of isolated buildings and ancillary features. Local Plan (Part One) policy STRAT 9 allows development that has an operational need for a countryside location, providing it is of an appropriate scale and design so as not to harm the character

of the countryside. Within the Green Belt, development for outdoor sport and recreation will be allowed, provided the openness and the purposes for including land in the Green Belt is preserved. Local Plan (Part One) policy ENV 2 states that in terms of the borough's landscape, development should take full account of the characteristics of the development site, its relationship with surroundings and where appropriate, views into, over and out of the site.

11.19 Grazing vs keeping - Under UK legislation, a horse is an agricultural animal if it is used to farm agricultural land or farmed for meat or hides. The term 'agricultural use' includes the breeding and keeping of livestock and the use of land for grazing. If horses are kept on the land for the primary purpose of grazing and, for example are not fed any supplementary feeds, or are kept for the sole purpose of breeding, this will fall under the ambit of 'agricultural use'. However, if horses are kept in a field but the primary purpose is not for grazing, because for example they are fed supplementary feeds as they are for recreational use, this constitutes a material change in the use of the land, which requires planning permission.

11.20 Applications should indicate the location of all elements associated with the proposed equine development, e.g. grazing land, gallops and manège. In the case of larger scale equine developments, an assessment of the effects of the proposal on erosion, on the vegetation on land to be used and on rights of way, may be required to be submitted with the application. Consideration of nature conservation interest will take place in line with Local Plan (Part Two) policy **DM 44** and where there is unavoidable loss or damage, mitigation and compensation may be required.

11.21 In order to protect the openness of the Green Belt and the character of the countryside, the use of existing buildings is preferred to the erection of new structures for equestrian purposes. Where this is not possible, the scale, siting and finish should be chosen to minimise visual impact, avoid prominent and isolated development and not be detrimental to the rural character of the countryside. When assessing a proposal, the Council will take account of the density of existing similar developments in the vicinity and the cumulative impact of existing and proposed development on the landscape character of the countryside and the visual amenity and openness of the Green Belt.

11.22 Waste management schemes should include, but not be limited to, horse manure and solid waste (contaminated bedding, empty pesticide and other chemical containers, clinical waste, etc.).

11.23 In addition to the requirements for the accommodation of horses, it is also necessary to consider the welfare, comfort and safety of the horses and the effect that they may have on surrounding land if they overgraze it. Any development for equestrian purposes will need to comply with the British Horse Society guidelines for the keeping of horses: stable size, pasture acreage and fencing. Any fencing should have consideration for the rural character and not be detrimental to its rural setting.

11.24 The development of residential or visitor accommodation in connection with equestrian development will be considered in accordance with other relevant development plan policies, including Local Plan (Part Two) policies **DM 9** and **DM 25**.

DM 9 - Visitor accommodation

DM 9

Proposals for the development of visitor accommodation will be supported where they meet the requirements of Local Plan (Part One) policy ECON 3 and the following relevant principles:

1. within the settlement areas of Chester, Ellesmere Port, Northwich and Winsford, new hotels, guest houses, holiday lets and bed and breakfast visitor accommodation will be supported and preference will be given to city and town centre locations;
2. in key service centres and local service centres proposals for hotels, guest houses, holiday lets, bed and breakfast or other appropriate forms of visitor accommodation should be of an appropriate scale, siting, design and materials appropriate to the size of the settlement;
3. in the countryside, proposals for all types of visitor accommodation should meet the requirements of Local Plan (Part One) policy STRAT 9 and utilise existing buildings. Proposals for agricultural diversification will be supported, in line with Local Plan (Part One) policy ECON 3 and Local Plan (Part Two) policy **DM 7**.

Proposals for new build hotels and guest houses outside the boundaries of defined settlements of Chester, Ellesmere Port, Northwich, Winsford, the key service centres or local service centres will not be permitted.

Green Belt
In addition, in line with Local Plan (Part One) policy STRAT 9, proposals for the development of land in the Green Belt must accord with Green Belt policy as set out in the National Planning Policy Framework (NPPF).

Explanation

11.25 The Local Plan (Part One) policy ECON 3 supports existing and new tourism facilities including visitor accommodation, subject to certain criteria. This policy provides further detail, particularly where visitor accommodation will be appropriate. The policy aims to ensure that visitor accommodation is located in the most sustainable locations that have access to services and facilities and are accessible by a range of transport modes. The scale and type of proposal should be compatible with it's location, in line with the overall the strategy of the plan.

11.26 The policy applies to all development proposals for visitor accommodation including new build, extension, conversion or the material change of use of land. Visitor accommodation includes, but is not restricted to; hotels, guest houses, bed and breakfast accommodation, touring and camping sites, static caravans, chalets (including other forms of static accommodation such as Pods, Yurts and Tepees).

11.27 Culture and tourism developments, including hotels and conference facilities, are a main town centre use and the Council will apply a town centre first approach to these uses in line with Local Plan (Part One) policy ECON 2 and the town centre hierarchy and Local Plan (Part Two) policy **DM 14**. This policy should be read alongside the area-specific policies of Local Plan (Part Two).

11.28 The borough's historic towns and rural settlements attract a wide range of visitors and Local Plan (Part One) policy ECON 3 allows for smaller scale tourism developments in key service centres, local service centres or the countryside where they are a suitable scale, type and protect the character of the countryside. The policy considers the type of visitor accommodation that may be suitable in these smaller settlements, to ensure new development is compatible with the size and character of the settlement and other development plan policies. Development proposals for heritage related tourism would also need to protect and enhance the historic character of the areas and are compatible with their existing cultural activities. Additional guidance relating to consideration of other impacts, such as on heritage, biodiversity, noise, highways etc are covered by other policies in the development plan.

11.29 The policy allows for visitor accommodation in the countryside where it is suitably located and compatible with Local Plan (Part One) policies ECON 3 and STRAT 9. Where there is an unmet need for caravan and camping sites in line with Local Plan (Part One) policy ECON 3, proposals that are suitably located should additionally meet the relevant requirements in Local Plan (Part Two) policy **DM 10**.

11.30 Local Plan (Part One) policy ECON 3 notes that additional controls will apply in the Green Belt in line with Local Plan (Part One) policy STRAT 9 and paragraph 6.28 which states that camping and caravan sites are considered as tourism development not outdoor recreation.

DM 10 - Caravan and camping sites

DM 10

Proposals for caravan and camping sites for tourism use will only be supported where they are in line with Local Plan (Part One) policies ECON 3 and STRAT 9 and Local Plan (Part Two) policy **DM 9**, and meet all of the following relevant criteria;

1. there is good accessibility via major roads and public transport;
2. it is not visually intrusive or unacceptably harm the landscape;
3. the layout is designed to incorporate existing landscape features and provide open areas, screening and landscape buffers;
4. any permanent ancillary buildings are of a small scale and should blend into the surrounding landscape in terms of their siting, design and the materials used;
5. the site should not detract from the amenities of the surrounding area or any nearby residential property;
6. the site is capable of being connected to existing utility services; and
7. the site is capable of providing appropriate facilities for users of the site.

Green Belt
In addition, in line with Local Plan (Part One) policy STRAT 9, proposals for the development of land in the Green Belt must accord with Green Belt policy as set out in the National Planning Policy Framework (NPPF).

Explanation

11.31 Local Plan (Part One) policy ECON 3 states that proposals for touring recreational caravan and camping sites in the countryside should be small in scale to limit impact on landscape and utilise or be well related to existing rural buildings, subject to Local Plan (Part One) policy STRAT 9, Local Plan (Part Two) policy **DM 9** on visitor accommodation and other relevant development plan policies. The policy includes, but is not restricted to, touring caravan and camping sites, static caravans, chalets (or other forms of static accommodation such as pods, yurts and tepees) for tourism use. This is to ensure that new visitor accommodation is provided in the most sustainable locations where they are accessible by sustainable modes of transport and have access to services and facilities. Camping and caravan sites are considered as tourism development not outdoor recreation in line with Local Plan (Part One) policy ECON 3. Therefore proposals in the Green Belt will have to meet the requirements of Local Plan (Part One) policy STRAT 9.

11.32 Static caravans and chalet developments have the potential for significant harm to the landscape as they are permanent structures, unlike camping (tents) and touring caravans. A considerable number of static recreational caravan sites already exist within the borough; it is not considered necessary to develop further sites or to extend the period of occupation of current sites. Proposals for new static caravan or chalet developments, the extension of existing sites or the increase in density of sites will not be supported unless there is evidence of unmet need in line with Local Plan (Part One) ECON 3.

11.33 This policy provides criteria to ensure that sites are suitably located in the borough with regard to main transport routes to limit the number of cars with caravans that travel on the minor rural roads, in the interests of highway safety and to minimise the need to travel whilst the site is in use.

11.34 Local Plan (Part One) policy ENV 2 requires that development proposals should protect and where possible enhance landscape character and local distinctiveness. Where development proposals are suitably located, additional criteria is provided in this policy to ensure that the landscape characteristics are recognised and incorporated into the design of new developments. Appropriate facilities can be defined as a utility block (toilets, showers and drinking water supply). These facilities and ancillary buildings should be of a scale appropriate to the level of camping and caravanning provided on the site.

11.35 In addition to obtaining planning permission new caravan sites must be licensed under Part 1 of the Caravan Sites and Development Act 1960. Additional restrictions or conditions may be placed on the caravan site under the licence and periods of occupancy may be restricted.

DM 11 - Safeguarded areas around aerodromes

DM 11

Within the safeguarded areas, as identified on the policies map, new development which does not adversely affect the operational integrity or safety of an airport or aircraft operations, radar and navigation systems will be supported. In considering proposals for development within a safeguarded area the Council will have particular regard to:

1. the height and design of the development; and
2. the likelihood of it creating a birdstrike risk; and
3. the likely impact on navigational aids, radio waves, radar and telecommunications systems for the purposes of air traffic control and aircraft movements.

Explanation

11.36 The Civil Aviation Authority has identified officially safeguarded areas around Liverpool John Lennon and Manchester Airports which cover the north and east of the borough and Hawarden Airport, which affects the western part of the development plan area. The Council is therefore bound in statute (in accordance with guidance set out in Dft/ ODPM Circular 1/2003) to consult the relevant Aerodrome Safeguarding Authority on planning applications within the safeguarded areas that could potentially affect the safety of the aircraft operation or prejudice the airport's future development. The borough also has a number of civil en-route technical sites and NATS En-Route (NERL) will be consulted on relevant applications.

11.37 The types of development that will be subject to consultation are:

- all development that exceeds certain height limits in different areas of the borough (that are indicated on the safeguarding map of each airport);
- any proposal within 13 km of the aerodrome that is likely to attract birds. Such proposals will include waste disposal and management facilities; the creation or modification of water bodies such as ponds, lakes, reservoirs, wetlands and marshes; nature reserves; solar farms and bird sanctuaries; significant areas of landscaping; sewage disposal and treatment works; mineral extraction and quarrying (specifically the associated restoration schemes);
- any proposal for other aviation uses with 13 km of the aerodrome;
- all wind turbine developments within 30 km of the aerodrome.

11.38 The boundaries of the aerodromes' safeguarded areas are identified on the policies map, however, applicants should consult the Council about the current extent of the safeguarded areas because they are reviewed and amended from time to time by the individual Aerodrome Safeguarding Authority.

DM 12 - Jodrell Bank

DM 12

Within the Jodrell Bank Radio Telescope Consultation Zone, as identified on the policies map, development that would not impair the efficiency of the Jodrell Bank Radio Telescope will be supported, subject to relevant development plan policies.

Explanation

11.39 The radio telescopes at Jodrell Bank are of international importance for radio astronomy. Their value depends upon being able to receive radio emissions from space with a minimum of interference from electrical equipment. Despite technological advances, protection from local sources of interference is still of utmost importance.

11.40 The Town and Country (Jodrell Bank Radio Telescope) Direction 1973 requires the Council to consult with the University of Manchester before granting planning permission on any application for development (subject to the exceptions specified in the schedule).

DM 13 - Oulton Park

DM 13

Oulton Park racing venue is identified on the policies map and proposals for motor sport related development will be supported subject to meeting all of the following relevant criteria:

1. new development is ancillary to the use of the site for motor sport purposes;
2. where development could lead to an increase in the level or duration of noise, conditions will be attached to a planning permission, limiting hours of use;
3. development must not lead to unacceptable increases in traffic congestion and promote sustainable forms of transport to and from the site;
4. where appropriate, impacts on air quality must be assessed and adequately mitigated;
5. proposals must retain existing trees on the site, respect landscape character and include a landscaping strategy;
6. proposals must protect and enhance biodiversity;
7. new built development must be sited either near to existing buildings on the site or in locations where its impact on biodiversity and residential amenity would be reduced.

Explanation

11.41 Oulton Park motor racing circuit is an important national leisure and tourist attraction which has existed for over 50 years. It is unique to the area, and is the only Motor Sports Association (MSA) licensed motor racing facility in the borough. It is important that the site is reserved for motor racing related uses, and that any new built development in the countryside is necessary to the efficient operation of the racetrack.

11.42 Local Plan (Part One) policy ECON 3 recognises that there are major sporting and leisure events in the borough that attract a wide range of visitors, including Oulton Park. The site makes an important contribution to the rural economy and the policy supports motor sport development at this site. However, the site is in a countryside location and as such, development should not harm the surrounding area and comply with Local Plan (Part One) STRAT 9.

11.43 The policy protects the environmental character of the area and the amenities of nearby residents, in particular the village of Little Budworth. Due to the use of the site, there will be a relatively high production of vehicle emissions and opportunities to reduce overall emissions from the site will be encouraged, this could include promotion of sustainable forms of transport to and from the site. There are a number of local wildlife sites that are in close proximity to the site and impacts of the development on the ecological network should be considered in line with Local Plan (Part Two) policy **DM 44**.

DM 14 - City and town centres

DM 14

In line with Local Plan (Part One) policy ECON 2, main town centre uses will be supported within the city and town centre boundaries, as identified on the policies map. A1 retail uses will be supported within the primary shopping area, the allocated Northgate site area or Weaver Square Development Area, as identified on the policies map.

The loss of an A1 retail use within the identified primary shopping frontages in Chester and Northwich will normally be resisted, unless the unit has been vacant, adequately marketed and meets criteria one to four below.

Within secondary shopping frontages in Chester and Northwich or the primary shopping area in the other town centres, the loss of A1 retail uses to A2, A3, A4, A5 or D2 uses will only be supported where the overall vitality and viability is not undermined, they complement the existing retail offer and all of the following criteria are satisfied:

1. a shop window and active frontage is retained;
2. the centre's pedestrian footfall, vitality and viability is maintained and enhanced;

3. the proposal positively contributes to the centre's historic cultural identity and accords with Local Plan (Part One) policies ENV 5 and ENV 6;
4. ground floor residential use is not included as part of the development

Proposals for alfresco dining / outdoor seating will be supported where this would be located directly in front of a café, restaurant or drinking establishment, not harm the safety of users of a highway, including pedestrians, the vitality and viability of the centre and the character of the centre. Promotion of the evening economy, especially cultural, civic and family activities in the city or town centre will be supported.

Residential development in the city or town centres will be supported, including specialised accommodation, where this meets balanced and mixed communities, subject to criteria one to four above, other relevant development plan policies, and would not prejudice the current or future functions of the town centre.

Chester
Within the historic Rows, as identified on the policies map, new development must encourage footfall and provide interest through active frontages, with the retention of historic frontages as a priority. The provision of A1, A3 and A4 uses will be supported and the loss of these uses resisted. Other uses that contribute to the visitor economy will be supported.

Residential, office and other main town centre use development on upper floors of the Rows will be supported, providing there is no harm to the character of the historic buildings. Where a proposed use occupies both ground floor and Row level, access and an active frontage must be included at both ground floor and Row level to promote footfall on each level.

Boughton is defined as a district centre in Local Plan (Part Two) policy **DM 15**, and proposals for development of town centre uses in this centre must not undermine the vitality and viability of the city centre.

Northwich
The Weaver Square Development Area is allocated as a redevelopment area and proposed new uses and other development proposals must be in line with the Local Plan (Part Two) policy **N 2**.

Explanation

11.44 The Local Plan (Part One) policy ECON 2 establishes the retail hierarchy for the borough. Chester and Northwich are defined as a sub-regional centre and strategic centre retrospectively and as such, both of these centres have primary and secondary shopping frontages identified on the policies map. Town centres are identified as Ellesmere Port, Winsford, Frodsham and Neston. All centres have a primary shopping area and city/town centre boundary identified on the policies map. Retail development outside of the primary shopping area, and main town centre uses outside the city/town centre boundary, will need to satisfy the sequential and impact test set out in Local Plan (Part One) policy ECON 2.

11.45 The primary shopping frontage is considered the retail core and the loss of shops in this location should be avoided. It is accepted that where a unit has been vacant long term, this can harm the health of the centre and impact its vitality and viability. On primary shopping frontages the Council will require evidence of reasonable continuous marketing for a period of at least 12 consecutive months immediately in advance of a planning application under current market conditions, after which other appropriate uses could be considered. This includes complementary uses that would aid footfall in the retail core, such as A3 or A4 uses. Secondary shopping frontages have an overall shopping function; however, contain a diverse range of uses that complement the retail core.

11.46 Primary shopping areas are a concentration of retail development within the town centre. The policy maintains these areas by supporting a range of uses whilst protecting the overall retail function. It is recognised that nationally the retail environment is changing, with an increase of shopping taking place on line, an increase of leisure activities and a rationalisation of high street shops by national retailers. However, it is important to retain the overall retail function of the town centres and allow more flexibility within the wider town centre boundary, by allowing a diverse range of main town centre uses to enhance the overall attractiveness of the centre.

11.47 Winsford and Neston both have a made neighbourhood plan. Northwich Neighbourhood Plan has completed its Regulation 14 stage and Frodsham Neighbourhood Plan has an area designated. Winsford and Neston Neighbourhood Plans have identified sites within their town centres that are suitable for town centre development, these have also been identified in the Cheshire Retail Study (2016).

11.48 The Cheshire Retail Study (2016) identifies that there is no quantitative need for additional food retail in Chester and that non-food requirements will be met through the Northgate allocation as identified in Local Plan (Part One) policy ECON 2. The proposals in the city centre, through new retail and leisure provision, should help ensure the city remains competitive as a sub-regional destination and the provision of a new theatre and cinema will improve the city's cultural offer. The city's market will be incorporated into the Northgate scheme and this important local facility will be safeguarded and enhanced. It is important that the delivery of the Northgate scheme is not undermined by out of centre developments. The Cheshire Retail Study (2016) identifies that out of centre competition has undermined the vitality and viability of the city centre through diminishing the centre's market share. The Local Plan (Part One) policy STRAT 3 recognises the importance of Chester, both nationally and internationally and requires development within or edge of the city centre to be compatible with the character and setting of the city.

11.49 The Northgate development has been granted planning permission in September 2016 (see the Council's planning applications search for full details, ref: 16/02282/OUT). Once complete, the development will be considered part of the primary shopping area. It is acknowledged that as the scheme is established, the retail core is likely to focus on the Northgate development. Primary frontages on the periphery, such as Foregate Street, Frodsham Street and Grosvenor Shopping Centre, could change roles; therefore greater flexibility can be given to these areas when the implications of Northgate start to take effect. Watergate Street, has a mixed nature with leisure uses starting to outnumber retail

uses. However, Northgate will be located north of this location. With an effective connection to Watergate Street this will anchor retail uses at this location. Watergate Street is an important street in the central retail core and is therefore protected as a primary shopping frontage.

11.50 Development in the city and town centres should contribute to creating a sense of place that is locally distinctive and meet the criteria in the Local Plan (Part One) policies ENV 5 and ENV 6. Alfresco dining and outdoor seating can improve the vitality and viability of centres and support the evening economy. The historic environment, highways, design and quality and residential amenity are all considerations for alfresco dining in line with other relevant development plan policies. The Council will support proposals that satisfy the criteria and will look to review the Chester city supplementary planning document relating to alfresco dining.

11.51 A strong evening economy can ensure that the centre is busier for longer periods of day, creating a safe and attractive environment that supports the local economy. To complement traditional evening uses, such as bars, pubs and restaurants, other uses such as cultural, civic and family activities can allow an evening economy that accommodates all ages that does not focus on food and drink.

11.52 The Rows are a unique and distinctive element to Chester's retail and tourism experience. It is vitally important they retain continuous active frontages that provide both residents and visitors with a reason to visit the Rows, which will help protect their character, as recommended in the Draft Rows Conservation Management Plan. Residential development can contribute to the vitality and viability of the town centre as well as providing additional homes in a sustainable location. Promotion of a diverse range of town centre uses will make the borough's towns more attractive and residential development should not prejudice the overall function of the town centre now or in the future. Residential development on the upper Rows will be encouraged, in line with Local Plan (Part One) policy ENV 5 that increases footfall and interest to The Rows.

DM 15 - District and local retail centres

DM 15

Within district and local retail centres, as identified on the policies map, proposals for A1, A2, A3, A4, A5 and D2 uses will be supported where the relevant criteria are met:

1. it would not lead to a loss of A1 retail use which would harm the vitality and viability of the centre;
2. there would not be an excessive concentration of non-A1 retail uses in any shop frontage undermining the retail function of the centre;
3. development is consistent with the scale and function of the retail centre and is not of a type or scale that should be located in a town centre identified in Local Plan (Part One) policy ECON 2.

The loss of A1, A2, A3, A4, A5 and D2 to other uses will only be supported where the above criteria are met, it does not harm the vitality and viability of the centre and has been adequately marketed or where the proposal is for a community facility.

Parades of shops that have not been identified as retail centres will be protected in line with Local Plan (Part Two) policy **DM 39**.

Explanation

11.53 The defined local retail centres have been identified through the Local Retail Study (2015) and the boundaries are shown on the policies map. There is one district centre, Boughton in Chester. The local retail centres in the borough are set out in Table 11.1.

Table 11.1 Local retail centres

Spatial area	Local retail centres
Chester	Bache, Brook Street, Christleton Road, Faulkner Street, Garden Lane, Green Lane, Handbridge, Kingsway, Long Lane, Saltney (Chester Street), The Parade, Westminster Park and Weston Grove
Northwich	Castle Street, Davenham, Hartford, Kingsmead and Weaverham
Ellesmere Port	Hope Farm, Gleneagles Road, Great Sutton, Little Sutton, Overpool, Thelwall Road, Westminster, Whitby and Wolverham
Winsford	Delamere Street and High Street
Rural	Cuddington, Farndon, Helsby, Kelsall, Malpas, Sandiway, Tarporley, Tarvin, Tattenhall and Town Lane

11.54 The Local Plan (Part One) policy ECON 2 sets out the approach to local centres, ensuring local shops should be retained where viable and new uses that support the day to day needs of the community will be permitted. The Local Plan (Part One) supports a vibrant, competitive and diverse local economy and creates a stronger, safer and healthier communities by enabling access to leisure, recreational and community facilities. Development in district and local retail centres must comply with Local Plan (Part One) policies ENV 5 and ENV 6.

11.55 The centres have been identified due to their role and function within the community and borough. They offer convenience and are important for the day to day needs of the local catchment they serve, reducing the need to travel. Retention of town centre uses including retail will be encouraged to ensure the centres continue to be diverse and successful.

11.56 Proposals that include the loss of a town centre use will need to demonstrate that there will be no impact on the vitality and viability of the existing centre. Where there is an application for loss of retail, an active frontage should be retained to minimise the impact of the loss of a retail unit in a cluster.

11.57 District and local retail centres have a unique identity and offer a range of shops and services in various sizes across the borough. Applications for new retail should reflect the individual character of the centre including size and massing and should not detract from the existing centre.

11.58 Excessive concentration of non A1 retail uses will change the overall retail function of the centre, reducing the ability to meet the everyday needs of the communities they serve. This can vary between centres, depending on the size and role. It would be expected to retain the overall retail function of a centre, over half the units should be retail in nature and there is not a concentrated area that is non A1 retail uses, which will reduce the size and role of the retail centre. In local retail centres the Council will require evidence of reasonable continuous marketing for a period of at least 12 consecutive months immediately in advance of a planning application under current market conditions, after which other appropriate uses could be considered.

11.59 Outdoor seating can enhance a centres vitality and viability as well as contributing to a evening economy. However, local and district centres are more likely to be within residential areas and the impacts on residential amenity need to be considered. Not all locations will be appropriate for outdoor seating, considerations will also need to be given to highway impacts. The Council will support proposals that satisfy the criteria and will look to review the Chester city supplementary planning document relating to alfresco dining.

11.60 In addition to the above designated centres, neighbourhood plans may also designate their own centres that are important for their community. Neighbourhood plans can promote more development than that set out in the Local Plan. Local retail policies maybe updated and amended in future neighbourhood plans.

DM 16 - Shopfronts

DM 16

Proposals for new shopfronts or alterations to existing façades of shops or commercial premises, including proposals for blinds, canopies or awnings, will be supported subject to meeting the requirements of other relevant development plan policies and where relevant:

1. the design, materials, proportions and colour would not be detrimental to the character of the building as an entity and the character of the locality;
2. proposals that reflect the traditional character of shopfronts or commercial frontages, must include historically accurate detailing;
3. any existing features of historic or architectural interest will be retained;
4. accord with the historic environment policies of the plan (DM 46-50), where relevant.

Proposals for shutters and other security measures will only be supported where a need can be demonstrated and the design does not introduce obtrusive features, fixtures or fittings or harm the character or appearance of the building or the character of the area. Externally located grilles or security shutters will not normally be acceptable on traditional and historic shopfronts, or in conservation areas.

Explanation

11.61 Local Plan (Part One) policies ENV 5 and ENV 6 seek to protect the borough's unique and significant heritage assets and promote high quality design that respects local character, provide a high quality public realm and ensure safe and secure environments and means of access.

11.62 The design of shopfronts, blinds, canopies, awnings and security shutters can have a great impact on the character or appearance of an individual building or surrounding area and can detract from it if not carefully considered. This policy therefore provides a careful balance between the requirements of businesses and the protection of local amenity.

11.63 In considering proposals for the alteration to shopfronts, the Council will take into account whether the building involved is in a conservation area, whether it is a listed building, and whether it has a traditional facade, where a 'shop window' would be inappropriate. Development must ensure that shopfront design and materials are of a high standard and respect the character of the building concerned, the character and visual amenity of the surrounding area and to ensure that important existing historical and/or architectural features are retained.

11.64 The Chester city conservation area and in particular The Rows are considered to be of international importance and the Council will pay particular regard to preserving and enhancing the character and appearance of that unique environment. Proposals for shopfront alterations to meet the requirements of the Disability Discrimination Act 2005 (DDA), which affect a listed building or a conservation area, will be balanced against the requirements of other policies in the development plan.

11.65 Solid metal shutters and external shutters present a bleak and blank appearance to an area when closed, have no architectural merit, and discourage life and activity which help to prevent vandalism and burglaries. Other security measures which do not require obtrusive features on the exterior of buildings are encouraged, such as toughened glass and alarm systems. Proposals for the installation of solid metal shutters, metal shutter boxes, external grilles or other obtrusive features is unlikely to be acceptable in conservation areas or on listed buildings.

DM 17 - Advertisements

DM 17

Applications for advertisement consent will be supported provided there is no unacceptable harm to amenity and public safety. In the interest of amenity and public safety, the size, position, materials, colour scheme and means of illumination of advertisements must be designed to respect the general characteristics of the locality and the architectural character of the building on which they are to be displayed. Advertisements on buildings should be proportionate to the scale of the building and should not obscure architectural features.

Illuminated advertisements will be supported in settlements where illuminated advertisements are a feature of the locality and the use of the premises is such that it is expected to operate outside of daylight hours throughout the year. Illumination will normally be restricted to the opening hours of the premises.

Advertisements that satisfy the above criteria and are located below the first-floor level of a business premises frontage containing the main access or shopfront will be supported. The use of land or buildings for the display of advertisements unrelated to the premises on which they are to be displayed, and advertisements that are located some distance from the business being advertised, or are temporary advertisements, will not normally be supported unless it can be demonstrated that it would result in an enhancement to amenity or public safety.

In assessing impacts on amenity and public safety regard will be had to the cumulative impact of advertisements.

Explanation

11.66 The Town and Country Planning (Control of Advertisements) (England) Regulations 2007 apply to applications for advertisement consent. The Regulations state that the Council should exercise its powers in the interest of amenity and public safety. Factors relevant to public safety are specified in Regulation 3 and the policy sets out the criteria that will be used in assessing amenity. Local Plan (Part One) policy ENV 6 requires new development to respect local character, provide a high quality public realm, be sympathetic to heritage and landscape assets and make the best use of high quality materials.

11.67 To encourage appropriate displays, the Council will seek to ensure that advertisements are of an appropriate scale and size, well designed and are sympathetic to both the building on which they are to be displayed and the general characteristics of the locality. Standardised or corporate displays that have no regard to the character of the building on which they are to be displayed or the general characteristics of the locality will be unlikely to be acceptable. The Council may require firms to adapt their corporate design and image to a particular location. Inappropriate proposals that would have a detrimental cumulative impact will not be allowed.

11.68 Applications for advertisement consent should provide a sufficient level of information to allow the Council to reach an informed decision about the likely impacts of the proposal. Proposals for development which incorporate advertising should clearly show the likely impact of associated advertising at an early stage, preferably as part of an initial planning application.

11.69 Illuminated and/or, full-motion advertising displays or messages (or those which give the impression of continuous movement) will be given very careful consideration to ensure that they do not harm amenity or public safety. Intermittent (flashing) illumination is unlikely to be acceptable in the interests of amenity and public safety.

11.70 The illumination of advertisements should be confined to premises which routinely carry out a significant proportion of their business at night, and must be discrete. Regard will be had to the adequacy of existing street lighting and light from the windows of premises. In the interest of amenity, internal illumination of signs should preferably be by means of 'halo' illumination or, in limited circumstances, letters-only lighting (for example, individual letters or fret-cut or similar face panels, so that light may be seen only through the lettering / logo etc with the background being opaque). External illumination in the form of downlighters or overhead trough lighting may also be acceptable, provided it is directed so as to only illuminate the sign or forms part of a considered architectural lighting scheme.

11.71 In respect of illuminated advertisements on listed buildings or in conservation areas, the Council will only support proposals if it can be demonstrated that the design would preserve or enhance the character and appearance of the building or area. The Council will pay special attention to the quality and appropriateness of illumination in respect of conservation areas and listed buildings. Standardised solutions such as the use of internally illuminated box advertisement that are bulky and not high quality are unlikely to be acceptable in conservation areas or on listed buildings.

11.72 There can be pressure for advance signs, particularly as a result of the advertising needs of rural businesses, or in the urban area where intricate street patterns and narrow pavements may inhibit standard advertising practices. Provided it can be demonstrated that signage would be acceptable in respect of amenity and public safety, wherever practical businesses in the same general location, or in bypassed communities, will be encouraged to combine their essential advertising needs so as to avoid a proliferation of advance signs. Advertisements that are unrelated to the business premises on which they are to be displayed, are located some distance from the business being advertised, temporary advertisements, and the use of land or buildings for the general display of advertisements will not normally be supported unless they would have a positive effect upon the amenity of the locality or public safety (for example, they are required to overcome a highway safety hazard).

11.73 An Area of Special Control of Advertisements places additional restrictions on the display of advertisements. For example, some deemed consent classes are subject to reduced size limits; and some types of advertising (for example, general poster display hoarding) are not permitted at all. The Regulations are complex and the Council's advice should be sought where the proposed advertisement is within the designated area as shown on the policies map.

11.74 The Council will look to review the Chester city supplementary planning document relating to advertisements and banners. A general restriction on licensing 'A' boards in Chester city centre commenced in January 2018. Alongside the general restriction, an exception will be made for a trial permitting licensed shared directional 'A' boards advertising businesses on the (upper) Rows or businesses with no frontage on a main thoroughfare and without other physical means of advertising their location, subject to an overall restriction on the number of 'A' boards in any given street.

DM 18 - ICT and telecommunications

DM 18

The Council will support the provision, expansion and enhancement of electronic communications networks, including telecommunications and high speed broadband.

Developers are required to make provision for the installation and maintenance of information connection networks, such as superfast broadband, within new developments.

New development should be accessed by fibre to the premises (FTTP) or similar technology enabling access to superfast broadband speeds of at least 30 megabits per second (or the most recent Government requirements, if higher). Where this is not possible, adequate ducting should be provided to enable fibre to premises connection at a later date, unless it can be shown that this is not economically viable in this location.

Proposals for telecommunication installations and equipment will be supported provided that:

1. numbers of radio and telecommunication masts and the sites for such installations are kept to a minimum, consistent with the efficient operation of the network. As such, mast sharing will be supported and the erection of additional masts will only be supported if the feasibility of sharing an existing mast or erecting antennae on an existing building or other structure has been investigated and demonstrated to be unsuitable;
2. the proposal is sympathetically designed and is camouflaged where appropriate;
3. they do not have an unacceptable adverse impact on the character or appearance of the area or the appearance of any building;
4. the proposal does not have a detrimental impact on the safe and satisfactory functioning of highways;
5. the proposal has regard to the natural environment where the quality of the landscape may be particularly sensitive to the intrusion of communications infrastructure;
6. all reasonable measures have been taken in respect of siting, design and landscaping to minimise the impact of the development;
7. they accord with the historic environment policies of the plan (DM 46-50), where relevant;
8. they do not cause significant and irremediable interference with other electrical equipment, air traffic service, broadcast or telecommunication service, or instrumentation operated in the national interest.

Where planning permission is required for the installation, relocation or replacement of domestic radio masts, aerials and satellite dishes, permission will be granted provided that the development is located to minimise any visual impact, and the scale, form and siting are appropriate to the building and surrounding area. Masts, aerials and satellite dishes should be located on a wall or roof slope that does not face a public highway, where practicable, and must not result in harm to residential amenity.

Green Belt
In addition, in line with Local Plan (Part One) policy STRAT 9, proposals for the development of land in the Green Belt must accord with Green Belt policy as set out in the National Planning Policy Framework (NPPF).

Explanation

11.75 The Local Plan (Part One) policy STRAT 11 states that the Council will support measures to protect, enhance or improve access to existing facilities, services and amenities that contribute to quality of life for residents, businesses and visitors, including access to information communication technologies (ICT).

11.76 Where is it not currently viable to provide superfast broadband, adequate ducting (or similar technology) will ensure that developments are future-proofed as connection can be made easily at a later date, without the additional costs of retrofitting. Design of developments could also be undertaken with future broadband installation in mind, for example designing and locating green infrastructure so that this can be used as a location for ducting to prevent the need to dig up roads and other hardstanding areas in the future.

11.77 The Building (Amendment) Regulations 2016 (Part R) require buildings to be equipped with high speed ready in-building physical infrastructure, up to a network termination point for high speed electronic communications networks. In February 2016 the Government announced a deal to see fibre based broadband offered to all new developments either for free or as part of a co-funded initiative. It is estimated that more than half of all new build properties can be connected to fibre broadband free of charge to developers.

11.78 The Council will work with relevant partners to support advances in Information Communication Technologies (ICT) including positively promoting the development of ICT embedded sites and premises. This includes the ongoing work through the Connecting Cheshire project. Connecting Cheshire is a partnership between BT and four local authorities (Cheshire East, Cheshire West and Chester, Halton and Warrington). The partnership was established to deliver fibre broadband to areas outside the commercial deployment of fibre broadband.

11.79 Most telecommunications development will be permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or amended/replacement legislation). The

policy does not apply directly to telecommunications prior approval applications, where the principle of the development has already been established. Prior approval applications will be determined by the local authority based on the siting and design of the proposed telecommunications equipment.

12 Housing

12.1 The housing requirement for the borough set out in Local Plan (Part One) policy STRAT 2 can be achieved through the delivery of extant planning permissions, Local Plan (Part One) strategic sites, and Local Plan (Part Two) land allocations. In addition, the Council's Brownfield Land Register and the Housing and Economic Land Availability Assessment (2017) (HELAA) provide further potential sources of land supply that provide choice and flexibility in the housing market in line with the National Planning Policy Framework (NPPF). The policies in this section provide detailed criteria for development proposals relating to housing.

12.2 Providing the right type of housing is as important as providing the right level of housing across the borough. Cheshire West and Chester has both an ageing population as well as a concentration of younger people in certain locations associated with educational establishments. The issue of housing affordability also means that there is a need to provide homes for first time buyers, and housing that is suitable for people wishing to downsize from larger houses. The retention of student graduates and young professionals to support the economic and employment opportunities in the borough is also a key issue. New residential development must therefore deliver a range of homes to meet the diverse range of needs for all communities which includes market and affordable housing, age and care related facilities and housing for student populations.

12.3 Over the next two decades the age profile of residents in the borough is expected to show a significant change with residents above pensionable age (60/65 years) increasing from 71,800 in 2010 to 108,000 by 2030. This change in demographics creates a demand for housing to support elderly residents, whilst encouraging independent living through offering a range of age and care related products in addition to nursing and care homes. The Local Plan (Part Two) supports the development of specialist accommodation to meet the needs of vulnerable, disabled and older people.

12.4 The Housing and Planning Act was granted Royal Assent in May 2016 and provides the legislative basis for Starter Homes. The Act sets a statutory duty on Local Authorities to promote the delivery of Starter Homes, but much of the detail of the Starter Homes product and its relationship to forms of affordable housing in meeting housing needs will be set out in forthcoming regulations, guidance and proposed changes to the NPPF.

12.5 Consultation on the details for the starter homes regulations under the Housing and Planning Act 2016 was carried out between 23 March and 30 June 2016. The publication Local Plan (Part Two) reflects the current adopted Local Plan (Part One) policy SOC 1 requirements for affordable housing which will continue to be applied until such time as the forthcoming regulations and changes to the NPPF are confirmed. The Council will have regard to the duty to promote Starter Homes and will explore opportunities through regeneration programmes and the Brownfield Land Register where appropriate.

DM 19 - Proposals for residential development

DM 19

Identified settlements
Proposals for residential development within identified settlements, on sites that have not been allocated/designated for a particular use, will be supported in line with the relevant development development plan policies.

The creation of new dwellings on garden land in identified settlements will only be supported where this does not result in a disproportionate loss of garden land or cause unacceptable harm to the character of the surrounding area.

Countryside
In line with Local Plan (Part One) policies STRAT 1 and STRAT 9 proposals for residential development in the countryside, outside of identified settlements, will only be supported where necessary to meet the minimum levels of development for new housing or where the proposal is for one of the following;

1. replacement of an existing dwelling in line with policy Local Plan (Part Two) policy **DM 21**;
2. change of use or conversion of a building in line with Local Plan (Part Two) policy **DM 22;**
3. affordable housing in line with Local Plan (Part One) policy SOC 2 and Local Plan (Part Two) policy **DM 24**;
4. an essential rural workers dwelling in line with Local Plan (Part Two) policy **DM 25**;
5. new housing supported in a neighbourhood plan for the area;
6. redevelopment of previously developed land identified on the Council's Brownfield Land Register or
7. replacement of buildings on previously developed land and;

    i. there is good access to public transport;
    ii. it is located within reasonable walking distance of local services and facilities along a safe route;
    iii. it does not result in the loss of buildings that contribute to the rural character of an area;
    iv. it would not result in an unacceptable loss of employment land or buildings;
    v. there would be no greater impact on the character of the countryside;
    vi. it would result in an enhancement of the site and the rural setting; and
    vii. the design and layout of the development fully reflects the rural character of the area and does not 'urbanise' the countryside.

Green Belt
In addition, in line with Local Plan (Part One) policy STRAT 9, proposals for the development of land in the Green Belt must accord with Green Belt policy as set out in the National Planning Policy Framework (NPPF).

Explanation

12.6 The location for sustainable development and growth in the borough is set out in Local Plan (Part One) polices STRAT 3 to STRAT 8, and further detail in Local Plan (Part Two) policy **R 1** which defines identified settlements in the rural area, and the distinction between rural sustainable settlements and the countryside.

12.7 The re-use of previously developed/ brownfield land is supported in Local Plan (Part Two) policy **DM 1** and through the Council's Brownfield Land Register. The register will set out the level of development appropriate on each site which will ensure the maximum use of land is achieved through densities of development that reflect the existing character and scale of its location as well as accessibility to transport hubs.

12.8 The Brownfield Land Register should be used as a guide to achieving suitable development densities on brownfield sites that may come forward through the development management process. Proposals for the redevelopment of a site that is not identified on the Brownfield Land Register should follow the same approach to density and layout, reflecting a similar volume and area of development that is to be replaced.

12.9 Garden land is important to residential amenity and an important resource of open space that should be protected from over development where possible. The partial development of garden land for alternative uses should only take place where it would not result in a disproportionate or significant loss of land to the detriment of the amenity of the original dwelling, or the new development.

12.10 New dwellings in the countryside, including in the Green Belt, outside of identified settlements, that do not fall within one of the exceptions listed in this policy, are not generally supported. New dwellings would create isolated development in unsustainable locations, and increases reliance on the use of private vehicles to access facilities and services. Housing in the rural area should be located where it will enhance or maintain the vitality of rural communities[iii] and in sustainable locations as identified in Local Plan (Part One) policy STRAT 8 and Local Plan (Part Two) policy **R 1**.

12.11 Isolation, for the purpose of development in the countryside refers to proximity and access to facilities and services within an identified settlement. The presence of neighbouring properties and/or rural operations within close proximity to a proposed site in the countryside do not reduce isolation. The creation of new dwellings, unrelated to rural land based activities, will be resisted in

iii See National Planning Policy Framework: Paragraph 55

order to reduce development that is isolated from an acceptable level of access to services and facilities. The Local Service Centre Background Paper sets out the acceptable level of and access to services and facilities for sustainable rural locations.

12.12 Planning permission is commonly granted for domestic outbuildings to serve dwellings in countryside locations, and parliament has granted extensive permitted development rights for such structures. Domestic outbuildings in gardens, built for specific uses ancillary or incidental to existing residences, are rarely likely to become permanently redundant and their conversion will seldom lead to an enhancement of setting. Allowing the conversion of such buildings to housing in the countryside (outside of identified settlements) would significantly undermine the national and local strategy of locating new development in the most sustainable locations.

DM 20 - Mix and type of new housing development

DM 20

In line with Local Plan (Part One) policy SOC 3 proposals for residential development must take account of the housing needs of the local area to ensure a range of house types, tenures and sizes are provided across the borough.

Taking account of the most up to date housing information and where relevant, policies in neighbourhood plans, applications for major residential development should demonstrate how the proposal will address:

1. need for smaller properties for first time buyers;
2. requirements of an ageing population and people wishing to downsize, including where justified the provision of adaptable and accessible homes and/or single-storey dwellings; and
3. demand for self-build and custom build housing.

The Council will work with the developer to agree a suitable housing mix taking full account of the characteristics of the site and viability considerations. Where a neighbourhood plan sets out locally specific policies on housing mix and type these will take priority.

Explanation

12.13 The NPPF requires local authorities to plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community. Local Plan (Part One) policies SOC 3 and SOC 5 support mixed, balanced and sustainable communities through the provision of a range of market and affordable housing that meets identified future needs, and seek to deliver new housing that considers the requirements of different groups of people including vulnerable, disabled and elderly people.

12.14 In particular a requirement for smaller homes (two to three bed) is identified to enable people to get on the property ladder or to allow downsizing. The demographic profile of the borough is anticipated to change significantly between 2010 and 2030 as a result of an ageing population. The pressure to provide housing for people aged 65+ will therefore continue to increase throughout the plan period. Providing access to a wide range of housing products that encourage and support independent living (with varying levels of support and care) will support the creation and longevity of mixed sustainable communities.

12.15 The Council's Strategic Housing Market Assessment (SHMA) identified that an ageing population is a significant issue for the borough but also that the majority of elderly people would wish to stay in their own homes. Policy SOC 3 of the Local Plan (Part One) sought to address this issue through requiring new housing development to take account of the needs of an ageing population that could include the provision of Lifetime Homes, bungalows and extra care housing. Local Plan (Part One) policy ENV 6 identifies Lifetime Homes as an appropriate standard to help guide development across the borough. Since adoption of the Local Plan (Part One) the Government no longer supports references to Lifetime Homes in planning policies, the standards of which are now broadly reflected in the requirements of Building Regulations M4(2) (accessible and adaptable dwellings). Homes built to this standard are designed to meet the needs of occupiers throughout their lifetime and the provision of housing that complies with Building Regulations M4(2) as part of major developments may help demonstrate that the needs of an ageing population have been addressed in line with policy SOC 3, through high quality design and construction in line with policy ENV 6.

12.16 Larger scale developments should provide a range of dwelling sizes, and should not be dominated by large dwellings (four or more bedrooms) that are unlikely to meet the majority of the borough's housing needs. Smaller dwellings that allow for down sizing as well as first time buyers should be included as part of all new developments to encourage mixed and balanced communities, whilst providing homes for the greatest number of people in need.

12.17 Ensuring that housing design is flexible enough to be easily adapted to meet changing needs over time is a key priority of the Council's Vulnerable and Older People's Accommodation Plan. Measures to future proof new housing could include: straight staircases; the correct location of power points (such as at the bottom of staircases) and at the right level; and including dementia friendly design principles, in new developments. Further information could be included in supplementary guidance where appropriate.

12.18 Section1 (1) of the Self-build and Custom Housebuilding Act 2015, places a duty on local authorities to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land to build a house for their own occupation. The Council will work pro-actively with small and volume house builders to identify small plots of land for single building plots, as well as making plots available to self-build and custom housebuilders as part of a larger scheme. The plots must be accessible and serviced in line with National Planning Policy Guidance (NPPG).

12.19 In addition to ensuring the self-build and custom housebuilding register is taken into account when carrying out its planning function the Council must also have regard to the register in relation to housing, land disposal and regeneration functions. The Council is proactive in bringing forward

sites for residential development, whether as stand-alone schemes or as part of wider regeneration projects, and will ensure that where there is demand provision is made for self and custom build properties as part of these developments. The Council's self-build and custom housebuilding register will be kept up to date by the Housing Strategy Team, and monitored in line with the regulations and guidance. The most up to date register must be used to inform the level of demand in the borough.

12.20 The Council will work with developers to agree on the most appropriate mix and type and it may not always be possible to provide a range of dwellings across all sites. The most up to date evidence of need at borough and local level should be fully taken into account. The Council recognises that the most appropriate housing mix may not always be achievable and account will be taken of any negative impacts on the viability of a scheme and local design considerations when determining the most suitable mix and type. The provision of a proportion of new dwellings built to comply with Building Regulations part M4(2) may also contribute towards meeting the requirements of an ageing population in relation to major developments. Whole plan viability testing has identified that in some areas of the borough, particularly on brownfield sites, development requirements including affordable housing delivery, may be harder to secure. The Council will work with developers to ensure that viable schemes can come forward and deliver housing that best suits the need of the local area.

DM 21 - Development within the curtilage of a dwellinghouse

DM 21

Proposals within the residential curtilage of a dwellinghouse for extensions, alterations, new outbuildings or structures, annexe accommodation, replacement dwellings, boundary treatments and hard surfacing, will only be supported where they meet the relevant criteria set out below.

Extensions, alterations and outbuildings/structures
Extensions and alterations to existing dwellings, or the construction of ancillary outbuildings or structures within the residential curtilage will be supported only if, taking into account any previous development to the original building or within its curtilage, they meet all of the following criteria:

1. the resulting development is in keeping with the character and appearance of, and is subordinate to, the original dwelling and surrounding properties, and the wider setting;
2. the resulting development would not have a significantly adverse effect on the amenities of nearby residential properties, or the future occupiers of the dwellinghouse;
3. suitable provision is included for access and parking;
4. where the building was originally constructed for a non-residential purpose e.g. agricultural, religious or industrial use, the resulting development would be of a limited scale consistent with the retention of the architectural and functional character of the original building; and
5. in the Green Belt, the resulting development would not result in disproportionate additions over and above the size of the original building.

Annexe accommodation
The provision of, or change of use of an existing building to residential annexe accommodation requiring planning permission will be supported where it is for occupation by a person dependant upon an occupant of the main dwellinghouse, and where all of the criteria for extensions, alterations and incidental outbuildings or structures, set out above, are met. Annexe accommodation must be closely related physically to, and functionally dependant upon, the main dwellinghouse.

Replacement dwellings
Proposals for replacement dwellings will be supported where all of the following criteria are met:

1. the existing dwelling does not have recognised special architectural or historic value, or local character (by being nationally or locally listed);
2. the development will not significantly adversely affect the amenities of nearby residential properties or the future occupiers of the dwellinghouse;
3. the replacement dwelling would not be significantly larger than the existing dwelling and is in keeping with the scale, character and appearance of its surroundings.
4. in the Green Belt, the replacement dwelling would not be materially larger than the existing dwelling.

Extending residential gardens
In the countryside, outside of identified settlements proposals for the extension of residential garden land will not be supported.

Boundary treatments and hard surfacing
The provision of a fence, wall, gate or means of enclosure and hard surfaced areas will only be supported where the first three criteria for 'Extensions, alterations and outbuildings/structures', set out above, are met. Particular regard will be had to the loss of existing soft landscaping and the prevailing character of boundary treatments in assessing the impacts of the proposed development.

Green Belt
In addition, in line with the Local Plan (Part One) policy STRAT 9, proposals for the development of land in the Green Belt must also accord with Green Belt policy as set out in the National Planning Policy Framework (NPPF).

Explanation

12.21 Local Plan (Part One) policies SOC 3 and SOC 5 promote the delivery of residential accommodation to meet a wide variety of needs, and in particular, meet the long term needs of the older people. Restricting the size of new development within the curtilage of a dwellinghouse will help maintain the following: the character and appearance of the original buildings and their surroundings; the character of a variety of dwelling sizes; and a range of dwelling sizes and types to enable a diverse and inclusive community in the countryside; and the openness of the Green Belt. As a general guide:

- subordinate and small scale extensions/outbuildings should not increase the size of the original dwelling by more than 30 per cent;
- replacement dwellings should not be significantly larger (i.e. more than 30 per cent) than the existing dwelling; and
- in the Green Belt, replacement dwellings should not be materially larger (i.e. more than 10 per cent) than the existing dwelling.

12.22 The increase in size of the original or existing dwelling will generally be determined by assessing the net increase in floorspace (measured externally). In cases where the increase proposed involves an increase in the overall building height, the net increase in volume (measured externally), will also be taken in to account. This assessment will not include any allowance or credit from the demolition of existing detached buildings or structures. In the countryside, and in the Green Belt, where the limits of the policy have been reached, when planning permission is granted, planning obligations/conditions may be applied to remove permitted development rights where necessary.

12.23 For the purposes of this policy only, a dwellinghouse is a self-contained building used as a single unit of residential accommodation, usually housing a single household, and will include a house, bungalow or building previously converted into a single unit of residential accommodation. It does not include a flat, maisonette or other forms of residential accommodation such as residential homes or student halls (which are included in the definition of a dwelling where they are self-contained for the purpose of housing land supply). The 'original dwelling' is the dwelling as it existed on 1 July 1948 or, if constructed after this date, as it was originally built. All outbuildings or structures within the curtilage of a dwellinghouse which are built after the construction of the original dwelling, will be treated as being an extension to the original building.

12.24 Local Plan (Part One) policy SOC 3 states that the provision of new housing should meet the needs of older people. Residential annexes can provide suitable supported living accommodation that enables older people to retain a degree of independence. Annexe accommodation can also support larger families where children live at home for longer resulting in a need for additional living accommodation associated with an existing dwelling. Where an extension is not possible, living space can be increased through the creation of an annexe or ancillary living accommodation. Annexe accommodation should only be provided for a person dependant upon on an occupant of the main dwellinghouse, for example, a close relative who is elderly or has medical needs provided by the occupier of the main dwelling.

12.25 Annexe accommodation should be limited in size to provide for the basic needs of the dependant person, remain subordinate to the main dwelling, and normally include only one bedroom. It should be designed to be closely related physically to, and functionally dependant upon, the main dwellinghouse. Where the Council approves annexe accommodation, a condition will normally be attached to a planning permission to restrict its use to ancillary accommodation. Where an annexe would comprise self-contained living accommodation which would otherwise conflict with the development plan, the Council will require the applicant to enter into a Section 106 legal agreement under the provisions of the Town and Country Planning Act 1990, to prevent the severance of the

annexe from the main dwelling, and/or limiting the occupation to dependent relative(s). This will prevent the sub-letting of either property and ensure that such accommodation is required to meet a genuine family need.

12.26 The assessment of whether a development is in keeping with the character and appearance of, and is subordinate to, the original dwelling and surrounding properties, and the wider setting, will have particular regard to the design, scale, height, massing, material finishes, visual appearance and character of buildings, and the prevailing layout and landscaping of the development. In the Green Belt, extensions or replacement buildings which are materially higher than the original building are likely to be regarded as disproportionate additions, or materially larger.

12.27 Proposals for development on land within the curtilage of a dwellinghouse must be in line with relevant development plan policies, including for the provision of parking, and safe access. The Council will have regard to Local Plan (Part Two) policy **T 5**, and relevant parking standards for new residential development in determining applications for development within the curtilage of existing dwellings, with the aim of mitigating the harmful effects of any proposed reduction in existing parking provision or creation of additional demand for parking.

12.28 For proposals relating to the creation of new build dwellings or for the creation of dwellings through a change of use, please see Local Plan (Part Two) policies **DM 19** and **DM 22** respectively. Further details on supported living and specialist accommodation are set out in Local Plan (Part Two) policy **DM 26**. The Council may prepare a further guidance on the approach to, and implementation of the housing policies set out in the development plan.

DM 22 - Change of use to dwellinghouses and residential conversions

DM 22

Identified settlements
The change of use of buildings to dwellinghouses in identified settlements will be supported where proposals meet the requirements of Local Plan (Part Two) policy **DM 5**, and other relevant development plan policies.

Proposals for conversion/sub-division of an existing dwelling will only be supported where the conversion would not lead to significant alterations or extensions that would have a detrimental impact on the appearance and character of the original building or surrounding area.

Countryside
In the countryside, outside of identified settlements, proposals for the change of use of buildings to dwellinghouses will be only be supported where they also meet all of the following criteria:

1. the building is currently redundant or disused;

2. the building is of permanent and substantial construction and it is suitable for and capable of conversion to residential use without significant loss of existing fabric, or major or complete reconstruction;
3. the existing building does not have a harmful visual impact which would be perpetuated by its retention;
4. the conversion or change of use of the buildings(s) would lead to an enhancement to its immediate setting; and
5. the proposal would not be in conflict with existing uses in the locality.

Green Belt
In addition, in line with Local Plan (Part One) policy STRAT 9, proposals for the development of land in the Green Belt must accord with Green Belt policy as set out in the National Planning Policy Framework (NPPF).

Explanation

12.29 The NPPF promotes mixed use development, encouraging the benefits from the use of land in urban and rural areas. Proposals that include residential accommodation within an urban environment can create mixed and balanced communities, combing living, working and social activities. A change of use can safeguard the future of existing buildings whilst making a valued contribution towards the supply of dwellings, particularly in premises located above commercial and business uses within the identified settlements set out in Local Plan (Part Two) policy **R 1**.

12.30 In the countryside, the Council recognises that the retention and re-use of some redundant or disused rural buildings e.g. traditional brick and slate barns, may have visual benefits and other benefits in terms of re-use of building materials that can outweigh the remoteness of such buildings from access to local services. However, this policy is not intended to encourage the retention of buildings that currently have adverse visual/landscape impact e.g. large agricultural sheds.

12.31 In determining whether a building is redundant or disused, where appropriate the Council will have regard to the nature of the most recent use, when the most recent use ceased, and the reason why it ceased. Outbuildings within residential gardens will seldom be considered sufficiently redundant or disused to outweigh the general approach of the Local Plan (Part One) to locate new housing in identified sustainable settlements.

12.32 In determining whether a building is of permanent and substantial construction and suitable for and capable of conversion the local planning authority will take the following into account:

- a structural survey demonstrating the structural integrity of the building and how much of the building can be retained, and drawings indicating how much will be retained;
- what proportion of the building will need to be replaced and/or re-constructed;
- the extent of changes that will be made to the fabric of the building, including the number and size of new openings that will need to be created.

12.33 In order to maintain the present level of residential accommodation in the borough it is necessary to prevent unnecessary loss through the conversion of dwellinghouses to fewer units. However, it is acknowledged that qualitative improvements can be made to unfit housing through conversion to larger units and this will be supported where it would result in empty and / or unfit properties being brought back in to use.

12.34 Dwellings created through the conversion/sub-division of an existing dwellinghouse should provide adequate accommodation, and not compromise living standards especially where smaller units are provided.

DM 23 - Delivering affordable housing

DM 23

Proposals for residential development should meet the affordable housing requirements set out in Local Plan (Part One) policy SOC 1. Affordable housing should be provided on site. Where this cannot be achieved and exceptional circumstances can be demonstrated the Council will consider the following:

2nd Preference: off-site provision, located within the same spatial area as the approved development, secured through a Section 106 legal agreement;

3rd Preference: financial contributions to be used to deliver affordable dwellings within the same spatial area as the approved development, secured through a Section 106 legal agreement.

The Council must be satisfied that the proposed size and design of any affordable housing, will meet the specific identified need for that type of affordable housing in that area.

Explanation

12.35 The Council's key housing priorities include maintaining a supply of housing to meet a wide range of housing needs within the community, maximising the provision of affordable housing throughout the borough, including rural areas. Local Plan (Part One) policy SOC 1 sets the threshold for sites on which the provision of up to 30 per cent affordable homes will be sought. Affordable homes are an integral part of new developments, and their on site delivery is key to achieving sustainable and mixed communities.

12.36 The Council is aware of changes to the National Planning Practice Guidance (NPPG) reducing the site threshold for affordable housing. The Council consider that the evidence of affordable housing need in the borough justifies the retention of the local thresholds set out in Local Plan (Part One) policy SOC 1. The policies in the development plan ensure that viability of proposed schemes is taken into account therefore not compromising smaller sites from coming forward.

12.37 Where a proposal does not meet the affordable housing requirements set out in Local Plan (Part One) policy SOC 1, an economic viability assessment which can be made publicly available, must be submitted with the application. The assessment must provide sufficient evidence to support the proposed alternative provision of affordable housing.

12.38 Off-site provision of affordable dwellings and financial contributions used to deliver affordable housing within a spatial area will be secured through a Section 106 legal agreement. Where off-site provision is not achievable e.g. there are no suitable sites within the same spatial area, the 3rd preference of a financial contribution will then be considered.

12.39 The level of discount applied to Intermediate housing including discount for sale properties, will be determined by the Council, and set at level which is affordable for local people. Further details including delivery mechanisms, calculating contributions and level of discount will be provided in supplementary guidance.

12.40 The spatial areas refer to the main urban areas of Chester, Ellesmere Port, Northwich and Winsford, and key and local service centres. Local Plan (Part One) policies STRAT 3 to STRAT 8, Local Plan (Part Two) policy **R 1** and the policies map identify each spatial area.

DM 24 - Rural exception sites

DM 24

In line with Local Plan (Part One) policy SOC 2, small affordable exception sites will be supported adjacent to key or local service centres subject to meeting the additional requirements set out below.

A current affordable local need for the development must be demonstrated through an up to date independent assessment of local housing need prepared by the Parish Council or in collaboration with the Parish Council. Local housing need must relate to people who have a strong local connection to the parish in which the development is proposed. Unless defined differently in a neighbourhood plan, local connection means people or households who:

1. currently live in the parish and have been living there continuously for at least five years; or
2. have permanent employment in the parish; or
3. have close family members (defined as children, parents, siblings only) who have been residing in the parish continuously for at least five years; or
4. people who have previously lived in the parish for a continuous period of at least 10 years.

Once a local affordable need has been established a suitable site should be identified following a thorough assessment of alternatives in consultation with the Parish Council and local community. Rural exception sites will only be permitted where the local need cannot otherwise be met on sites within an identified settlement boundary, including on sites for market housing on which an element of affordable housing is required.

The allocation and occupancy of rural exception properties will be restricted to people/households who can meet the local connection test. After first occupation a geographical cascade approach will apply as agreed with the Council.

Explanation

12.41 Local Plan (Part One) policy SOC 2 acknowledges that rural exception sites are an important tool to deliver rural affordable housing. In line with Local Plan (Part One) policy SOC 2, rural exception sites are only acceptable to meet a clearly identified local need, where adjacent to the key service centres and local service centres identified in the development plan.

12.42 It is very important that an exception site for affordable housing meets a genuine and current local need, in order to justify development that would normally be considered contrary to policies that seek to resist development in the countryside and potentially Green Belt. A local needs survey prepared by an independent body will need to be prepared to justify a rural exception site. This need survey should be prepared by the relevant Parish Council/Parish Council group (such as Neighbourhood Plan Group or Community Land Trust) or in close consultation with the Parish Council to ensure the work has local support and an accurate survey response is achieved.

12.43 The Council is proactive in supporting rural housing and has commissioned an independent rural enabler (Cheshire Community Action) to undertake rural needs surveys for a number of the identified key service centres, working in partnership with the Parish or Town Council. Community land trusts have also been supported to help local communities to bring forward local housing schemes. The Council's housing waiting list may also be useful in informing housing need as part of local need survey work.

12.44 Once a local need has been established then an assessment of suitable sites should take place in terms of land being of an appropriate size, availability and ensuring sites would not harm other policy objectives such as Green Belt. Sites should be brought forward following close engagement with the local community and wherever possible through the neighbourhood plan process. A Registered Provider partner should be identified at an early stage to deliver and manage the housing. Alternative delivery options may be acceptable but must be agreed in advance with the Council.

12.45 Exception sites to meet an identified need for affordable housing will only be permitted where this need cannot be met through the provision of affordable housing on sites within identified key and local service centres. Sites must be easily accessible to local services and facilities in the settlement via a safe pedestrian route.

12.46 Any local needs survey must be carried out in accordance with a methodology and to a geography which has been agreed in advance by the Council. Local need will relate to the key or local service centre and the associated Parish Council area. There are two local service centres, Willaston and Childer Thornton, that presently unparished although this may change as a result of

the Council's Governance review to create new Parish Council areas. Until such time as Parish areas are formally designated the Council will work with the Willaston Residents and Countryside Society and residents of Childer Thornton should they wish to pursue an exception scheme.

12.47 Subject to the need identified in the local community the Council would ideally like to see affordable homes provided for rent although other tenures may be supported. Due to the nature of the policy being supportive of schemes as exceptions to the general housing policies in the development plan, the specific types of affordable housing are restricted to social rented, affordable rented, and intermediate housing.

12.48 As set out in Local Plan (Part One) policy SOC 2, any development must remain affordable in perpetuity. To ensure that houses remain affordable in perpetuity, stair-casing on any shared ownership properties will be capped at 80 per cent.

12.49 Sites should be modest in scale, proportionate to the size of the existing settlement and be well related to the existing settlement in terms of form and character. As a guide developments of up to 20 dwellings may be acceptable in key service centres and up to 10 dwellings acceptable in local service centres. It is recognised that the key service centres of Neston and Frodsham are of a much larger scale and a higher number of units may be acceptable subject in particular to neighbourhood plan policies. In all cases the scale of development must reflect the identified need as well as considerations such as the impact on landscape, heritage and amenity. Within the Green Belt, the impact on openness will be taken into account in assessing the appropriate scale of development.

12.50 Schemes should be for 100 per cent affordable housing. A small subsidiary element of market housing may be allowed where it can be demonstrated through an open book viability appraisal that the identified housing need cannot be met without cross subsidy. The provision of market housing within a scheme will be at the Council's discretion and unrealistic land values will not be accepted as a justification for cross-subsidy.

DM 25 - Essential rural workers dwellings

DM 25

Permanent rural workers dwellings
Proposals for new permanent essential rural workers dwellings to support agricultural, forestry and rural land based enterprises will be supported where a worker is required to live on site, and where all of the following criteria are met;

1. there is a clearly established existing functional need for an additional worker to live permanently at the site;
2. the need relates to a full-time worker, or their primary employment as a rural worker, and does not relate to a part-time requirement;
3. the unit and the rural land based activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound and have a prospect of remaining so;
4. the functional need could not be fulfilled by another existing dwelling on or near to the site, or any other existing accommodation in the area which is suitable and available for occupation by the worker(s) concerned;
5. the size and siting of the dwelling is commensurate with the established functional requirement and well-related to existing buildings or other dwellings;
6. occupation of the dwelling will be restricted to persons employed in agriculture, forestry, or other land-based rural enterprise, or the widow or widower of such a person or any resident dependants;
7. where new dwellings are approved on the basis that they are vital to the success of a specific rural enterprise, provisions will be put in place to ensure that they remain available for that purpose in perpetuity; and
8. other planning requirements e.g. in relation to access, or impact on the countryside, are satisfied.

A rural workers dwelling must remain available for meeting the evidenced need for as long as it exists, and should remain as affordable housing if the original need ceases.

Permitted development rights for extensions and outbuildings will normally be removed to ensure that the size of the dwelling remains commensurate to the needs of the business.

Temporary rural workers dwellings
Where a new dwelling is essential to support a new rural based activity, whether on a newly-created agricultural unit or an established one, it should, for the first three years, be provided by a caravan, or other temporary accommodation.

Proposals for temporary workers dwellings should satisfy all of the criteria for permanent rural workers dwellings set out above, with the exception of criterion three, requiring activity to have been established for three years.

Explanation

12.51 Within the Green Belt and in the countryside development of new housing is restricted through Local Plan (Part One) policy STRAT 9 to that which requires such a location. Special circumstances for new dwellings in the countryside are also set out in paragraph 55 of the NPPF. The creation of new housing in the countryside, outside of identified settlements, is restricted to set requirements to ensure that isolated private housing is not developed in unsustainable locations. New dwellings must be linked to the occupational use of the land, and to a business that requires a worker to live on or near to that business.

12.52 The functional need relates to the operation of the rural business and is restricted to agriculture, forestry, equestrian related activities, and animal care. It does not apply to other businesses in the rural area that have no occupational tie to the land use or the countryside location. The proven need will establish whether the dwelling is essential for the proper functioning of the business for one or more workers to be available on site at most times. New permanent farm workers accommodation cannot be justified on agricultural grounds unless the farming enterprise is economically viable, and a financial test will be necessary to evidence this, and the size of the dwelling which the unit can sustain.

12.53 Where new dwellings are approved on the basis that they are vital to the success of a specific rural enterprise, it is reasonable and necessary to seek to ensure that they remain available for that purpose in perpetuity and the Council will use legal agreements to secure this. Where it can be demonstrated that the essential need for a dwelling to serve the enterprise has fallen away, the Council has been and will continue to be flexible in removing legal obligations.

DM 26 - Specialist accommodation

DM 26

Proposals for specialist accommodation, including nursing homes and elderly persons accommodation, within identified settlements to meet the needs of vulnerable and older people will be supported where the criteria of Local Plan (Part Two) policies **DM 2** and **DM 3** and the relevant development plan policies can be met.

Where appropriate, developments should include a mix of accommodation including:

1. accessible and adaptable self-contained dwellings e.g. bungalows;
2. specialist care accommodation;
3. market and affordable housing that is wheelchair accessible; and
4. adaptable homes to meet the needs of people with disabilities; and to accommodate changing needs of occupants as they age.

Developments will be required to provide a proportion of dwellings that are built to specified standards in line with Local Plan (Part Two) policy **DM 20** where a local need is identified.

Affordable housing provision will be required in line with Local Plan (Part One) policy SOC 1 for all elements of a proposal that would create self-contained dwellings.

New specialist accommodation must be located with good accessibility to a range of existing services and facilities,and with good access to public transport. New facilities, including large scale extra care village developments, outside of settlement boundaries will be resisted in line with Local Plan (Part One) policy STRAT 9.

Proposals for hostel accommodation should be located within identified settlements, to provide a suitable location for its residents to access local services and facilities, and to minimise potential conflict or impacts on surrounding uses.

Explanation

12.54 Local Plan (Part One) policies STRAT 1, SOC 3 and SOC 5 seek to deliver sustainable mixed communities that meet the wide range of needs throughout the borough. To ensure that the appropriate level of support is available and accessible to the elderly and vulnerable groups in the community, developments must have regard to the proximity of existing communities and facilities to ensure they are accessible by foot as well as public transport where appropriate. The identified settlements are set out in Local Plan (Part One) polices STRAT 3 to STRAT 8 and policy Local Plan (Part Two) policy **R 1**.

12.55 The Council's draft Vulnerable and Older People's Accommodation Plan (2016 - 2020) states that "poor housing conditions can contribute to physical and mental health problems and people without a home experience some of the worst health inequalities of all". The Local Plan acknowledges the Council's need to promote the delivery of new homes whilst ensuring that they are "well-designed, of high quality, are sustainable and meet the needs of our diverse population".

12.56 Extra care/age restricted accommodation can provide either self contained housing or communal living with on-site care, and support a range of facilities that are designed to assist older people to maintain their independence for as long as possible. Developments that support older and vulnerable people to live healthier and more independent lives are supported. The level of care provision can be flexible in such developments which means the support available is responsive and adaptable to changing needs as required. Developments should be well located in relation to existing services and facilities including accessibility via safe walking and cycling routes where possible.

DM 27 - Student accommodation

DM 27

Proposals for the development of purpose-built student accommodation will be supported in line with Local Plan (Part One) policy SOC 3 where there is a demonstrated quantitative and qualitative need.

New student accommodation must be located within an identified settlement, as identified on the policies map, and within a reasonable walking distance (approximately 1.6 km) of a university or college campus as identified in Local Plan (Part Two) policy **CH 4**; or with good accessibility to cycling and public transport routes.

The proposed accommodation must provide satisfactory internal living accommodation in terms of daylight, outlook and juxtaposition of living rooms and bedrooms for its residents.

The cumulative impacts of student accommodation proposals must be considered in relation to the surrounding area, and the development must not result in harm to amenity through increased on-street parking, traffic, noise or waste and must contribute towards the creation of balanced sustainable communities.

A management plan must be submitted to support student accommodation proposals to identify and address potential impacts arising from the development. This should include, where required, mitigation measures to ensure a safe living environment for student occupants and residents in the surrounding area.

Where student accommodation becomes vacant / surplus to requirements its reuse for alternative residential accommodation will be considered in line with the relevant development plan policies including affordable housing, access and parking, and amenity.

Explanation

12.57 Local Plan (Part One) policy SOC 3 supports the provision of specialised student accommodation in appropriate, accessible locations, convenient for the facilities at the University of Chester. Additional guidance is provided by the Houses in Multiple Occupation and Student Accommodation Supplementary Planning Document (SPD) that was adopted by the Council on 27 April 2016.

12.58 Purpose built student accommodation is a building specifically designed for occupation by students (either a new building or conversion of an existing building). This type of accommodation may be in the form of halls of residence, cluster flats with some amenities shared, or fully self-contained flats (including studio flats) and can be provided by, or on behalf of an educational establishment, or by a private landlord/developer.

12.59 Applicants must demonstrate a quantitative and a qualitative need for new student accommodation based on robust evidence supported by the University of Chester, and agreed with the Council.

12.60 Local Plan (Part One) policy SOC 3 also supports mixed, balanced and sustainable communities. It is recognised that even with careful planning that the presence of a large number of students in an area can cause community imbalance and issues with community cohesion. Therefore

cumulative impacts of student related developments will be an important consideration. It is considered that well designed purpose built accommodation and accompanying management plans can address many of these issues. Management plans must include the following:

- appropriate security measures, such as security door and window locks, intercom entry systems, lighting, wardens and CCTV, which can all help to make the local environment safer for occupants and reduce opportunities for crime;
- appropriate soundproofing to address both internal and external noise transmission;
- appropriate supervision and reporting mechanisms such as a resident tutor within the block or a designated helpline available throughout the day and night to deal with inappropriate behaviour or complaints from occupants and local residents;
- appropriate means of storing and dealing with waste;
- appropriate secure cycle storage facilities;
- an on-site and off-site car parking management plan (including car ownership, parking allocation, servicing and deliveries); and
- implementation guidance.

12.61 To future proof developments, schemes should be designed to be suitable and able to be adapted to general residential use, taking in to consideration the requirements for parking, open space, general residential amenity, and affordable housing. Developments should be in line with all relevant design and amenity policies set out in the development plan to ensure that new buildings integrate with the local area in relation to the character, built and natural environment.

DM 28 - Houses in Multiple Occupation

DM 28

The change of use from a dwelling to a House in Multiple Occupation (HMO) will be supported where:

1. the additional HMO would not result in a concentration of HMOs within 50 metres of the property exceeding 15 per cent of the total number of dwellings;
2. the additional HMO would not result in the sandwiching of an existing single household dwelling between HMOs;
3. the additional HMO has regard to the amenity standards set out in the Physical Property Standards - Shared houses/flats document published by Cheshire West and Chester Council in 2012 and any relevant standards set by national housing legislation and guidance;
4. appropriate provision is made for secure cycle parking within the curtilage of the property, where there is sufficient space; and
5. appropriate provision is made for waste and recycling facilities

Where a proposal is made in a road/street with an existing very high level of HMO properties, the change of use of the remaining properties will be permitted where this would not result in a detrimental change to the overall character of the area, and where the application is supported by evidence that there is no reasonable demand for the existing C3 (dwellinghouse) use.

Explanation

12.62 Houses in multiple occupation (HMOs) provide an important supply of housing for a variety of people including young professionals in house shares as well as for the student population living outside of purpose built student accommodation. However, an increase in the number of people living in a dwelling will increase the demand on services and infrastructure, above the demands of a smaller household size traditionally associated with a C3 dwellinghouse. The impact of increasing the demands on services and increasing the population significantly in a residential must be considered when proposals are made to intensify the number of HMOs in an area.

12.63 The explanatory text to Local Plan (Part One) policy SOC 3 notes the high concentration of HMOs present in areas close to the University of Chester, such as the Garden Quarter area, and areas of Neston, and the potential problems that this can lead to. It notes that the effective management of HMOs is vital including, where necessary, implementing Article 4 Directions to require planning permission for the creation of HMOs.

12.64 Proposals should have regard to the Houses in Multiple Occupation and Student Accommodation SPD which provides additional guidance including a density calculation and potential exceptions to this. This states that where the vast majority (around 80 per cent or more) of existing properties surrounding the application site within the defined area of impact are HMOs, the retention of the remaining C3 dwellings may have little impact on the balance and mix of households.

13 Health and well-being

13.1 This chapter considers how development can impact on health and wellbeing of residents, including how the built environment can contribute to health to how air quality, noise, land instability and contamination should be considered. Policies in this chapter consider hazardous installations and appropriate locations for such a use along with the appropriate development in a hazard zone to ensure the best use of available land.

13.2 The National Planning Policy Framework (NPPF) actively promotes strong, vibrant and healthy communities and recognises that the planning system can play an important role. Health and wellbeing is a core theme that runs through the Local Plan (Part One). The health and wellbeing strategy (2015-2020) is the strategic framework for improving health and inequality across the borough. The Joint Strategic Needs Assessment (JSNA) brings together data and intelligence that helps us understand the needs of the local population. The JSNA is organised under themes of population, starting well, living well, working well and ageing well. The Council is preparing a Low Emissions Strategy to make an improvement to the air quality across the borough.

13.3 The borough has a four Air Quality Management Areas (AQMA) within Chester, Frodsham and Ellesmere Port. There is a significant amount of industrial and potentially polluting uses east of Ellesmere Port and east of Northwich. Many of these uses have hazardous substances on site and can limit development in the surround areas. The Mid-Cheshire area has historically been a major area for salt and brine extraction and as such, land instability may arise.

DM 29 - Health impacts of new development

DM 29

Development proposals should take every reasonable opportunity to promote and positively contribute to the health of the borough in line with Local Plan (Part One) policy SOC 5. A statement considering the health implications of new build commercial and residential development should be submitted, with mitigation of negative impacts made proportionate to the scheme.

Where development is likely to have a significant impact, including any cumulative impacts on public health, it must be demonstrated how health and wellbeing has been taken into account through an assessment. Such applications must make a positive contribution to health and wellbeing and any negative impacts adequately mitigated.

Development that would give rise to significant adverse effects on health and wellbeing will not be supported.

Explanation

13.4 Local Plan (Part One) policy SOC 5 supports new and improved health and wellbeing in the borough, whilst ensuring residential amenity is protected. New build development can have a positive and negative impact on health and wellbeing. Although the proposed development maybe small scale, the cumulative effects can have a significant impact on health as a whole. Applicants, should be conscious of health impacts when preparing development proposals. Whilst a full health impact assessment would not be expected for all development, considerations towards physical and mental health should be included in a statement included with the planning application. Mitigation of negative impacts should be made that are proportionate to the proposed scheme.

13.5 The Cheshire West and Chester Health and Wellbeing Strategy (2015-2020) sets out the strategic framework for improving health and reducing inequalities across the borough. The emphasis in the strategy is on prevention, coordination and integration of care, and sets out the following priorities:

- every child and young person has the best start in life;
- people have healthier lifestyles;
- improved mental health, wellbeing and personal resilience; and
- older people live healthier and more independent lives, feel supported and have a good quality of life

13.6 The Health and Wellbeing Strategy builds upon the key priorities identified in the Cheshire West and Chester's Joint Strategic Needs Assessment (JSNA) and is a process undertaken jointly by the Council and its partners. The JSNA shows a number of key health and wellbeing priorities, highlighting specific challenges in:

- the health inequalities facing those living within our most disadvantaged communities;
- an increasing proportion of older people - a large proportion of whom have complex needs;
- the increase in unhealthy lifestyles leading to preventable diseases and early death;
- the need to ensure access to services for vulnerable groups.

13.7 The JSNA also identifies childhood obesity as a growing issue for the borough. The Health and Wellbeing Strategy identifies reducing excess weight in children as an indicator of meeting key priorities.

13.8 Developments that are likely to impact the challenges in the borough as identified in the JSNA should demonstrate how the scheme contributes to the outcomes in the Health and Wellbeing Strategy. Other development that is likely to have a significant impact on health such as large scale residential schemes, large scale economic uses and hazardous development should demonstrate the positive impacts of the development and how negative impacts are mitigated.

13.9 An assessment that demonstrates the positive and negative impacts of development on health and wellbeing should be included with the planning application when required. An assessment could include a standalone Health Impact Assessment, an integrated assessment with an Environmental Impact Assessment (EIA), Sustainability Appraisal (SA), or a suitable agreed alternative.

13.10 It is acknowledged that there are a number of ways to contribute to strong, vibrant and healthy communities such as promotion of social interaction for people of all ages; meeting the needs of an increasingly elderly population; providing good access to local services and facilities; reducing health inequalities; supporting people of all ages in making healthier choices and access to healthier food; making a positive contribution to health and quality of life, including minimising pollution; providing safe places for active sport, play and food growing; promoting active travel; and enhancing access to green open space and recreational route ways. Many of these can be achieved through the consideration of the design and layout of a scheme, and should be demonstrated in the planning application, which can provide opportunities to be active within developments themselves as included in Sports England's Active Design Principles.

13.11 Hot food takeaways in close proximity to schools have the potential to impact health, especially children. These applications could give rise to significant adverse impacts on residential amenity in terms of noise, vibrations, odours, traffic disturbance, litter or hours of operation as a result of the proposed premises. Planning conditions may be used to mitigate impacts to protect health and residential amenity.

DM 30 - Noise

DM 30

In line with Local Plan (Part One) policy SOC 5, development must not give rise to significant adverse impacts on health and quality of life, from noise. Development which generates noise or is sensitive to it will only be permitted where it accords with the development plan and does not have an unacceptable adverse impact on human health or quality of life.

Unless it can be demonstrated that a significant adverse impact on residential amenity arising from construction and demolition is unlikely it is expected that demolition and construction works shall be carried out during normal working hours.

The Council must be satisfied that the proposed location of any construction/demolition site compound will minimise the noise impact on neighbouring residential uses.

Explanation

13.12 The impact of noise is a key consideration for residential amenity as stated in Local Plan (Part One) policy SOC 5. This policy covers noise from commercial and industrial uses, and energy generation schemes, including the impacts on residential uses and the expected noise levels within residential development, and should be considered alongside other relevant development plan policies. Consideration should not only be given to potential increases in noise levels but also changes in the acoustic character of the local noise environment. The Council may prepare further guidance to assist in the application of this policy.

13.13 The effective control and management of environmental, neighbour and neighbourhood noise should, within the context of Government policy, on sustainable development, contribute to the improvement of health and quality of life. In considering the impact of noise, regard should be had to the World Health Organisation Guidelines for Community Noise and the latest British Standards (or their recognised replacement) for both internal and external noise levels. In line with Local Plan (Part One) policy SOC 5, the protection of health (mental and physiological) and prevention of interference with speech communication is a consideration in assessing planning applications. As such, the relaxation of indoor criteria is not considered appropriate, and generally internal levels can be achieved through design and insulation measures.

13.14 For the purposes of this policy residential development includes uses such as dwellings, care homes (including extra-care/age-restricted) and houses in multiple occupation (HMO's). A relaxation of the external standard may be considered acceptable in noisier environments such as city centres and urban areas adjoining the strategic transport network having regard to the latest British Standard (or its recognised replacement). No limit will be applied to balconies but all development should be designed to achieve the lowest practicable level in external amenity space.

13.15 Internal noise levels could be conditioned on approval. New residential development should demonstrate the expected noise levels in habitable rooms when they are unoccupied and with a window partially open or otherwise adequate ventilation to meet the standards outlined in the Building Regulations Approved Document. External noise levels will normally need to be demonstrated in principle as part of the application if there is a significant noise source within close proximity. A noise report should be standard for the majority of residential, industrial and commercial developments. The noise report should follow the approach set out in relevant guidance (or its recognised replacement) which includes: the latest British Standards, the Calculation of Road Traffic Noise and, where appropriate, the Professional Practice Guidance on Planning and Noise.

13.16 In the event that the appropriate level cannot be achieved without mitigation applicants should carry out detailed investigations and submit appropriate levels of mitigation, including details of the noise output, and the provision of purpose designed attenuation for all noise generative plant and equipment.

13.17 Noise from construction or demolition works as part of a development can be intrusive or disruptive to local businesses and/or noise sensitive land uses and regard should be had to the latest British Standard, or its recognised replacement. In all instances where alternative working methods exist, the minimisation of noise and vibration shall be a prime consideration in the choice of technique and equipment used. For this reason, construction or demolition activities should be restricted to daytime periods and have fixed start and finish times i.e. 08.00 to 18.00 hours Monday to Friday, and 08.00 to 18.00 hours on Saturdays, with no works being permitted on Sundays or Bank Holidays, unless it can be clearly demonstrated that they will not cause unacceptable disturbance to noise sensitive receptors. The location of any site compound must be submitted to and approved by the Council's Environmental Protection team, to ensure that it is appropriately situated in order to minimise the noise impact on neighbouring residential uses.

13.18 Where there is potential for a wind turbine proposal to result in noise or vibration impacts which affect residential properties, or other sensitive receptors, the applicant must undertake a noise impact assessment carried out in accordance with current guidance and in agreement with the Council's Environmental Protection team.

DM 31 - Air quality

DM 31

In line with Local Plan (Part One) policy SOC 5, development must not give rise to significant adverse impacts on health and quality of life, from air pollution. In particular, development proposals within or adjacent to an Air Quality Management Area will be expected to be designed to mitigate the impact of poor air quality on future occupiers.

An air quality assessment will be required for development proposals that have the potential for significant air quality impacts, including those which:

1. are classed as major development and have the potential, either individually or cumulatively, for significant emissions; or
2. are likely to result in an increase in pollution levels in an Air Quality Management Area (AQMA); or
3. are likely to expose people to existing sources of air pollutants.

Where an air quality assessment identifies an unacceptable impact on or from air quality, an appropriate scheme of mitigation must be submitted, which may take the form of on-site measures or, where appropriate, a financial contribution to off-site measures.

Applicants must demonstrate that appropriate mitigation will be provided to ensure that the new development is appropriate for its location and unacceptable risks are avoided.

Development that is likely to produce an odour should demonstrate that there is no negative impact on residential amenity, in line with Local Plan (Part One) policy SOC 5 and Local Plan (Part Two) policy **DM 2**.

Explanation

13.19 The Local Plan (Part One) strategic objective SO 11 ensures that new development does not create an unacceptable impact on amenity and health of residents. Local Plan (Part One) policy SOC 5 is clear that development that gives rise to significant adverse impacts on health and quality of life, including residential amenity will not be allowed.

13.20 Poor air quality can be a major cause of ill health, linked to strokes, heart disease, lung cancer, and both chronic and acute respiratory diseases. The Council is preparing a Low Emissions Strategy that seeks to address these health impacts by targeting the reduction of pollutants and sets out measures to improve air quality across the borough.

13.21 The Council is required to assess airborne levels of benzene, butadiene, carbon monoxide, lead, nitrogen dioxide (NO_2), particles (PM_{10}) and sulphur dioxide. Where it identifies areas exceeding statutory limits and there is relevant public exposure, it is required to declare an AQMA under the the Environment Act 1995, and to draw up an action plan detailing remedial measures to address the problem.

13.22 Cheshire West and Chester Council has currently three AQMAs designated for NO_2 caused by traffic on the roads (at Chester city centre; Whitby Road/Station Road, in Ellesmere Port; Fluin Lane/A56 junction, in Frodsham) and one AQMA declared at Thornton-le-Moors as a result of exceedances of sulphur dioxide (SO_2) from industry. The Council will assess air quality in the borough on a regular basis and the changing status of areas should therefore be taken into account. Further information is available from the Council's website (the AQMA boundaries can also be viewed on DEFRA's interactive map: https://uk-air.defra.gov.uk/aqma/maps).

13.23 To protect future occupiers and reduce exposure to air pollution, development proposals located within, or adjacent[iv] to AQMAs should include measures to mitigate the impact of poor air quality, where appropriate. Examples include:

- on-site provision of electric vehicle charging infrastructure above the levels set out in Local Plan (Part Two) policy **T 5**;
- avoiding the creation of new “street canyon”, or building configurations that inhibit effective pollution dispersion;
- locating habitable rooms away from busy roads, or directing combustion generated pollutants through well sited vents of chimney stacks;
- increasing the distance between the development façade and the pollution source.

13.24 An air quality assessment (AQA) will be required for all major development proposals that have the potential, either individually or cumulatively, for significant emissions to the detriment of air quality; or for development proposals that are likely to result in an increase in pollution levels in an AQMA; or introduce new occupiers into an existing AQMA or other area of poor air quality.

13.25 In considering whether there is the potential for significant emissions or a proposal is likely to increase pollution levels, the Council will take into account the location and the nature of the proposed development. Where an AQA is required, it will be expected to:

1. clearly identify potential sources of air pollution resulting from the proposed development and future use of the site;
2. show that the potential future occupants of the land or building will not be exposed to excessive air pollution;

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iv Defined as within 20 metres

3. demonstrate how the proposed development will not diminish the existing air quality;
4. identify measures that will be taken to monitor the impact of the proposed development on air quality.

13.26 Where an AQA demonstrates that the impacts from a proposed development are predicted to have an unacceptable impact[v] on local air quality, the Council will request funding from developers to support projects to improve air quality and mitigate the impacts. The scale of mitigation requirements for developments will be assessed using a damage cost approach such as using damage costs per tonne of emissions provided by Defra. This provides a transparent, simple method for calculating costs to society of a change in emissions (from both vehicles and other combustion sources) of different pollutants, and calculation of the additional emissions generated by the proposal.

13.27 On-site mitigation is generally preferred, but such solutions should be weighed against other relevant planning considerations such as the climate change implications of extensive mechanical ventilation and the need to maintain a positive relationship in design terms between the development and the public realm.

13.28 The demolition and construction phases of development proposals can lead to both nuisance dust and elevated fine particulate (PM_{10} and $PM_{2.5}$) concentrations. Non-Road Mobile Machinery (NRMM) used in demolition and construction is a significant source of pollution. Therefore, wherever possible, renewable, mains or battery powered plant items should be used. The Institute of Air Quality Management (IAQM) has produced a number of definitive guidance documents which developers and contractors should follow when drafting their construction plans and measures to minimise air pollution during the demolition and construction process.

13.29 Development that is likely to create an odour must ensure that there is no harm to the residential amenity in the area. Appropriate mitigation measures may be required and planning conditions used to protect the amenity of the residents. Odours released from hot food preparation can have a particular impact on residential amenity. All odour controls proposed must ensure that odour and noise arising from extract and abatement plants does not result in a loss of amenity to nearby property and commercial premises.

13.30 Further guidance on the measures that can be taken to comply with this policy are included within the relevant Air Quality Action Plans, the Low Emission Strategy, the Travel Planning Guidance SPD, the Parking Standards SPD and other relevant guidance documents that may be prepared by the Council.

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v Defined as being greater than negligible within AQMAs and greater than slight elsewhere, as per EPUK/IAQM Guidance – Land-Use Planning & Development Control: Planning For Air Quality January 2017

DM 32 - Land contamination and instability

DM 32

In line with Local Plan (Part One) policies SOC 5 and ENV 4, development proposals on land known or suspected to be unstable or contaminated must demonstrate that they will not give rise to significant adverse impacts on health, controlled waters, ecological receptors, property and quality of life.

Contamination
Development on previously developed sites or on land known or suspected to be contaminated must be supported by an appropriate contamination assessment which clearly demonstrates that the risk from contamination can be successfully mitigated and managed over the lifetime of the development.

Development adjacent to or adjoining known or suspected contaminated land may also need to be supported by an appropriate contamination assessment.

Development adjoining or adjacent to a landfill site must be accompanied by a full landfill gas assessment conducted in accordance with current industry best practice guidance and identify the necessary mitigation measures to protect the development from the risks of landfill gas.

Instability
In areas of potential land instability, an assessment should be made to ensure that the land is suitable for the proposed development, and that development can be undertaken, occupied and used without risk to people and property resulting from underground conditions. Areas of potential land instability will include those of vulnerable topography or geology, as well as those identified on the policies map with evidence of:

1. brine and salt extraction (either currently, or in the past)
2. past or potential future natural subsidence due to salt erosion
3. coal mining

Development must not result in an increased risk of subsidence or land instability on the site or in the surrounding area.

Explanation

13.31 The Council's objective is to encourage the use of sustainable previously developed land. This is set out in Local Plan (Part One) policy STRAT 1 that encourages the use and redevelopment of previously developed land and buildings in sustainable locations that are not of high environmental value. The policy specifically refers to supporting the enhancement and restoration of degraded and despoiled land and encouraging the use and redevelopment of previously developed land.

13.32 The Council will need to be satisfied that contaminated and potentially instable land is safe for its proposed use and will not harm residential amenity, the surrounding environment, health and quality of life, in line with Local Plan (Part One) policies SOC 5 and ENV 4. Therefore, these policies set out criterion which are required to satisfy the Council that land and the intended use is appropriate and safe. For sites with land instability caused through flooding and at risk of flooding should refer to Local Plan (Part One) policy ENV 1 and Local Plan (Part Two) policies **DM 40** and **DM 41**.

Contamination

13.33 All land, including greenfield sites, may be subject to land contamination from previous uses, including from adjoining sites with known or suspected contamination. As a minimum, a Phase 1 desktop study will be required, to characterise the site in terms of potential contamination and help inform the consideration of additional information that may be required and potential mitigation measures.

13.34 Where contamination issues are identified, development proposals for the site should incorporate appropriate remediation and subsequent management measures to remove unacceptable risks to human health, controlled waters, ecological receptors, property and the wider environment identified in the assessment process, as appropriate for the uses proposed, and the Council may impose planning conditions or remove permitted development rights to this effect. The full implementation of approved remediation measures will normally be required prior to the occupation of the proposed development.

13.35 It is acknowledged that although land maybe suitable for remediation, the construction process could harm the surrounding land, including waterways. The suitability of the intended use of the land and the construction method will be considered through the planning application process and conditioned where appropriate.

Instability

13.36 Areas of Mid-Cheshire including Northwich, Winsford, Marston and Wincham have historically been a major area for salt mining and brine extraction. A Land Stabilisation Programme managed by English Partnership for the stabilisation of abandoned salt mines beneath Northwich town centre was completed in 2007. These mines were Penny's Lane, Neumann's Mine, Baron's Quay and Witton Bank. However, there are other areas outside Northwich town centre that may be at risk of subsidence due to rock salt mining and brine extraction. The salt and brine deposits around Northwich are also naturally eroded, leading to further concerns over the stability of land.

13.37 The Cheshire Brine Subsidence Compensation Board provide compensation for specified categories of damage to land and buildings caused by subsidence due to brine pumping and to respond to consultations from the Planning Authorities and Building Control regarding development within specified areas which may have been affected by historic brine pumping (Consultation Areas). The Board is responsible for prescribing the Consultation Areas under Section 38(1) of The Cheshire Brine Pumping (Compensation for Subsidence) Act,1952, which are areas potentially at risk from the pumping of brine.

13.38 There are historic records of coal mines in the Neston area. These are no longer active and are sealed, with the areas around them developed. There are no immediate concerns over the safety of these areas, however new development should be assessed.

DM 33 - New or extension to hazardous installations

DM 33

Hazardous substances consent or development proposals which either creates new hazardous installations or extends existing hazardous installations, including pipelines will be supported where:

1. the development does not create or increase risk to the general public or environmental sensitive areas and retains an appropriate distance from the hazard;
2. it does not significantly restrict the type of development on the surrounding land.

Applications for underground hazardous waste storage or containment facility will be supported providing it is demonstrated this is the most sustainable option and the methods and technologies used would be the most appropriate, that ground stability would not be affected and that mineral reserves, which are both workable and economically viable, would not be sterilised.

Explanation

13.39 The borough has concentrations of hazardous installations, namely to the east of Ellesmere Port and to the east of Northwich. Stanlow is a large site east of Ellesmere Port which contains a high number of hazardous operators, including Essar and within the borough at Capenhurst is a nuclear site operated by Urenco. There are also a number of hazardous pipelines that run through the borough.

13.40 The purpose of this policy is to control the development of hazardous installations to avoid increasing the number of people at risk or risk to environmentally sensitive areas. The intention of the Local Plan (Part One) policy ECON 1, is to support existing business and encourages business growth, whilst balancing the creation of new risks, which may preclude the development of land surrounding a hazardous installation.

13.41 The Council is required to consult the Control of Major Accident Hazards (COMAH) competent authority and others as required by legislation on planning applications which involve the creation of hazardous installations. The hazardous substances authority must give consultees at least 28 days to comment. The COMAH competent authority, for most cases, is the HSE and the Environment Agency, acting jointly. For nuclear sites, this will be the Office of Nuclear Regulation and the Environment Agency, acting jointly. They advise hazardous substances authorities on the nature and severity of the risk to persons in the vicinity and the local environment arising from the presence of a hazardous substance at an establishment.

13.42 The consultation zones are normally determined by a detailed assessment of the risks and/or hazards of the installation or pipeline which takes into account the following factors; the quantity of hazardous substances for which the site has hazardous substances consent and details of the storage and/or processing; the hazard ranges and consequences of major accidents involving the toxic and/or flammable and/or other hazardous substances that could be present. The risks and hazards from the major hazard are greatest in the Inner Zone and hence the restrictions on development are strictest within that zone. The consultation zone comprises the land enclosed by all the zones and the installation itself.

13.43 Early discussions with the Council and the COMAH competent authority is advised to fully understand any constraints and allow for adequate mitigation that may be required. Considerations will be given to the total number of people present in a potential consultation zones and the surrounding uses, including cumulative impacts. The Council will also consider the long-term need for appropriate distances between hazardous establishments and population or environmentally sensitive areas. Considerations will be made as to whether additional measures for existing establishments are required so that risks to people in the area are not increased. The level of sensitivity of the surrounding uses will be considered in line with the HSE Land Use Planning Methodology.

13.44 If the opportunity arises, the Council will welcome the relocation of hazardous installations away from centres of population. Not only would this lessen the risk of accident to the general public but also reduce the problems of potential blight. Such relocations will only be acceptable if they do not create new problems or an accumulation of installations which amount to a greater hazard than previously existed in the area.

13.45 Generally, consent is required for the presence of hazardous substances on, over or under land unless below the thresholds listed in the Planning (Hazardous Substances) Regulations 2015.

13.46 Development proposals involving minerals is considered in Local Plan (Part Two) policy **M 3** and proposals for exploration, appraisal or production of hydrocarbons is covered in Local Plan (Part Two) policy **M 4**.

DM 34 - Development in the vicinity of hazardous installations

DM 34

Development in the vicinity of hazardous installations, including proposed new installations for which planning permission or hazardous substances consent has been given, will be supported providing it would not result in a significant increase in the number of people being subjected to threshold levels of risk.

Exceptions to this policy may be considered in existing built-up areas or where there is an existing commitment to development, in order to achieve a balance between the need for investment and regeneration within the existing urban areas and the degree of risk involved.

Explanation

13.47 The Local Plan (Part One) policy SOC 5 states that development that gives rise to significant adverse impacts on health and quality of life will not be allowed. Local Plan (Part One) policy ENV 6 encourages development to promote safe and secure environments, while Local Plan (Part One)policy ECON 1 aims to support existing businesses and encourage business growth.

13.48 The Council is required to consult the Control of Major Accident Hazards (COMAH) Competent Authority and other statutory consultees on planning applications within a consultation zone surrounding a hazardous installation. The consultation zone is defined by the HSE and takes account of the size and nature of the proposed development, the inherent vulnerability of the exposed population and the ease of evacuation or other emergency procedures for the type of development proposed. Some categories of development, e.g. schools and hospitals, are regarded as more sensitive than others, e.g. light industrial, and advice is weighted accordingly. The HSE Land Use Planning methodology identifies the sensitivity level of uses and threshold levels of appropriate development in the proximity of the hazard.

13.49 The borough has concentrations of hazardous installations with consultation zones which cover significant parts of the borough's settlement areas. For example, currently about half of the town of Ellesmere Port is included in a consultation zone. The Council has to consider that within the consultation zones, persistent refusals of planning permission because of the proximity to hazardous installations may lead to blight, a consequent lack of investment and a downward spiral of decay. The purpose of this policy is to avoid increasing the number of people at risk from hazardous installations but adopting a more flexible approach to development within the vicinity of hazardous installations that balances the need for investment and regeneration within the zones, against the degree of risk involved.

13.50 Development near to hazardous installations which would put members of the public at threshold levels of risk will normally be prevented. However, if under the exceptional circumstances outlined above, development in the vicinity of hazardous installations is permitted, the Council will require that all practicable measures be taken to mitigate risks by, for example, careful building design and the preparation of emergency procedures.

13.51 The HSE publish hazard consultation zones (and the Office for Nuclear Regulation publish consultation distances) around each of the hazardous installation. As a statutory consultee, the COMAH Competent Authority will advise the Council on planning applications for development within the consultation zone of a hazardous installation. 'Threshold levels of risk' are those which are sufficient for the HSE to advise against the development concerned, being granted planning permission. These zones are based upon an assessment of the degree of risk at each installation. Their extent is influenced by a number of factors including the nature and levels of the hazardous substance permitted at the site and the process involved. Since these hazard consultation zones are likely to change during the Local Plan period, it is not appropriate to show them on the policies map. Pre-application advise is recommended to establish the most up to date information.

14 Open space, sport and recreation

14.1 Cheshire West and Chester contains a variety of open space typologies, sport, recreation and community facilities, and a wide network of recreational routeways and waterways. This chapter provides a series of policies that support and provide further guidance for protecting and enhancing existing sport, recreation and community facilities and the network of multifunctional open spaces, including recreational routeways and waterways. It provides opportunities to widen and strengthen the borough's cultural, sport, recreation and leisure offer and sets out requirements for the provision of, and contributions towards open space, sport and recreation facilities with new development.

14.2 The National Planning Policy Framework (NPPF) emphasises the important contribution that access to high quality open spaces and opportunities for sport and recreation can make to the health and well-being of communities. Enabling access to leisure, recreational and community facilities and promoting active lifestyles in order to support stronger, safer and healthier communities is a strategic objective of the Local Plan (Part One). Local Plan (Part One) policies SOC 5 and SOC 6 set out the Council's approach to meeting the health and well-being needs of the borough and protecting and providing open space, sport and recreation facilities.

14.3 The policies in this chapter will contribute to ensuring that open spaces and sport, recreation and community facilities meet existing and future needs across the borough and continue to deliver benefits to healthy and prospering communities, personal wellbeing and sustained economic growth.

DM 35 - Open space and new development

DM 35

Open space provision in new residential development
In line with Local Plan (Part One) policy SOC 6, proposals for new residential development will be required to provide open space, where:

1. there are existing deficiencies in quantity, quality or access to open space; or
2. the development generates a need that cannot be met by existing provision.

All new residential development of 11 units or more must make provision for open space in accordance with the following standards:

Table 14.1 Open space quantity standards

Typology	Quantity standards (m^2 per unit)
Allotments	3.45
Amenity / Natural Green Space	23 (For developments between 20-65 dwellings, the minimum amenity/natural green space is 1500 m^2)
Parks and recreation grounds (excluding pitches and fixed sports space)	11.50
Play Space (Children)	1.15
Play Space (Youth)	0.69

On-site provision will be provided at the following scales of development. Below this, off-site contribution will be required.

Table 14.2 Thresholds for on-site open space requirements

Typology	Threshold (no. of units)
Allotments	100 or more
Amenity Green Space / Natural Green Space	20 or more
Parks and recreation grounds (excluding pitches and fixed sports space)	200 or more
Play Space (Children)	50 or more
Play Space (Youth)	200 or more

14 Open space, sport and recreation

Where on-site provision according with the above standards is not practical, a financial contribution will be sought to secure open space provision elsewhere or enhancement to an existing site(s). This will be prioritised within the locality of the development, based on the access standards set in the Open Space Study. Where no suitable sites exist, contributions will be directed elsewhere within the parish or ward and then within a neighbouring parish or ward where the evidence base demonstrates a need.

In establishing the amount and type of open space provision and/or financial contribution required, the Council will have regard to:

3. quantity, quality and access to existing provision, as set out in the Open Space Study;
4. nature of the proposed development and surrounding area; and
5. site constraints.

Where open space is provided on-site, the applicant is required to make provision for its management and maintenance in perpetuity, and clarify these arrangements as part of an open space management plan to be agreed by the Council.

Protecting non-designated open spaces
Development proposals that protect or enhance the value and functions of non-designated open space will be supported.

Explanation

14.4 In order to achieve a network of diverse multi-functional open spaces, Local Plan (Part One) policy SOC 6 seeks to protect and enhance existing open spaces, sport and recreation facilities, including those identified on the policies map, and requires an appropriate amount and type of provision with new development.

14.5 Open space, including sites which provide opportunities for sport and recreation designated under Local Plan (Part One) policy SOC 6, makes an important contribution to the borough's green infrastructure network. This policy seeks to protect the green infrastructure benefits, functions and public value of non-designated open spaces which despite having no public access, provide a range of environmental and/or quality of life benefits for local communities, including for nature conservation, visual amenity, local character and environmental quality.

14.6 Non-designated open spaces are not intended to cover extensive tracts of land, but rather sites within or related to the urban areas and identified settlements that offer a locally important green space resource for the aforementioned reasons. Non-designated open spaces will be considered on a case by case basis, and the Council will have regard to the value of the site and overall degree of harm to that value, taking into account opportunities for enhancement through improving quality, quantity or public access.

14.7 Regard should be given to sites of open space, including Local Green Spaces, that are identified and protected in neighbourhood plans. These sites are not duplicated on the Local Plan policies map.

14.8 New residential development will generate additional demand for open space. The Cheshire West and Chester Open Space Study 2016 – 2030 (the Open Space Study) provides an up-to-date assessment of open space need and has identified deficiencies across the borough. The Council seeks to ensure that new residential development does not exacerbate deficiencies and so requires inclusion or contribution towards an appropriate amount and type of open space in order to satisfy additional demand that cannot be met through existing provision.

14.9 The quantity, quality and access standards within the Open Space Study should be used to inform assessment of existing open space, in order to determine an appropriate amount and type of provision (or contribution) with new development. These standards provide minimum guidance levels and should be considered together – exceeding minimum quantity standards in an area does not necessarily mean that there is a surplus as such provision may be well-used, of poor quality or there may be gaps in access.

14.10 The access standards set out below represent a distance only variable and should be considered within the local context of the site and its surroundings (such as road safety, legibility and other access barriers). Surrounding playable space may be required in addition to the quantity standard of play space, in line with Fields in Trust and Play England guidance.

Table 14.3 Open space access standards

Typology	Distance
Allotments	720 metres or 15 minute walk time
Amenity Green Space	480 metres or 10 minute walk time
Parks and recreation grounds (excluding pitches and fixed sports space)	720 metres or 15 minute walk time
Play Space (Children)	480 metres or 10 minute walk time
Play Space (Youth)	600 metres or 12-13 minute walk time
Natural Green Space	Natural England's Accessible Natural Green Space Standards (ANGSt) (as set out in the Open Space Study)

14.11 Open space requirements apply to all new residential developments (including provision through conversion or change of use), including: extra care developments, student accommodation, one-bed dwellings and flats. Where a development site forms part of a larger scheme, the Council may consider the open space requirements in relation to the development as a whole.

14.12 Where a financial contribution is required, it will be calculated in accordance with the most up to date evidence base. Where open space is to be provided on-site, the developer is required to provide the land and design and build the provision to the satisfaction of the Council. New public open space must be of high design quality, maximising opportunities for natural surveillance, and where appropriate and practical, provide other green infrastructure benefits such as providing wildlife habitats,

flood or water storage areas, creating and linking routes for leisure and active travel and improving quality of place. New public open spaces (including sports and recreation facilities) created during the Local Plan period will be protected under Local Plan (Part One) policy SOC 6.

14.13 Amenity green space should be provided with natural green space as a combined typology, by providing amenity green space that is designed and planted to be natural in character, maximising wildlife and biodiversity opportunities. The minimum amount of amenity / natural green space that the Council will accept is a single site of 1500m^2 to ensure that it can provide real recreation value and is not merely satisfied through left-over or hard to develop pieces of land. A development scheme should be sufficiently landscaped in addition to these requirements, in line with Local Plan (Part Two) policy **DM 3**.

14.14 In addition, contributions towards sport and recreation facilities (including playing pitches and indoor facilities) will be required in line with Local Plan (Part Two) policy **DM 36**. If, when a financial contribution for open space or sports pitches is received but is no longer required at the stated scheme, the sum may be re-allocated to another scheme identified by the Council in the evidence base.

14.15 Assessment of open space, sport and recreation provision is contained within a suite of documents, including the Open Space Study, the Playing Pitch Strategy (2015), the Play Strategy (2016) and the Draft Sports Facilities Strategy (2017). These documents, and any updates, should be considered together with any further guidance the Council may produce to inform decisions relating to the provision of, or contributions towards open space, sport and recreation facilities.

DM 36 - Provision for sport and recreation

DM 36

To help meet identified needs for sport and recreation, as set out in the most up to date evidence base, development affecting indoor and outdoor facilities will be supported where it meets Local Plan (Part One) policy SOC 6.

Loss or replacement of sport and recreation facilities
Development that would result in the loss of an indoor sport and recreation facility or lapsed or disused playing pitch must meet the tests in Local Plan (Part One) policy SOC 6.

Proposals to locate an artificial sports surface on an existing playing field will be supported where there is evidence that it meets a strategic need and the sporting benefits are clearly demonstrated. Conversion of an existing artificial sports surface to a different type of surface will only be supported where the up to date evidence base supports the conversion and there will be no detrimental impact to existing sports users.

Enhancing and providing sport and recreation facilities
Developer contributions will be required to enhance existing provision of playing pitches, based on additional demand generated by the new residential development and the sufficiency of existing

provision to meet current and projected need. The Council will have regard to Sport England's strategic planning tools and findings of the Playing Pitch Strategy to determine an appropriate amount and type of contribution or provision with new development.

Where it is agreed by the Council that on-site pitch provision is appropriate to meet identified demand, the applicant is required to provide the new pitch(es) and make provision for its management and maintenance in perpetuity, and clarify these arrangements within a management plan to be agreed by the Council.

Provision of new sport and recreation facilities will be supported in line with the priorities of the Draft Sports Facilities Strategy, subject to relevant development plan policies.

Explanation

14.16 Local Plan (Part One) policy SOC 6 seeks to protect, manage and enhance existing open space, sport and recreation facilities, and requires that new development incorporates or contributes towards an appropriate level and quality of open space, sport and recreation provision.

14.17 This policy covers sport and recreation facilities, including: playing pitches (natural or artificial surfaces, either publicly or privately owned for sport and recreation); playing fields (including school playing fields); other outdoor sports areas (including golf courses, bowling greens, tennis courts, athletics tracks); and indoor sports and recreation facilities (including sports halls (which may include village halls/community centres), swimming pools, courts, health and fitness facilities, indoor cycling). Other open spaces and recreational routeways can also provide informal opportunities for sport and should be considered in line with Local Plan (Part One) policy SOC 6 and Local Plan (Part Two) policy **DM 37**.

14.18 The Cheshire West and Chester Playing Pitch Strategy (2015) provides a supply and demand assessment of playing pitch provision across the borough and has revealed that all pitch sports will experience shortfalls by 2027. It identifies a need to protect all existing playing pitch provision and increase capacity through creating access to school sites or bringing disused sites back into use, where feasible.

14.19 The Draft Sports Facilities Strategy (2017) provides an assessment of the adequacy of other sports and recreation facilities (indoor and outdoor) to meet existing and future needs. In line with identified needs, the Draft Sports Facilities Strategy sets out the following priorities:

- protect all existing and support new build or replacement provision of pay and play sports halls, swimming pools and fitness and studio provision;
- support replacement or refurbishment of ageing facilities, specifically Neston Recreation Centre and Northgate Arena; and
- support new provision of specialist facilities led by local club networks, especially for cycling, walking and running, gymnastics, squash, archery and watersports.

14 Open space, sport and recreation

14.20 The Council will support proposals which contribute to meeting these priorities and may seek developer contributions towards them. This will be subject to meeting other development plan policies, including proposals being appropriately located, accessible by a range of transport modes and appropriately designed. When providing new or enhanced provision of sport and recreation facilities, including ancillary facilities, consideration should be given to the need to protect residential amenity in line with Local Plan (Part One) policy SOC 5 and Local Plan (Part Two) policy **DM 2**. This might include careful consideration of siting, design and potential cumulative impacts, including from lighting systems, noise and traffic disturbance.

14.21 Where possible, the Council will seek the opening up of private and school sports facilities and spaces for community use, in line with Local Plan (Part Two) policy **DM 39**.

14.22 Proposals relating to existing or new sport and recreation facilities will be assessed by the Council on a case by case basis, informed by the most up to date evidence base. New residential development will generate additional demand for sports pitches, so new provision or a contribution to increase capacity of an existing site(s) may be required to accommodate this additional demand. The Council will seek to increase capacity of existing provision by enhancing its quality, accessibility and maintenance, securing greater community access and, subject to relevant development plan policies, undertake works such as providing or improving ancillary facilities (e.g. changing facilities, parking, floodlighting).

14.23 To determine an appropriate amount and type of contribution or provision with new development, the Council will use Sport England's strategic planning tools as a starting point to understand the additional demand generated. This will then be considered alongside the assessment of need and other findings within the Playing Pitch Strategy to determine how additional demand should be met. The use of developer contributions will be informed by the findings of the Playing Pitch Strategy and Action Plan for the analysis area in which the development is located. Developments of 10 dwellings or less are unlikely to generate a playing pitch contribution.

14.24 New provision on-site may be considered to be appropriate in certain instances, including when the development is located within an area of identified need and the new provision constitutes creation of a multi-pitch community sports hub or community sports facilities associated with a new school. Sport England should be consulted on applications of 300 dwellings or more, which can inform the assessment for on-site provision.

14.25 When a development proposal requires replacement or on-site sport pitch provision, the Council may require the applicant to provide additional information, such as a Feasibility Study and/or Agronomy Report, to assess suitability of the site to accommodate the pitch. The Council may stipulate requirements of new pitch provision through planning conditions.

14.26 Contribution towards open space will also be required in line with Local Plan (Part Two) policy **DM 35**.

DM 37 - Recreational routeways

DM 37

Development incorporating or adjacent to the following must protect and, wherever possible, enhance and extend:

- Public Rights of Way
- footpaths/bridleways
- cycle routes
- canals and waterways

Re-routeing should be avoided, but may be supported if the alternative route is acceptable and / or the re-routeing is for a temporary period. Where appropriate, creation of new routeways will be supported.

Development proposals that protect and enhance the public access and recreation value of strategic recreational routeways, as identified on the policies map, will be supported.

Explanation

14.27 There is a wide network of recreational routeways across the borough including footpaths, cycleways, bridleways, canals and waterways, and public rights of way. In line with Local Plan (Part One) policies SOC 6 and STRAT 10 which support opportunities to extend and improve access to green corridors and the local footpath and cycle network, and Local Plan (Part One) policy ECON 3 which recognises the economic benefit of maintaining a wide network of recreational routeways, this policy seeks to protect and, where possible, enhance the network for combined benefits to health, ecology, accessibility and the economy.

14.28 The following strategic recreational routeways are of particular importance within the borough, providing value locally and for visitors. Approximate routes rather than specific boundaries are shown on the policies map as public enjoyment often relates to their wider setting and surroundings.

Shropshire Union Canal	The Delamere Loop
The Sandstone Trail	The Baker Way
River Dee Corridor	Bishop Bennett Way
The Whitegate Way	North Cheshire Way
The Weaver Way and Weaver Parkway	Longster Trail
The Wirral Way	Trent and Mersey Canal

14.29 Development that affects disused rail corridors, including Chester Millennium Greenway and Tattenhall-Whitchurch rail corridor, should be considered against Local Plan (Part Two) policy **T 4** which safeguards these routes for future transport use.

14.30 Opportunities to improve the quality, accessibility and connectivity of the network of recreational routeways, including medium and long-distance routes which cross administrative boundaries, should be maximised. Measures to enhance existing routes might include: upgrades to facilitate shared use and accommodate the needs of different users; enhanced signage for wayfinding and information/interpretation; improved entrances and boundaries; habitat creation; enhanced provision of public rights of way furniture such as benches and bins; safety improvements; and promotion of railway stations as gateways for exploring and visiting recreational routes. Recreational value may also be enhanced through provision of appropriately located visitor facilities that are of appropriate scale and type for the location and recreational use of the site.

14.31 Investment in the network of recreational routeways should be informed by the latest evidence base, including: the Council's Rights of Way Improvement Plan and Transport Strategies; the Draft Sports Facilities Strategy which identifies a need for safe traffic-free cycling facilities; and the Chester Waterways Strategy which seeks to maximise the recreational potential of the waterways.

14.32 Where opportunities arise to support creation of new routes or improvements to the existing network, the following might be considered alongside the findings of the most up to date evidence base: Ellesmere Port Greenway Loop, A5117 Cycle Route, Ellesmere Port to Thornton Science Park, Chester – Ellesmere Port Canal Towpath, Sutton Way Boulevard (Ellesmere Port), Rossfield Road Footbridge (Ellesmere Port), cycle route along the length of the Weaver Navigation, cycle routes across Frodsham marshes and between Frodsham and Delamere.

14.33 Increased public access may not be appropriate in all areas, and consideration should be given to the potential for increased recreational pressures and disturbances on internationally designated sites with the creation or extension of recreational routes. Such adverse effects should be avoided and a project-level Habitat Regulations Assessment (HRA) may be required on a case by case basis, in line with Local Plan (Part One) policy ENV 4 and Local Plan (Part Two) policy **DM 44**.

14.34 This policy should be read alongside other relevant development plan policies, and can be used to inform policies in emerging neighbourhood plans where there are opportunities to identify and support enhancements to recreational routeways locally.

DM 38 - Waterways and mooring facilities

DM 38

Development proposals adjacent to waterways in the defined settlements of Chester, Ellesmere Port, Northwich and Winsford will be supported where they provide positive regeneration benefits.

Development proposals affecting the borough's waterways must:

1. maintain an active frontage and positive connection with the waterway;
2. include environmental improvements and make a positive contribution to the visual appearance of the corridor;
3. incorporate high standards of design, materials, external appearance, layout and landscaping, that respects local landscape character and historic assets and is an appropriate scale for its location;
4. safeguard the structural and operational integrity of the waterways;
5. support public access to and recreational use of waterways, as defined in Local Plan (Part Two) policy **DM 37** or in neighbourhood plans;
6. retain and enhance existing natural features and make a positive contribution to the borough's ecological network;
7. avoid any adverse effects on internationally designated sites of ecological importance.

Development proposals for new mooring facilities will be supported where;

8. the development would not result in the obstruction of the waterway for other users;
9. the proposal would not result in the degradation of the canal environment;
10. the proposal is appropriately located and designed;
11. built development is of an appropriate scale and ancillary to the mooring facilities; and

Proposals for the extension of mooring facilities at existing locations will be considered in relation to the above criteria and the potential cumulative impacts arising from further development.

Development proposals will be subject to any additional controls that apply in the Green Belt.

Explanation

14.35 Local Plan (Part One) policy ECON 3 supports development proposals that have the potential to improve access to and use of the borough's waterways in particular the canal network. The borough has a wide network of canals that provide recreational opportunities. The waterways form part of the multi-functional green network in the borough and are integrated into a network of walkways, cycleways, open spaces and ecological networks. This policy should be considered alongside Local Plan (Part Two) policies **DM 37** and **DM 44**.

14.36 The waterways in the borough have a wide variety of mooring facilities available and demand may result in pressure for the further development of new linear or layby mooring facilities, new marina developments, or extensions to existing facilities. The policy allows for the development of these, providing the impacts on users and the local environment can be minimised and mitigated. Additional controls will apply to new built development within the Green Belt, in line with the NPPF and Local Plan (Part One) policy STRAT 9.

14 Open space, sport and recreation

14.37 Public access and the recreational use of the waterways as defined in Local Plan (Part Two) policy **DM 37** is supported. The Habitats Regulations Assessment (HRA) highlighted that any adverse effects on internationally designated sites of ecological value arising from recreational pressure must be avoided and a project-level HRA may be required on a case by case basis, in line with Local plan (Part One) policy ENV 4 and Local Plan (Part Two) policy **DM 44**.

14.38 The Manchester Ship Canal is an important part of the canal network within Cheshire West and Chester however this is a commercial waterway and a Statutory Harbour Authority with restricted public access.

14.39 Inland waterways are an important form of infrastructure that can potentially be affected by all scales and forms of development located near the waterway. Local planning authorities are required to consult navigation authorities before granting planning permission for development likely to affect specified rivers, canals, reservoirs, canal feeder channels, watercourses, let offs and culverts. The TCPA Policy Advice Note: Inland Waterways sets out additional guidelines for safeguarding inland waterways from inappropriate development.

14.40 The policy supports proposals that provide regeneration benefits alongside the waterways, particularly in urban areas. In line with other Local Plan (Part Two) policies, there is an opportunity to upgrade industrial areas of Ellesmere Port along the M53/Shropshire Union Canal corridor, recreational schemes around Chester Castle and Riverside linked to historic assets, the regeneration of industrial areas of Northwich, and Winsford alongside the Rivers Dane and Weaver. This will support economic development, tourism and recreational development along the waterways and at associated tourism attractions alongside the waterways such as the National Waterways Museum, Lion Salt Works and Anderton Boat Lift. The Winsford Neighbourhood Plan aims to promote and diversify the use of the Flashes and Weaver Valley.

DM 39 - Culture and community facilities

DM 39

Proposals for new or improved community facilities and local services within urban areas, key service centres and local service centres will be supported where they are of an appropriate scale to serve the local community. Proposals for clearly justified healthcare facilities in the local community will be supported. The Council will support neighbourhood plans and Neighbourhood Development Orders that seek to plan for new community facilities.

Proposals for the development of new cultural attractions and supporting facilities, particularly where they contribute to regeneration initiatives, will be supported subject to meeting the requirements of other relevant development plan policies. The temporary use of vacant buildings for cultural uses will be supported.

Schools (and other community facilities) should, where appropriate, secure pay and play community access for sport and recreation through a community use agreement.

Development involving the loss of existing community facilities, cultural or local services will be supported where:

1. it is demonstrated that the facility is surplus to the needs of the local community;
2. it is demonstrated that the facility is not capable of continued use for the existing purpose and cannot be used for other community uses in an economic and sensitive manner;
3. the loss of the land/property forms part of a larger scheme for the development of community facilities serving the needs of the locality; or
4. compensatory facilities of equivalent community benefit are provided within the catchment of the existing facility.

In addition to the above criteria, the loss of a local shop will need to demonstrate that there is an alternative and equally accessible facility and reasonable attempts have been made to let or sell the premises for continued community use for a minimum of 12 months, including to the local community.

Buildings and land that has been defined as an Asset of Community Value (ACV) will be a material consideration in determining planning applications.

Public art
Where appropriate, significant development should contribute to the provision of locally distinctive public art especially within town centres, on key sites and as part of regeneration schemes. In line with Local Plan (Part One) policy ENV 6, proposals for new public art in both urban and rural areas should reflect and respond to local character, contribute to a high quality environment and create a sense place.

Explanation

14.41 Local Plan (Part One) policy SOC 5 supports new and improved health facilities, with improved links to healthcare in the rural area and strengthen the boroughs cultural, recreation and leisure offer. Within new developments, especially residential, community facilities can contribute to the social well-being of the community and bringing people together, whilst contributing to the local infrastructure in line with Local Plan (Part One) policy STRAT 11. There is a wide range of different types of community facilities and services that meets the day to day needs of the local area. For the purposes of the policy, community facilities and services could include: education, libraries, social services, fire, police, health, public houses, local shops, places of worship and community centres.

14.42 With a growing and ageing population there is an increasing pressure on health services, particularly Accident and Emergency departments. Improved services and facilities will need to meet changing healthcare needs. Increasing the level of care in the community will ease some of this pressure, whilst providing a sustainable option that reduces the need to travel and will particularly benefit the elderly population. Neighbourhood planning groups experience pressures on the health services and other community development such as education first hand and are best placed to understand the needs of the local community.

14 Open space, sport and recreation

14.43 Culture makes an important contribution to the social, economic and cultural wellbeing of the borough and are therefore safeguarded and new proposals supported where appropriate. They can contribute to social wellbeing of our residents and contribute to the local economy. Many cultural facilities are considered main town centre uses and should be directed to town and district centres in line with Local Plan (Part One) policy ECON 2. Applications that promote tourism should meet the criteria set out in Local Plan (Part One) policy ECON 3.

14.44 The Department for Digital, Culture, Media and Sport definition of 'culture' is generally taken to include the following areas: arts (including visual arts, literature, music, theatre and dance), architecture, crafts, creative industries, design, heritage, historic environment, museums and galleries, libraries, archives, film, broadcasting and media. Cultural development will be expected to be aligned with the Cheshire West and Chester Cultural Strategy and action plans.

14.45 The Draft Sports Facilities Strategy states that where possible, opportunities should be taken to secure community use agreements in new build education sites (and other community facilities) by planning condition or other legal agreement. It was identified that many of these facilities have the opportunity to increase activity in the community, but are not available to the general public on a pay and play basis. Increase in pay and play accessibility for sports halls and swimming pools will be welcomed and supported in new and existing facilities.

14.46 The policy protects existing community facilities and cultural assets with a view to helping them to adapt to new challenges and uses. Where proposals involve the loss of an existing community facility or building used for cultural purposes, the Council will require demonstration that there is no longer a need for the facility, either now or in the foreseeable future. The possibility of using the premises for any other community facilities for which there is an identified need in the locality should be fully investigated by the applicants and evidence of this provided to the Council. Capability of continued or other community uses could relate to the economic viability or physical condition of the building.

14.47 When considering proposals for demolition or change of use, the Council will also take into consideration the role of that facility within the community and existing alternative facilities in the surrounding area. Local shops are important for meeting the day to day needs of a community and the loss of such a facility can be very damaging, especially to members of the community that are less mobile. It is therefore important to protect these uses, especially if this is the only shop in an area.

14.48 ACVs have been identified by the local community as important to their social well-being. Therefore, every opportunity to retain such a use should be made. Locally important community facilities and services may also be identified at a local level, through neighbourhood plans, parish plans and village plans.

14.49 There are a number of social, economic and environmental benefits that can be achieved by including public art in a scheme in both the urban and rural area, these include:

- contribute to local distinctiveness and a sense of place
- create a stimulating environment to live, work, invest or visit

- encourage people to value their surroundings, contributing to a reduction in vandalism and fear of crime and creating a healthier, safer and sustainable environment
- create a sense of local identity and community pride
- providing a focus and stimulus for tourism

14.50 Public art involves the commissioning of artists and craftspeople to make new site specific work that can be permanent, temporary, internal or external. Public art includes work that is integrated into a scheme; this could range from bespoke street furniture, lighting, boundaries and landscaping through to internal details of a building - its furniture, flooring, ceramics and textiles. It can also be sculpture, photography, performance, moving image and events. Significant development could include major regeneration schemes and key sites.

14.51 Public art does not have to be within public spaces, but has to be accessible to the public realm or available in the semi-public areas of completed developments. Early engagement in public art will maximise the benefits and embed the creative process into the development as recommended in the Public Art Strategic Framework.

15 Flood risk and water management

15.1 National Planning Policy Framework (NPPF) sets out clear requirements that flood risk should be taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding and direct development away from areas at highest risk. It is also becoming increasingly important to consider flood risk from all sources. These include groundwater, land drainage, sewerage, and other artificial sources e.g. reservoirs and canals.

15.2 The policies in this section seek to direct development to areas at low risk of flooding and actively manage and reduce flood risk. The policies also seek to promote water efficiency measures and protect and enhance water quality. In Cheshire West and Chester there are many different types of flood risk present. Flood risk predominantly arises from fluvial (rivers and watercourses) and tidal (sea and estuarial) sources. The Strategic Flood Risk Assessments (SFRA) and the Environment Agency Flood Map for Planning show flooding from these sources.

15.3 Cheshire West and Chester is the designated Lead Local Flood Authority under the provisions of the Flood and Water Management Act and therefore must contribute to the achievement of sustainable development when carrying out flood risk management functions and has a duty to deal with enquiries and determine watercourse consents. The Council will be introducing a set of Land Drainage Byelaws for the borough which will control a range of activities in and around watercourses that may impact on flood risk. The purpose of these Byelaws is to strengthen the enforcement and consenting powers within the Land Drainage Act 1991 to provide effective flood risk action at the local level.

15.4 The Council will continue to work with the water utility companies serving the borough to ensure that there is adequate wastewater infrastructure and water supply capacity to serve proposed development.

DM 40 - Development and flood risk

DM 40

In line with Local Plan (Part One) policy ENV 1, flood risk must be avoided or reduced by:

1. locating development within areas of lower flood risk through the application of a borough-wide sequential test and then, where required, applying the exception test in line with the National Planning Policy Framework; and
2. ensuring development proposals in flood risk areas are actively managed and reduce flood risk by applying the sequential approach at site level.

Where a site specific Flood Risk Assessment is required in line with the National Planning Policy Framework (NPPF) [vi], this will be expected to demonstrate whether a proposed development is likely to be affected by current or future flooding (including effects of climate change) from any source.

Development proposals for sites that are at risk will only be supported where the site-specific Flood Risk Assessment shows that:

3. the effects of climate change have been taken into account;
4. there is no loss in floodplain storage resulting from the development;
5. the development will not increase flood risk elsewhere;
6. there is no adverse effect on the operational functions of any existing flood defence infrastructure;
7. proposed resistance / resilience measures designed to deal with current and future risks are appropriate;
8. where applicable, appropriate Sustainable Drainage System (SuDS) techniques have been considered and are to be incorporated into the design of the site, in line with Local Plan (Part Two) policy **DM 41**; and
9. the development will be safe and pass the exceptions test, if applicable.

A Flood Risk Assessment will be required for development within a Critical Drainage Area (CDA) as notified by the Environment Agency. All development in a designated CDA will be required to incorporate measures to alleviate surface water flood risk through the layout and form of the development, including the appropriate application of SuDS to intercept and attenuate overland flow and drained water in line with Local Plan (Part Two) policy **DM 41** and the Council's Draft SuDS Design and Technical Guidance.

Flood risk should be considered at an early stage in deciding the layout and design of a site to provide an opportunity to reduce flood risk within the development. Applicants will be required to provide schemes to reduce flood risk on individual sites through flood resilient design and on site flood risk management measures. It is essential that the scheme proposed does not create any additional flood risk outside the development in any part of the catchment, either upstream or downstream.

Existing structures and other features that help to reduce the risk of flooding or mitigate its impacts should be protected. Their loss, alteration or replacement will only be permitted where there would be no increase in flood risk.

Where appropriate, the Council may request that phasing of development should be carried out to avoid any cumulative impacts of flood risk.

vi (National Planning Policy Framework - Footnote 20) a site-specific flood risk assessment is required for proposals of one hectare or greater in Flood Zone 1; all proposals for new development (including minor development and change of use) in Flood Zones 2 and 3, or in an area within Flood Zone 1 which has critical drainage problems (as notified to the local planning authority by the Environment Agency); and where proposed development or a change of use to a more vulnerable class may be subject to other sources of flooding.

Explanation

15.5 Local Plan (Part One) policy ENV 1 seeks to reduce flood risk and avoid inappropriate development in areas at risk of flooding by directing development away from areas at high risk. Development in Flood Zone 3b will not be permitted unless in exceptional circumstances such as for essential infrastructure or where development is water compatible.

15.6 Development proposals in areas at risk of flooding will only be supported where consideration has been given to the NPPF and Flood Risk and Climate Change Planning Practice Guidance and the Council's Strategic Flood Risk Assessment (SFRA) together with appropriate consultation with the Lead Local Flood Authority, the Environment Agency/Natural Resources Wales and the water companies, where applicable.

Flood Risk Assessments

15.7 The objectives of a site-specific Flood Risk Assessment are to establish whether a proposed development is likely to be affected by current or future flooding (including effects of climate change) from any source. This should include referencing the SFRA to establish sources of flooding. Flood Risk Assessments will be used to improve the understanding of flood risk associated with a development proposal including whether the measures proposed to deal with any effects and risks are appropriate; providing the evidence for the local planning authority to apply the sequential test (if necessary) and to demonstrate that the development will be safe and pass the exception test, if applicable.

15.8 Climate change will increase flood risk over the lifetime of a development. In making an assessment of the impacts of climate change on flooding from the land and rivers as part of a Flood Risk Assessment, the sensitivity ranges shown in the SFRA should be considered which provide an appropriate precautionary response to the uncertainty about climate change impacts on rainfall intensities and river flow.

15.9 The Environment Agency revised the climate change allowances in February 2016, for use in Flood Risk Assessments. The Council's SFRA was updated accordingly. The allowances in the Council's SFRA and any subsequent revisions should be used when submitting details within a Flood Risk Assessment.

15.10 Considering the impacts of climate change within a Flood Risk Assessment will have implications for both the building type and design that is appropriate according to its vulnerability to flooding, finished floor levels and design standards for any SuDS or mitigation schemes proposed. Residential development may not be appropriate without suitable flood mitigation measures or flood resilient or resistant houses.

15.11 As the Lead Local Flood Authority (LLFA), the Council is responsible for developing, maintaining, applying and monitoring a Local Flood Risk Management Strategy (LFRMS). The strategy addresses flooding from surface runoff, groundwater and ordinary watercourses. Developers should

consult the LFRMS and its supporting documents and be aware of the overall aims of managing and mitigating flood risk in Cheshire West and Chester and the wider implications of any new development on the surrounding area.

Site layout, design and phasing

15.12 New development will be required to include or contribute to flood mitigation, compensation and/or protection measures where this is necessary to manage flood risk associated with or caused by the development.

15.13 The SFRA identifies a number of sites where a review of the site layout and/or design at the development planning stage is recommended in order for development to proceed. For these sites, a Level 2 SFRA or site-specific Flood Risk Assessment would be required to inform the site layout and design. Any site layout and design should take account of the eight metre easement buffer along watercourses where development is not permitted. This easement buffer is recommended by the Environment Agency to allow ease of access to watercourses for maintenance works. Any site redesign, where Flood Zone 3a is included within the site footprint, should allow water to flow naturally or be stored in times of flood through application of suitable SuDS.

15.14 Using a phased approach to development, should ensure that any sites at risk of causing flooding to other sites are developed first in order to ensure flood storage measures are in place before other sites are developed, thus ensuring a sustainable approach to site development. It may be possible that flood mitigation measures put in place at sites upstream could alleviate flooding at downstream or nearby sites.

Critical Drainage Areas

15.15 The SFRA identifies indicative Areas of Critical Drainage (ACDs) across the borough for large sites and for areas where surface water flooding is considered significant. A formal CDA designation, following on from the indicative ACDs proposed in the SFRA can be formally designated and notified to the local authority by the Environment Agency.

DM 41 - Sustainable Drainage Systems (SuDS)

DM 41

In line with Local Plan (Part One) policy ENV 1, proposals for major development will be required to incorporate Sustainable Drainage Systems (SuDS).

SuDS must be included in the early stages of the site design in order to incorporate appropriate SuDS within the development. SuDs schemes will be required to satisfy technical standards and design requirements having regard to the Council's Draft SuDS Design and Technical Guidance.

On greenfield sites, restrictions on surface water runoff from new development should be incorporated into the development at the planning stage and must mimic or improve upon greenfield

rates. On brownfield sites, site runoff rates should be reduced to the greenfield rates wherever possible. Where this cannot be achieved a reduction of at least 30 per cent of the actual existing runoff must be provided, unless it can be demonstrated that this is unachievable or hydraulically impractical to do so.

Explanation

15.16 Local Plan (Part One) policy ENV 1 requires the drainage of new development to be designed to reduce surface water run-off rates and include the implementation of SuDS. Managing surface water discharges from new development is crucial in managing and reducing flood risk to new and existing development downstream. Carefully planned development can also play a role in reducing the amount of properties that are directly at risk from surface water flooding and provide opportunities to enhance biodiversity in line with Local Plan (Part Two) policy **DM 44**.

15.17 Development has the potential to cause an increase in the impermeable area, an associated increase in surface water runoff rates and volumes, and consequently a potential increase in downstream flood risk due to overloading of sewers, watercourses, culverts and other drainage infrastructure.

15.18 Changes to planning legislation give provisions for applications for major development to require sustainable drainage within the development proposals in accordance with the interim national standards published in April 2015.

15.19 The NPPF continues to reinforce how planning applications that fail to deliver SuDS above conventional drainage techniques could be rejected. Sustainable drainage should form part of integrated design secured by detailed planning conditions so that the SuDS to be constructed must be maintained to a minimum level of effectiveness. Maintenance options must clearly identify who will be responsible for SuDS maintenance. Funding for maintenance should be fair for householders and premises occupiers and set out a minimum standard to which the SuDS must be maintained.

15.20 The runoff destination should always be the first consideration when taking into account design criteria for SuDS including the following possible destinations in order of preference:

i. to ground;
ii. to surface water body;
iii. to surface water sewer;
iv. to combined sewer.

15.21 Effects on water quality should also be investigated when considering the runoff destination in terms of the potential hazards arising from development and the sensitivity of the runoff destination. Developers should also establish that proposed outfalls are hydraulically capable of accepting the runoff from SuDS.

15.22 It is important to understand the location and capacity of existing drainage to determine what infrastructure could or should be reused in a SuDS scheme. When building on brownfield or pre-developed sites, existing on-site infrastructure should be documented and mapped.

15.23 Determining hydraulic impracticability may look at issues such as whether surface water flows are reduced to such a level over parts of the site as to be at risk of blockages, or where there would be a requirement to install pumps in order to pump water out of SuDS systems in a location where the downstream catchment is not at risk of flooding.

15.24 The CIRIA has produced a number of guidance documents relating to SuDS that should be consulted alongside the Council's Draft SuDS Design and Technical Guidance which provides guidance on:

- the SuDS approval process
- design considerations
- the suitability of SuDS within Cheshire West and Chester
- SuDS maintenance.

15.25 Above ground runoff attenuation for flood risk alleviation is always considered preferential to underground storage – in accordance with the latest SuDS treatment train approach (Ciria C753, 2015).

DM 42 - Flood water storage

DM 42

In line with Local Plan (Part One) policies ENV 1 and ENV 3, development within or adjacent to* a flood water storage area, as defined on the policies map, which would have a negative impact on its function will not be supported.

As the Lead Local Flood Authority the Council, in partnership with the Environment Agency, may identify additional areas for flood water storage through the Local Flood Risk Management Strategy. If needed, these additional areas will be safeguarded as part of a review of the Local Plan.

*adjacent means within eight metres of the boundary of the flood water storage area as defined on the policies map or within eight metres of the landward toe of any associated flood defence structure.

Explanation

15.26 Under both the Water Resources Act (1991) and Flood and Water Management Act (2010) the Environment Agency and Lead Local Flood Authority (LLFA) has permissive powers to manage flood risk. This can involve constructing flood defences or holding flood waters in specific locations,

to reduce the risk of flooding elsewhere. One such location is Finchett's Gutter, where there is flood risk due to fluvial/ tidal interaction at the confluence of Finchett's Gutter and the sea. A scheme has been designed that allows Sealand Basin to flood, should the outlet of Finchett's Gutter become constrained at high tides. Maintaining the full, unimpeded capacity for the storage of floodwaters on any site is key, and it is for this reason that a location is designated.

DM 43 - Water quality, supply and treatment

DM 43

In line with Local Plan (Part One) policies ENV 1, ENV 4 and SOC 5, development proposals will be supported where it can be demonstrated that the proposal will not cause unacceptable deterioration to water quality or have an unacceptable impact on water quantity (including drinking water supplies) or waste water infrastructure capacity by ensuring that:

1. sufficient water resources are available and the proposal does not have a detrimental impact on the flow or quantity of groundwater;
2. development does not affect the water quality of surface or groundwater;
3. development does not cause unacceptable harm to biodiversity;.
4. opportunities to improve water quality are used where possible;
5. water efficiency methods are optimised;
6. wastewater infrastructure already exists or can be provided in time to serve the development. Development should connect to the nearest point of adequate capacity.

The discharge of surface water to combined drainage systems will be regulated in accordance with requirements set by the relevant utility provider.

The Council will support the development or expansion of infrastructure associated with water supply, surface water drainage and wastewater treatment facilities where proposals are consistent with other relevant development plan policies such as the development strategy (including development in the Green Belt), flood risk, contamination, health and wellbeing and protection of the natural and built environment.

Explanation

15.27 Local Plan (Part One) policy ENV 1 seeks to ensure that development proposals comply with the Water Framework Directive in relation to water quality. Development proposals should demonstrate that there is adequate wastewater infrastructure and water supply capacity to serve the development or adequate provision can be made available.

15.28 Local Plan (Part One) policy SOC 5 also seeks to ensure that development which gives rise to significant adverse impacts on health and quality of life, including water quality and quantity water will not be allowed. Local Plan (Part One) policy ENV 4 seeks to safeguard and enhance biodiversity

through the identification and protection of sites and/or features of international, national and local importance. The Council will need to be satisfied that the implementation of proposals will not have an unacceptable impact on these environmentally sensitive areas.

15.29 Local Plan (Part One) policy STRAT 11 supports the timely provision of additional facilities, services and infrastructure to meet identified needs, whether arising from new developments or existing community need, in locations that are appropriate and accessible. Shortages and gaps in capacity may affect the timing, delivery and design of development. Water supplies are limited and sewerage capacity varies locally. Adequate water supply, surface water and foul water drainage and sewage treatment capacity must be available to serve all new development. This is in addition to the supply and infrastructure capacity for existing development.

Water quality

15.30 Improving water quality provides a better quality environment for and opportunities to enhance biodiversity; it will also help to maintain a good quality supply of drinking water and meet the requirements of the EU Water Framework Directive (2000/60/EC). This requires member states to prevent deterioration of all water bodies (groundwater and surface waters) and to improve them with the aim to meet 'good status' or 'good ecological potential' by 2027.

15.31 There are a number of Source Protection Zones (SPZ) in the borough, these are areas of groundwater storage or areas of extraction where the risk to groundwater quality may need to be considered. When assessing proposals for development, reference should be made to the Environment Agency's Groundwater Source Protection Zones Map: http://apps.environment-agency.gov.uk/wiyby/37833.aspx together with the Environment Agency's Groundwater Protection guidance documents to ensure any impact of development on groundwater quality in the area is managed. These guidance documents can be found at: https://www.gov.uk/government/collections/groundwater-protection

15.32 If a developer wishes to develop sites within a source protection zone they must demonstrate that there will be no risk to the source during construction or post-construction stages.

15.33 Developments in these zones will be subject to consultation with the Environment Agency, which will require evidence that the proposals will not put the source at risk. Developments within 'Inner Protection Zones' will be subject to the most rigorous scrutiny: certain types of development will be restricted, and significant mitigation measures are likely to be required. Outside of the inner zones development proposals will also be examined in detail but the restrictions and mitigation requirements will be less stringent.

15.34 The use of infiltration drainage as part of SuDS systems is also likely to be restricted by the presence of a source protection zone.

Waste water

15.35 For some development sites, there will be a requirement for developers to contribute to the provision of off-site sewers to connect sites to the existing network and, dependant on the scale and

density of the developments, for a hydraulic modelling assessment (HMA) of the network to be undertaken at the developers expense to establish adequate connection points and/or any network improvements are required. Network reinforcement works or specific improvements to a WwTW, where required in order to bring a development site forward and not included in the Asset Management Plan, will be secured by an appropriate planning condition or legal agreement.

15.36 Large scale schemes may have a major impact on infrastructure capacity, whereas smaller schemes can cumulatively have the same effect. All developers are therefore encouraged to liaise with the relevant water supply company as early as possible before submitting a planning application to establish:

- the water supply infrastructure demand of the development both on and off site and whether this can be met;
- the wastewater infrastructure demand of the development both on and off site and whether this can be met; and
- the surface water drainage requirements and flood risk of the development both on and off site.

15.37 In some circumstances a study may be required to ascertain whether the proposed development would lead to an unacceptable overloading of existing infrastructure. Where there is an identified capacity problem, the Council may require the developer to fund appropriate improvements, which must be completed prior to occupation of the development.

16 Green infrastructure, biodiversity and geodiversity

16.1 The National Planning Policy Framework (NPPF) emphasises the importance of protecting and enhancing the natural environment. Promoting development that conserves, manages and enhances the borough's valuable natural environments, resources and assets is a core theme within the Local Plan and the vision for the borough. Local Plan (Part One) policies ENV 4 and ENV 3 set out the Council's approach to protecting and enhancing biodiversity, geodiversity and green infrastructure.

16.2 The policies in this chapter provide further detailed guidance to support the achievement of no net biodiversity loss and delivery of net gain, by guiding consideration of biodiversity, geodiversity and planting in development proposals. Identifying the borough's ecological network supports opportunities to strengthen the resilience of the borough's biodiversity by linking up areas of high value habitat, and can inform and support the delivery of net gain in natural assets that bring wider benefits to the green infrastructure network and natural environment as a whole.

DM 44 - Protecting and enhancing the natural environment

DM 44

In line with Local Plan (Part One) policy ENV 4, development will be supported where there is no net loss of natural assets and, wherever possible, it delivers net gains within the borough.

Development likely to have an impact on protected sites (statutory and non-statutory), protected/priority species, priority habitats or geological sites must be accompanied by an Ecological Assessment that complies with industry best practice and guidance, and:

1. identifies the assets of biodiversity/geodiversity value on and within the vicinity of the site;
2. evaluates the value and extent of the assets;
3. assesses the likely expected impact of the development on assets of biodiversity/geodiversity value taking into account the mitigation hierarchy;
4. identifies the net losses and gains for biodiversity/geodiversity, using a biodiversity metric calculation;
5. identifies the options to enhance the value of the assets and contribute towards the borough's ecological network; and
6. provides sufficient information to inform a Habitats Regulations Assessment (HRA), where development could have an individual or in combination significant effect on a European Site or its supporting habitat.

Commensurate with the size and scale of potential impact, proposals must:

7. be designed in line with the mitigation hierarchy, with compensatory measures only considered as a last resort;
8. include a long term habitat and species management plan, if applicable;

9. include a management plan for invasive species, if applicable; and
10. utilise native species in landscaping schemes, where appropriate.

Development that makes a positive contribution towards the borough's ecological network will be supported. Within the components of the ecological network, as identified on the policies map, proposals should:

11. increase the size, quality or quantity of priority habitat within core areas, corridors or stepping stones;
12. within corridors and stepping stones, improve the connectivity of habitats for the movement of mobile species;
13. in restoration areas, improve the structural connectivity, resilience and function of the network;
14. in buffer zones within core areas and around protected meres and mosses, minimise adverse impacts from pollution or disturbance;
15. contribute towards the integration and creation of green infrastructure and habitats in line with Local Plan (Part One) policy ENV 3.

Soil resources must be protected and used sustainably to retain ecosystem services, in line with accepted best practice.

Explanation

16.3 Local Plan (Part One) policy ENV 4 seeks to safeguard and enhance biodiversity and geodiversity, including through the identification and protection of sites and/or features of international, national and local importance, as identified on the policies map. This policy provides further guidance on the implementation of Local Plan (Part One) policy ENV 4, particularly in relation to the consideration of development proposals and information required alongside planning applications. To maintain and enhance the borough's habitats and biodiversity, development should avoid any net loss of biodiversity and geodiversity assets and seek to provide net gains, in accordance with the ecological network priorities.

16.4 The Natural Environment and Rural Communities Act (NERC) 2006 places a duty on every public authority, in exercising its functions, to have regard to the purpose of conserving biodiversity, so far as is consistent with the proper exercise of those functions.

16.5 Where development has the potential to impact on protected sites, habitats or species (directly or indirectly) the Council will require the submission of a detailed ecological assessment. The assessment and protective measures should comply with industry best practice (BS42020), Natural England & DEFRA standing advice and industry guidance and be undertaken by a suitably qualified and competent ecologist.

16.6 The presence of a protected species is a material consideration in determining a planning application which if carried out would likely result in harm to that species or its habitat (ODPM Circular

06/2005[vii]). The presence or otherwise of protected species and the extent that they may be affected by the proposed development should, therefore, be established before planning permission is granted, and surveys will be expected to be submitted where there is a reasonable likelihood of the species being present and affected by the development.

16.7 Project-specific HRA may be required where it is considered that a likely significant impact on a European Site could arise. This policy requires that sufficient information is submitted to inform the screening and, if required, a full HRA (in line with the Habitat Regulations), to be agreed by the Council. Such HRAs should consider SACs, SPAs and Ramsar sites themselves and also habitats outside the designated site boundaries that nonetheless support priority species for which the sites are designated, which also contribute to the borough's ecological network of sites and assets.

16.8 The mitigation hierarchy (avoid, minimise, mitigate, compensate) shall be followed when considering development proposals. Avoidance of damage will always be the Council's preferred option, with compensation only acceptable as a last resort. Compensation for habitat loss should aim for like for like replacement and either be delivered on-site or off-site, secured by planning conditions, planning obligations and/or biodiversity offsetting mechanisms within the borough. Compensatory measures underpinning no net loss will be expected to be adequately protected, monitored and managed over agreed timescales. The possibility of using compensation/offsetting measures strategically within the borough e.g. pooling compensation/offsetting obligations linked to several different projects, in order to optimise the outcomes for biodiversity and ecosystem services may be considered.

16.9 An Ecological Network for Cheshire West and Chester (2016) has been developed taking account of the hierarchy of ecological designations. It links areas of biodiversity importance at a broad landscape scale and maps the main components of the ecological network as being:

- core areas which contain concentrations of habitats that are rare or important because of the wildlife they support and areas of irreplaceable natural habitat;
- corridors and stepping stones that enable mobile species to move between core areas and the wider landscape;
- restoration areas which are designed to enhance connectivity, resilience and the functioning of the ecological network;
- buffer zones which are areas within the identified core areas around the individual component sites and habitats which protects them from external adverse impacts such as disturbance and pollution;
- sustainable land use areas which are within the wider landscape, focused on the sustainable use of natural resources and appropriate economic activities which assist in the delivery of ecosystem services.

16.10 The ecological network is an important component of the borough's green infrastructure network. The policy seeks to achieve net gains in biodiversity and geodiversity assets in the borough

vii Circular 06/2005: Biodiversity and Geological Conservation – Statutory Obligations and their Impact within the Planning System.

which, when delivered in line with the ecological network priorities, can contribute towards strengthening the borough's wider green infrastructure network, natural capital and maximise gains to the natural environment as a whole.

16.11 Whilst the preference is for utilising locally native species in landscaping schemes, the use of evergreen tree species may be encouraged to benefit air quality, where appropriate.

16.12 Development proposals should minimise the loss of high grade agricultural land, as set out in Local Plan (Part One) policy STRAT 1. For development proposals on the best and most versatile agricultural land, the Council will consider how significant the agricultural land issues are and the need for detailed field assessments. This will be in accordance with technical advice or information from Natural England.

16.13 This policy should be read alongside other relevant development plan policies, and can be used to inform policies in emerging neighbourhood plans where there are opportunities to support net gains in biodiversity and enhancements to the ecological network.

16.14 The Council will monitor the implementation of this policy and may provide further detailed guidance to inform and support the achievement of net gain.

DM 45 - Trees, woodland and hedgerows

DM 45

In line with Local Plan (Part One) policies ENV 3 and ENV 4, development will be supported where it conserves, manages and, wherever possible, enhances existing trees, woodlands, traditional orchards, and hedgerows. All significant healthy trees, woodlands, traditional orchards, and hedgerows should be integrated into the development scheme. Where possible, existing significant trees should be incorporated within public open space.

Where it is demonstrated to the satisfaction of the Council that integration is not possible and the above assets would be lost, development proposals must:

1. include replacement trees, woodlands and hedgerows within the site, or where this can be demonstrated to not be practical, contribute to off-site provision, prioritised within the locality of the development;
2. include replacement planting at a ratio of at least two new trees for each tree lost. Replacement trees should be of heavy or extra heavy standard, and where prominent trees are to be removed, large specimen trees may be required; and
3. use locally native species, where appropriate.

Development affecting all existing and new woodlands should:

4. support proposals which assist in the positive use of woodlands;

5. promote sustainable management to deliver multiple benefits; and
6. support the aims and policies of the Mersey Forest Plan, where relevant.

A tree survey and arboricultural impact assessment to BS5837:2012 standard (or subsequent revisions) will be expected to be submitted with planning applications where existing significant trees are likely to be affected by the proposed development.

Explanation

16.15 Local Plan (Part One) policy ENV 3 supports the creation, enhancement, protection and management of a network of green infrastructure, by increasing planting of trees and woodland. This policy provides guidance for development proposals which have the potential to affect existing trees, woodland and hedgerows and to guide the integration of planting within new development.

16.16 The Council generally considers trees that are at least five metres in height with a diameter of at least 150 millimetres to be significant, however, such dimensions provide a general rule and some significant trees may be smaller than this. In assessing significant trees, the Council will have regard to the species, form, condition, age, life expectancy and visual impact. In line with Local Plan (Part One) policy ENV 4, veteran trees and ancient woodland will be protected from loss or harm given the irreplaceability of the habitat.

16.17 Where development may affect existing significant trees, the Council will normally expect the submission of a detailed tree survey and arboricultural impact assessment. The survey and protective measures should comply with industry best practise (BS5837) and be undertaken by a suitably qualified arboriculturist. Appropriate management measures may also be required to protect replacement trees, woodland and hedgerows, to be agreed by the Council.

16.18 In exceptional circumstances where a tree could practically be retained but doing so would create problems and pressures for its removal in the future, such as unacceptable overshadowing of new dwellings, appropriate replacement provision may be considered.

16.19 Many trees in the borough are already protected by Tree Preservation Orders (TPO) or by merit of their location in a Conservation Area. As such it is an offence to cause wilful damage to any protected tree, or to fell, top or lop one without prior consent from the Council. Many of the borough's rural hedgerows are species rich and/or remnants of historic boundaries and are protected under the hedgerows regulations (1997). It may be an offence to remove a hedgerow without consent. Where rural hedgerows are to be removed a detailed hedgerow survey including details of historic importance should be submitted as part of the planning process.

16.20 Whilst preference is for utilising locally native species in new or replacement planting, the use of evergreen tree species may be encouraged to benefit air quality, where appropriate.

16.21 The Mersey Forest is one of England's Community Forests. Cheshire West and Chester Council's status as a Mersey Forest partner reinforces the Council's commitment to the protection, increase and management of trees as part of a cross boundary initiative. The NPPF states that an

approved Community Forest Plan can be a material consideration in deciding planning applications. The Mersey Forest Plan 'More From Trees' (2014) includes policies specifically relating to how the Mersey Forest will be delivered in Cheshire West and Chester, including a broad guide to tree planting for sub areas across the borough. This, or future updates, should be considered in planning decisions, where appropriate, when a proposal is located within the Mersey Forest area, as identified on the policies map.

16.22 The emerging Cheshire West and Chester Tree and Woodland Strategy should be considered to inform opportunities to maximise the environmental, social and economic value of trees and woodland, and to contribute towards delivery of the Mersey Forest Plan.

17 Historic environment

17.1 The borough contains a wealth of heritage assets of international, national and local significance including the walled city of Chester with its unique Row buildings, market towns and villages with the area's distinctive "black and white" architecture, as well as Georgian, Victorian and modern development.

17.2 Local Plan (Part One) policy ENV 5 defines heritage assets as as a building, monument, site, place, structure, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets are irreplaceable. All development should therefore have regard to the effect on heritage assets and their setting.

17.3 Decisions involving the protection and enhancement of historic assets should ensure that their special interest is sustained for future generations to value and enjoy. The policies in this section seek to ensure that all elements of the historic environment are considered and that there is an informed analysis of any proposals that will impact on them.

DM 46 - Development in conservation areas

DM 46

In line with Local Plan (Part One) policy ENV 5, development within or affecting the setting of conservation areas, as identified on the policies map, will be expected to pay special attention to the desirability of preserving or enhancing the character or appearance of that area, taking account of the significance of heritage assets.

Where applicable, development proposals should take into consideration:

1. topography, landscape setting and natural features;
2. existing townscapes, local landmarks, views and skylines;
3. the architecture of surrounding buildings;
4. the quality and nature of materials, both traditional and modern;
5. the established layout and spatial character of building plots, the existing alignments and widths of historic routes and street hierarchy (where physically and historically evident);
6. the contribution that open areas make to the special character and appearance of the conservation area;
7. the scale, height, bulk and massing of adjacent townscape;
8. architectural, historical and archaeological features and their settings;
9. the need to retain historic boundary and surface treatments;
10. the local dominant building materials, the building typology that best reflects the special character and appearance of the area and features and detailing; and
11. minimising and mitigating the loss of hedgerows, trees and other landscape features.

Development proposals which will not be supported include the following:

12. demolition of non-listed buildings which make a positive contribution to the character or appearance of conservation areas, other than in exceptional circumstances;
13. the erection of buildings and structures which are unsympathetic in design, scale, mass and use of materials;
14. alterations and extensions which are unsympathetic in design, scale, mass and use of materials;
15. the erection or extension of buildings and structures which will obstruct important views within, or views in or out of conservation areas.

Where consent for demolition is granted, conditions will be attached to ensure no demolition shall take place until a scheme for redevelopment has been approved and a contract for the works has been made. Where appropriate and on a case by case basis, where permission is granted for the demolition of non-listed buildings, they should be appropriately recorded before demolition.

Applicants will be expected to submit a Heritage Impact Assessment for all applications which affect heritage assets, including as a minimum, a description of their significance and the impact which proposals may have upon this.

Explanation

17.4 Local Plan (Part One) policy ENV 5, seeks to protect the borough's unique and significant heritage assets and seeks to safeguard or enhance the character and setting of areas of acknowledged significance such as conservation areas.

17.5 The boundaries of existing conservation areas will continue to be reviewed and the Council will consider the designation of new conservation areas in accordance with consistent standards. Designation should be accompanied by an assessment which clearly identifies the character of the area and its special architectural or historic interest. The reasons for designating a conservation area are key to the future protection and enhancement of the area.

17.6 Conservation Area Appraisals and Management Plans will continue to be produced to define the significance of the conservation areas and set out best practice for the management of these areas. In addition, the use of Article 4 (2) Directions will be reviewed to provide additional conservation management.

17.7 The Council will, as appropriate, seek support and funding from all available sources e.g. Townscape Heritage Initiatives etc, for the repair and improvement of the historic environment.

DM 47 - Listed buildings

DM 47

In line with Local Plan (Part One) policy ENV 5, development proposals or works, including alterations, extensions and changes of use shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Where relevant, development proposals or works will only be supported which would:

1. conserve the significance of a listed building and its setting, securing its optimum viable use;
2. preserve or enhance a listed building or structure, and any curtilage listed structures or features of special architectural or historic landscape interest.

Development proposals or works within or affecting the setting of listed buildings will be expected to achieve a high quality of design, making a positive relationship between the proposed and existing context by taking account of:

3. topography, landscape setting and natural features;
4. existing townscapes, local landmarks, views and skylines;
5. the architecture of surrounding buildings;
6. the need to retain trees;
7. the quality and nature of materials, both traditional and modern;
8. established layout and spatial character;
9. the scale, height, bulk and massing of adjacent townscape;
10. architectural, historical and archaeological features and their settings; and
11. the need to retain historic boundary and surface treatments

In the rare event that permission for demolition is granted, conditions will be attached to ensure no demolition shall take place until a scheme for redevelopment has been approved and a contract for the works has been made. This will also apply to any curtilage buildings of the listed building or structures.

All applications for development proposals or works to listed buildings must be accompanied by a Heritage Impact Assessment which clearly identifies, as a minimum, the significance of the building; the proposed works of alteration; any loss of historic fabric; and the effect on the character and appearance which the proposed works will have. A copy of this statement should also be submitted to the Local Authority's Historic Environment Record.

Explanation

17.8 Local Plan (Part One) policy ENV 5 seeks to ensure that development proposals or works protect, preserve and wherever possible enhance designated listed buildings. Development proposals or works will be required to respect and respond positively to designated heritage assets and their setting, avoiding loss or harm to their significance.

17.9 Heritage assets are irreplaceable. All development proposals or works should therefore have regard to the effect on heritage assets and their setting. The setting of a listed building will often include adjacent development and the wider surroundings. This may relate to landscaping, trees, open spaces and other features which add to the significance of the site or structure.

17.10 Alterations to improve disabled accessibility to properties may be allowed where they are located and designed to minimise impacts on features of historic or architectural interest.

DM 48 - Non-designated heritage assets

DM 48

In line with Local Plan (Part Two) policy ENV 5, development proposals will be encouraged and supported where they are designed to preserve or enhance the significance of non-designated heritage assets.

The significance of non-designated heritage assets and their setting should be assessed in development proposals or works, against the following criteria, namely the:

1. special qualities of architectural and historic interest;
2. features of interest and the setting of the non-designated historic asset;
3. contribution the non-designated historic asset makes to local distinctiveness; local townscape; or rural character; and
4. conservation of interesting or unusual features; architectural detail; materials; construction; or historic interest.

Development which would remove, harm or undermine the significance of such non-designated heritage assets, or their contribution to the character of a place, will only be permitted where the benefits of the development outweigh the harm having regard to the scale of the harm and significance of the non-designated heritage asset.

Prior to the loss of the non-designated heritage asset, an appropriate level of survey and recording will be expected including where appropriate archaeological investigation. The results of which should be deposited on the Historic Environment Record.

It is recognised that not all buildings, structures or landscapes of significance are captured on either the national lists or local lists and these are termed undesignated heritage assets. Where the significance of these buildings, structures or landscapes can be demonstrated, the above policy consideration should be applied.

Explanation

17.11 Local Plan (Part One) policy ENV 5, seeks to protect the borough's unique and significant heritage assets, both designated and non-designated and their settings. Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets.

17.12 The presumption is for the retention of non-designated heritage assets. An assessment of the non-designated heritage asset will be required to consider the asset's architectural and aesthetic quality and its unique contribution to the remaining architectural, historic and townscape and landscape interest of the area.

17.13 Often neighbourhood plans and village design statements identify local heritage assets as the communities who prepare these documents are best placed to understand the local features of heritage value and the special character which makes their village or town distinctive.

17.14 Some buildings, structures and landscapes within the borough, whilst not of national significance, are valued for their contribution to the local scene; as good examples of local architectural styles; or for their local historic association. The Council will seek to identify such assets on a Local List. The Local List for Cheshire West and Chester is held on the Historic Environment Record and will be reviewed from time to time. These buildings, structures and landscapes are usually considered 'non-designated heritage assets' under the NPPF. The inclusion of a building structure or landscape on the list is a material consideration in the determination of planning applications.

DM 49 - Registered Parks and Gardens and Battlefields

DM 49

Registered Parks and Gardens
In line with Local Plan (Part One) policy ENV 5 development proposals affecting landscapes identified on the Register of Historic Parks and Gardens of special historic interest in England (Registered Parks and Gardens) as identified on the policies map will only be supported where it has been demonstrated that:

1. great weight is given to the asset's conservation and significance, taking into consideration the appearance, historic characteristics, integrity of the landscape, setting and key views.

In considering proposals which may affect those historic landscapes identified as Registered Parks and Gardens and their settings, regard will also be given to:

2. the prevention of sub-division of the landscape;
3. the conservation of features of architectural, archaeological and historic interest and the requirement to record such features on the Historic Environment Record.

Development proposals which enhance and better reveal the significance of a Registered Park and Garden will be encouraged. Any new development should avoid, minimise and mitigate impact on the landscape and should be balanced against the sustainable development objective of conserving significance and the need for change.

Registered Battlefields

In line with Local Plan (Part One) policy ENV 5, development proposals will only be supported which would not adversely affect the historic significance, appearance, integrity and setting of a battlefield recorded on the Register of Historic Battlefields (a Registered Battlefield) as identified on the policies map.

Proposals for new development should not fragment or erode historic landscapes. Where development is considered acceptable in or on the perimeter of these areas, it should be discrete in its form, massing and visibility.

Development proposals which will affect an historic landscape (registered or otherwise) must be in line with the relevant landscape policies in the development plan.

Explanation

17.15 Local Plan (Part One) policy ENV 5 seeks to protect the borough's unique and significant heritage assets which include Registered Parks and Gardens, and Registered Battlefields. Cheshire West and Chester has a number of designed landscapes, parks and gardens and important historic battlefields. Not only are these areas of significant historic importance but they also now provide the setting for a number of historic buildings and high quality open spaces. The effect of development on such sites or their setting will be a material consideration in the determination of any planning applications.

17.16 Reference documents including the Cheshire Historic Landscape Characterisation Report and Managing Historic Landscapes can be viewed on the Council's Historic Environment Record: http://www.cheshirearchaeology.org.uk/?page_id=152

DM 50 - Archaeology

DM 50

Development proposals affecting archaeological heritage assets which meet the requirements of Local Plan (Part One) policy ENV 5 will be supported.

Development proposals will need to take into account the significance of the heritage asset and their setting, and the scale of any loss or harm.

For sites of known or potential archaeological interest, applications must be accompanied by an appropriate archaeological assessment of the archaeological impact of the development. A field evaluation prior to determination of the planning application may also be required. Where remains are of national significance e.g. within a Primary Archaeological Zone as defined by the Chester Archaeological Plan, detailed agreement on ground impacts should be secured before planning permission is granted.

Where necessary to secure the protection of the heritage asset or a programme of archaeological mitigation, conditions will be attached to permissions. These may include requirements for detailed agreement on ground impacts and programmes of archaeological investigation, building recording, reporting and archiving.

For development proposals within Chester, the Chester Archaeological Plan must be consulted which defines Areas of Archaeological Significance and the Primary and Secondary Archaeological Character Zones.

Explanation

17.17 In line with Local Plan (Part One) policy ENV 5 which seeks to protect the borough's unique and significant heritage assets, this policy seeks to ensure that the damage to archaeological remains caused by development is minimised; well preserved remains of national significance are preserved in situ and development in Chester protects and enhances the city's unique archaeological and historic character.

17.18 In assessing development proposals affecting archaeological heritage assets, the Council will take into account the significance of the asset, the scale of any loss or harm and whether alternative means of delivering the development benefits could achieve a more sustainable result. Proposals will normally be refused where they would result in substantial harm to designated heritage assets such as Scheduled Monuments. This will also apply to non-designated assets of a similar significance, for example, remains within Primary Archaeological Character Zones identifed in the Chester Archaeological Plan. Where a development proposal would lead to less than substantial harm to these assets, the harm will be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. Any harm or loss will require clear and convincing justification. Proposals which would cause harm to non-designated assets will be assessed in

accordance with policy DM 48. Prior to the loss of the asset, an appropriate level of survey and recording will be expected including where appropriate archaeological investigation. The results of which should be deposited with the Historic Environment Record.

17.19 Archaeological remains are a valuable but fragile part of our heritage, and once destroyed they can never be replaced. Such remains include not just finds but also traces of buildings, layers of soil and entire landscapes. Maintaining this resource is an important part of the Council's commitment to conservation.

17.20 Depending on the nature of the proposed development, it may be appropriate for pre-determination archaeological work to be carried out (such as desk based archaeological assessment or a programme of field evaluation) and the results submitted as a report in support of a planning application.

17.21 The report will assist in establishing the significance of any heritage assets and help define whether any further archaeological mitigation is required. Any further mitigation, which is likely to be secured by condition, may consist of detailed proposals to secure the preservation in situ of significant archaeological deposits or, if this is not possible further fieldwork. Further fieldwork may range from a formal programme of excavation in the case of significant deposits to a watching brief in the case of remains of lesser importance.

17.22 The Cheshire Archaeology Planning Advisory Service (APAS) can provide specifications for archaeological work, monitor archaeological fieldwork and post-excavation programmes and advise on the discharge of archaeological conditions.

17.23 The Chester Archaeological Plan which forms part of the evidence base for the Local Plan (Part One) summarises the approach that the Council will take in determining applications that may affect heritage assets in Chester. The significance of the archaeological resource in Chester is outlined and guidance is provided for developers and applicants on the role of archaeology in the planning and development management process. The Chester Archaeological Plan is based on data in the Chester Urban Archaeological Database Project which includes the identification of the Chester Archaeological Character Zones. These zones are defined by their predominant archaeological character and are identified on an interactive map. The plan and mapping can be found at: http://www.cheshirearchaeology.org.uk/?page_id=165

18 Energy

18.1 Local Plan policies should ensure that development and land use contribute to the mitigation or adaptation to climate change. The 2009 Renewable Energy Directive sets a target for the UK to achieve 15 per cent of its energy consumption from renewable sources by 2020. Local Plan (Part One) policy ENV 7 supports the provision of renewable energy proposals, subject to criteria. The policy has regard to national planning policy which highlights the responsibility of communities to contribute towards the move to a low carbon future, and the need to have a positive strategy to promote energy from renewable and low carbon sources.

18.2 The Cheshire West and Chester Low Carbon Renewable and Low Carbon Energy Study (2012) is a technical assessment of the potential for low carbon and renewable energy in the borough. It assesses the potential contribution from a variety of sources and identifies wind energy and biomass as having particular potential. Policies in the Local Plan (Part Two) have been included to address the particular issues arising from these technologies, as well as solar energy which has experienced significant growth in the last few years. Local Plan (Part Two) policy **DM 53** also covers battery storage which is a fast developing technology.

18.3 The Council has identified the potential for heat networks to be developed within the borough through the Low Carbon and Renewable Energy Study and subsequent energy masterplanning and feasibility studies. In particular, there is potential within areas of Ellesmere Port, where there are existing significant heat generators and energy users. The Council will support proposals for establishing district heat networks in Ellesmere Port as well as in other parts of the borough where opportunities arise. The concept of district heat networks has been identified as having potential in the borough, particularly around the industrial areas of Ellesmere Port and Chester city centre.

18.4 The policies in this section set out criteria for development proposals relating to wind energy; solar energy; and energy generation, storage and district heat networks.

DM 51 - Wind energy

DM 51

Proposals for wind energy will be supported where they meet the requirements of Local Plan (Part One) policy ENV 7 and the relevant following criteria:

1. proposals are located outside of those areas identified on the policies map as being highly sensitive to wind development; key settlement gaps and Areas of Special County Value and their settings;
2. proposals are for single turbines or small groups of less than seven units. Proposals for large groups of turbines are unlikely to be acceptable anywhere in the borough due to the sensitivity of the landscape;
3. proposals for small-medium sized turbines are most likely to be acceptable. Where proposals involve larger turbines, either in single units or small groups of turbines, they must be located

within an 'area of least constraint' for commercial scale wind energy as defined in the Low Carbon and Renewable Energy Study;

4. the impacts of the development on key landscape characteristics must be acceptable. Proposals must have regard to the Landscape Sensitivity Study and be of a scale and type where landscape sensitivity has been identified as being low/moderate or moderate. Applications in areas which have been identified as being of high landscape sensitivity for the scale of development proposed will not be approved;
5. the local planning authority must be satisfied that there would be no unacceptable impacts on aircraft safety;
6. there would be no unacceptable harm to the historic environment, heritage assets and their setting.

For all proposals, developers must provide an assessment of any potential shadow flicker or flashes of reflected light which might affect properties or nearby land uses, including playing fields. Where potential exists for these effects, appropriate measures to mitigate and reduce the impacts must be identified as part of the planning application.

In all cases, applications must be supported by a landscape appraisal or, in the case of development requiring Environmental Impact Assessment, a Landscape and Visual Impact Assessment, the scope of which should be agreed at the outset with the Council. Any cumulative impacts of renewable schemes should be carefully considered as part of this assessment.

In order to minimise the impact on the landscape, proposals for wind turbines and associated development should have regard to the General Design Guidance Principles for Wind Energy set out in the Landscape Sensitivity Study.

Explanation

18.5 This policy supports wind energy development, subject to criteria, and adds further detail to Local Plan (Part One) policy ENV 7, particularly in relation to landscape impacts. It has been informed by the Cheshire West and Chester Low Carbon and Renewable Energy Study (2012) and the Landscape Sensitivity Study (2016). The Low Carbon and Renewable Energy Study provides an assessment of the potential for renewable energy generation in the borough, identifying 'areas of least constraint' for large and medium scale wind development. These are areas which could be technically suitable for such wind development, taking into account wind speeds and the presence of constraints such as transport corridors, buildings, inland waters, airports and airfields and sites of historic interest and nature conservation.

18.6 The Landscape Sensitivity Study was prepared alongside the borough Landscape Strategy, and provides an analysis of the potential impact of wind development on the landscape. Together, these studies provide useful guidance for preparing and considering proposals for wind development, and should be read alongside this policy.

18.7 The Landscape Sensitivity Study identifies areas where the sensitivity of the landscape to wind development is likely to be greatest and areas where impacts may be more moderate. Areas identified as being of high sensitivity are considered to be unsuitable for wind development. In these areas, which are identified on the policies map, the key characteristics and qualities of the landscape are highly sensitive and are likely to be adversely affected by this type of development. Outside of these areas, wind energy development proposals may be acceptable, where they meet the criteria set out in the above policy, Local Plan (Part One) policy ENV 7 and other relevant development plan policies.

18.8 The Landscape Sensitivity Study concluded that, due to the scale and nature of the landscape in the area, any further proposals for large scale wind farms (over approximately 13 turbines) are unlikely to be acceptable anywhere in the borough. The greatest potential is likely to be for single or small groups of turbines that are small or small-medium size in height, located within a particular part of the borough rather than being scattered throughout the borough, as their impact will be less pronounced. Such developments have the potential to provide clean electricity to local communities, businesses or farms.

18.9 For the purposes of this policy, turbine heights and groups should be taken as follows:

Table 18.1 Turbine heights and groups

Turbine Heights (to blade tip):	
Smaller turbine	Approx 10m-30m
Medium turbine	Approx 30m-80m
Larger turbine	Approx 80m-130m+
Turbine Groups	
Single turbine	
Smaller group	Up to 6 turbines
Larger group	7 to 13 turbines

18.10 Proposals for small or medium turbines in single free standing units or small groups may be acceptable in areas where landscape sensitivity has been identified as being low-moderate or moderate (there are no areas of low sensitivity). However in all areas, there will be characteristics in the landscape which are sensitive to wind energy development and applicants should demonstrate how impacts, including cumulative impacts, would be minimised through siting, layout and design. Detailed guidance for applicants on the location of wind energy can be found in the Landscape Sensitivity Study.

18.11 Wind turbines have the potential to create certain problems for aviation. In addition to their potential for presenting a physical obstacle to air navigation, wind turbines can affect signals radiated from and received by aeronautical systems. The rotating blades create electromagnetic disturbance, which can degrade the performance of these systems and cause incorrect information to be received. The amount of interference depends on the number of wind turbines, on a wind turbine's size,

construction materials and location and on the shape of its blades. The most significant impacts are likely to arise in connection with large turbines, but smaller installations can also have impacts and need to be assessed.

18.12 Applicants are encouraged to initiate consultations with aerodrome operators prior to the submission of planning applications. Where consultations with the relevant operators identify that there may be unacceptable impacts on aircraft safety then proposals will not be supported. Please refer also to Local Plan (Part Two) policy **DM 11**.

18.13 Wind turbines can create noise and vibration and applicants will be expected to address these issues as part of any application in accordance with Local Plan (Part Two) policy **DM 30**.

18.14 Proposals for wind turbines in the Green Belt will constitute inappropriate development, in such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.

18.15 There is a legal requirement for a developer to carry out pre-application consultation with the local community, for all planning applications for wind development involving more than two turbines or where the hub height of any turbine exceeds 15 metres. Details of the consultation should be agreed with the local planning authority in advance. In larger scale developments, regular site liaison committees should be held, where there is interest from local residents.

DM 52 - Solar energy

DM 52

Proposals for ground mounted solar energy developments will be supported where they meet the requirements of the Local Plan (Part One) policy ENV 7 and the following criteria:

1. proposals must be sited on previously developed land wherever possible. Proposals for solar developments on existing industrial or derelict land which directly supply electricity users will be supported;
2. where it is clearly demonstrated that there are no suitable sites on previously developed land and development is proposed on agricultural land, the best and most versatile land must be avoided in favour of lesser quality land. Disturbance to agricultural land must be minimised, and proposals must demonstrate how the site can be reinstated to its previous use and condition once the operational lifespan of the development has been reached. Wherever possible, land around the structure should be continued to be used for livestock grazing or other agricultural use;
3. proposals must be of a scale and type where landscape sensitivity has been identified as being low/moderate or moderate and the impacts on key landscape characteristics are considered to be acceptable, having regard to the Landscape Sensitivity Study. Proposals

in areas which have been assessed as having high sensitivity to the scale of development proposed will not be permitted;

4. applications must be supported by a landscape appraisal or, in the case of development requiring Environmental Impact Assessment, a Landscape and Visual Impact Assessment, the scope of which should be agreed at the outset with the Council. Any cumulative impacts of renewable schemes must be carefully considered as part of this assessment;
5. applicants must demonstrate how any adverse impacts on the landscape would be mitigated through layout, siting and design. Wherever possible, hedgerows, trees, field patterns and strong boundary features should be used to mitigate the visual impact of solar energy developments;
6. associated development such as access roads, security fencing, lighting and any buildings must be designed so as to minimise its visual impact, whilst ensuring that the development causes no risk to public safety;
7. there would be no unacceptable harm to the historic environment, heritage assets and their setting.

Explanation

18.16 This policy relates to ground mounted solar energy developments, adding further detail to Local Plan (Part One) policy ENV 7 particularly in relation to landscape impacts. Further criteria relating to other impacts which may be relevant, such as biodiversity, noise, highways etc can be found in other policies in the development plan.

18.17 This policy has been informed by the Cheshire West and Chester Landscape Sensitivity Study (2016) which has provided an assessment of the sensitivity of the borough's landscape to accommodate solar energy development. It has identified areas, based on Landscape Character Areas, which would be sensitive to this type of development to varying degrees. The study concludes that landscape character significantly limits the potential for medium or large sized solar farms (6 hectares - 25 hectares and above) within the borough. The greatest potential in the borough is for very small or small solar farms (less than six hectares) located in areas of lesser landscape sensitivity (low/medium or medium sensitivity). To be supported, such proposals would need to be in scale with the landscape, in particular field patterns of hedgerows, trees and other human-scale landscape features.

18.18 Strong boundary features can also mitigate the visual impact of smaller solar arrays by helping to screen them. However, there is still the potential for even small scale solar farms to cause significant adverse effects to key landscape characteristics. Applicants will be expected to demonstrate how any such impacts will be reduced, avoided or mitigated. In order to minimise the impact of development on the landscape, proposals for solar energy should follow the general design principles for ground mounted solar development contained in the Cheshire West and Chester Sensitivity Study.

18.19 Proposals in the Green Belt will constitute inappropriate development and developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.

18.20 Support for the provision of photovoltaic cells on new buildings is covered by Local plan (Part Two) policy **DM 4**. Installation of photovoltaic cells on existing buildings is frequently covered by permitted development rights and as such does not require planning permission.

DM 53 - Energy generation, storage and district heat networks

DM 53

Proposals will be supported that:

1. make maximum use of renewable energy sources as set out in Local Plan (Part One) policy ENV 7;
2. provide for electricity storage which assist with balancing the grid and support the use of intermittent renewable energy sources (such as wind and solar);
3. enable the establishment or expansion of district heat networks.

Proposals for energy related development must demonstrate how they meet the following criteria in addition to other relevant development plan policies:

4. wherever possible schemes must be located on previously developed land and/or in existing industrial areas, close to existing users who can make use of the heat and/or power generated;
5. proposals must not limit the range and choice of employment land in the area;
6. proposals must not adversely impact on neighbouring land users, or the existing commercial/operational requirements of surrounding businesses;
7. the cumulative impacts of existing and proposed developments on the landscape, natural environment and surrounding users will be acceptable;
8. wherever possible development must utilise existing power lines, structures and infrastructure. Where it can be demonstrated that this is not possible and new power lines and pipelines are proposed, their impact on the landscape must be minimised;
9. where biomass is proposed to be used for energy generation it must be sustainably sourced. Developers will be required to provide information about the type and source of material to be used in biomass plants. The production of biomass crops should avoid the use of best and most versatile agricultural land;
10. proposals for biomass installations will not be permitted within or adjacent to Air Quality Management Areas;

11. there must be no unacceptable impact on air quality arising from the emissions of the proposed development, as follows:

    i. Proposals for natural gas-fired CHP plants must meet a minimum standard of:

        a. spark ignition engine: 250 mgNOx/Nm3
        b. compression ignition engine: 400 mgNOx/N
        c. gas turbine: 50 mgNOx/Nm3

    ii. Proposals for biomass installations must meet a minimum standard of 275 mgNOx/Nm3 and 25 mgPM/Nm3 (Solid biomass boiler)

12. Any proposals which involve energy generation should include an assessment of the potential for heat recovery, and proposals which generate heat should consider options for power generation. Where possible excess heat or power should be used on site, by nearby users or in district heat networks.

Explanation

18.21 Local Plan (Part One) Policy ENV 7 supports proposals for renewable and low carbon energy, but it is recognised that proposals for energy generation from other sources such as natural gas may come forward over the plan period. Such proposals may form the basis for heat networks or balancing the national grid by enabling energy storage. This policy provides a framework for assessing such applications.

18.22 Proposals for energy generation and storage are directed to existing industrial areas where their impacts on sensitive neighbouring uses are likely to be less, and where there is scope to link into existing power infrastructure and develop heat and energy networks. The Stanlow Special Policy Area Review (2016) recognises the specialism that the area has in the energy sector, which is likely to grow in future.

18.23 The Council's Low Emission Strategy recommends the adoption of measures to reduce emissions and impacts from new developments, with the presumption that natural gas-fired installations will be used rather than biomass. The emission benchmarks set out in the policy represent readily achievable emission concentrations by using relatively simple technologies.

18.24 Biomass can provide a low carbon source of energy and heat, but it is important that it is sustainably sourced and the production of biomass does not impact negatively upon water, soils, landscape, archaeology, ecology and landscape. Article 17 of the EU Renewable Energy Directive 2009 requires users of biomass to demonstrate that biomass is not sourced from areas of primary forest, designated nature conservation areas or areas containing threatened species, biodiverse grassland, areas of high carbon stock and peatland.

19 Managing waste

19.1 Local Plan (Part One) policy ENV 8 makes provision for sustainable waste management in Cheshire West and Chester. The aim of the policy is to drive waste management up the waste hierarchy and to ensure that sufficient capacity exists to meet the borough's predicted waste requirements up to 2030. The policy was prepared having regard to the Waste Needs Assessment 2012, which forecast arisings from the main waste streams over the plan period. The 2012 Waste Needs Assessment showed that there was sufficient capacity on operational and consented sites in the borough to meet the identified waste needs.

19.2 As part of the background work on Local Plan (Part Two), an update to the Waste Needs Assessment was undertaken in 2016. The 2016 update confirmed that there is still sufficient capacity to meet forecast needs and therefore it is not necessary to identify additional land to meet the borough's waste management requirements. This situation will continue to be kept under review through the Council's annual monitoring report (AMR) and future updates to the Waste Needs Assessment.

19.3 Local Plan (Part One) policy ENV 8 seeks to retain the existing capacity for waste uses on consented and operational sites, whilst providing for flexibility to allow for new uses in specific circumstances. It also identifies a need to identify sites for replacement Household Waste Recycling Centres. Local Plan (Part Two) policy **DM 54** sets out the criteria that must be met where new waste management development is proposed which meets the requirements of Local Plan (Part One) policy ENV 8. Local Plan (Part Two) policy **DM 55** provides a framework for guiding the site selection process for replacement household waste recycling sites and assessing any subsequent planning applications.

DM 54 - Waste management facilities

DM 54

Proposals for waste management development will be supported where they meet the principles for sustainable waste management set out in Local Plan (Part One) policy ENV 8 and the following criteria:

1. proposals for new large scale waste management facilities must be located on the safeguarded sites of Ince Park (Protos), Lostock Works or Kinderton Lodge in accordance with Local Plan (Part One) policy ENV 8;
2. proposals for new smaller scale waste management facilities must wherever possible be located on or close to existing operational or permitted waste management sites. Where this is not practical or desirable, sites must be located in Stanlow or other industrial areas;
3. all proposals must demonstrate how they meet the locational criteria set out in the National Planning Policy for Waste (Appendix B) or any revisions to this document;
4. proposals must be accompanied by a thorough evaluation of potential direct and indirect impacts. Where unacceptable impacts are identified, measures should be proposed to avoid, reduce or mitigate those impacts. Where unacceptable impacts cannot be avoided then the proposal will not be supported;

5. proposals must demonstrate how they minimise potential adverse impacts on human health, air quality and the ecology of the area. Opportunities to enhance biodiversity and green infrastructure and improve air quality through use of clean technologies, should be considered and included within schemes wherever possible;
6. proposals should ensure that there is no unacceptable impact on aircraft safety resulting from potential bird strike in accordance with Local Plan (Part Two) policy **DM 11**;
7. proposals should demonstrate how they will ensure that hydro-geological, hydrological and soil permeability characteristics are protected;
8. schemes must have good access to the highway network and must meet the requirements of Local Plan (Part Two) policy **T 5**. Wherever possible proposals should make use of sustainable modes of transport, including for the importation and exportation of material, in accordance with Local Plan (Part One) policy STRAT 10;
9. proposals should have regard to the setting and character of the site and its surroundings, taking account of the need to protect distinctive townscapes, natural landscapes and features of historical significance and their settings;
10. proposals for waste management facilities should provide information on the type and source of the waste being managed, including the distance travelled. In assessing proposals for waste management facilities, the Council will have regard to the desirability of managing waste close to its source;
11. proposals for waste management facilities will be required to set out arrangements for the management of the facility, including hours of operation. Measures for monitoring of the facility should be set out within the application.

Proposals for biomass plants and other facilities which use waste material to produce heat or combined heat and power should wherever possible be located close to existing or potential users of heat outputs, in accordance with Local Plan (Part Two) policy **DM 53**.

Farm scale anaerobic digestion plants will be supported, particularly where they allow for sharing of facilities between linked farms. Inputs of material should be derived primarily from farm wastes which arise from the farm unit. Energy and other outputs from the process should also primarily be used on the farm unit. Where additional inputs and outputs of material and energy are required to make the facility viable, they should come from, and be used within, the local area. The location of facilities on farms should avoid high quality agricultural land.

Proposals for new or alternative waste uses at existing or consented waste sites (including the safeguarded sites) will be permitted where they do not undermine the borough's capacity to provide a range of waste management facilities (as set out in the most recent Waste Needs Assessment) and where the impacts of the proposed development are acceptable.

Explanation

19.4 This policy sets out the criteria which will be used to determine applications for new or extended waste uses which comply with the provisions of Local Plan (Part One) policy ENV 8. It recognises that waste management facilities have the potential to impact on the setting, character and environment

of the site and local area, and may also impact on the amenity and quality of life of local communities. Planning applications for new waste management facilities or alterations to existing facilities will therefore be required to identify potential short, medium and long term direct and indirect impacts on the site and surrounding area. Measures to mitigate and reduce those impacts should be identified as part of the application.

19.5 New large scale waste management development is directed to the safeguarded sites at Ince Park, Lostock and Kinderton Lodge, which are the most appropriate locations for such development. The safeguarded sites have existing consents for large scale development and, whilst proposals for alternative waste management facilities on those sites may be appropriate, they should be of a scale which is commensurate with the existing plot sizes on these sites. The Council does not wish to see the existing plots on Ince Park subdivided into smaller units. Proposals for development at Ince Park (Protos) should have full regard to Local Plan (Part Two) policy **EP 6**.

19.6 Smaller scale facilities, such as waste transfer stations, are directed to existing waste sites (including those which have not yet been implemented), on previously developed, industrial land wherever possible. The exception to this is anaerobic digestion facilities on farms, which can provide a sustainable means of dealing with farm waste whilst generating power and providing fertiliser.

19.7 The current list of sites with planning permission but not yet operational can be found in the most recent Waste Needs Assessment.

19.8 Clear and robust information should be provided as part of the application relating to the management and monitoring of the site, including in larger schemes, measures to work with local communities to address any concerns throughout the development and implementation of the scheme. Proposals for larger waste management schemes will be encouraged to make arrangements for regular site liaison committees involving members of the local community, which should operate throughout the development, operation and where applicable, decommissioning of the site.

DM 55 - Sites for replacement household waste recycling facilities

DM 55

Proposals for household waste recycling centres will be supported where they meet the following criteria:

1. a replacement for the Frodsham site will be located on suitable previously developed land within or on the edge of the town.
2. a replacement for the Tattenhall will be located on or adjacent to an existing employment site or other suitable previously developed land within the wider Tattenhall area.
3. the site will be capable of being safely accessed by HGVs and other types of vehicles likely to visit the facility, with adequate room for manoeuvring and waiting on site;
4. it can be ensured that impacts on the amenities of neighbouring properties and land uses are acceptable, in particular noise and odour;

5. proposals should demonstrate how they meet the locational criteria set out in the National Planning Policy for Waste (Appendix B) or any revisions to this document;
6. the site would be managed so as to avoid pollution of watercourses;
7. the proposal can be appropriately screened and does not have an unacceptable impact on the local landscape.

Explanation

19.9 Local Plan (Part One) policy ENV 8 refers to a need to identify sites for Household Waste Recycling Centres (HWRCs) to replace existing facilities in Chester, Tattenhall and Frodsham, none of which meet current standards of best practice. Since the Local Plan (Part One) was adopted, the Council's contract for managing its HWRCs has been extended and now runs until 2023. The revised contract involves retaining the existing network of seven HWRCs across the borough, with service improvements and changes to opening hours to reflect patterns of usage both during the week and summer/winter.

19.10 The revised contract includes the provision of improved facilities in Chester. Planning permission has been granted for expansion of the current site on Bumpers Lane to incorporate a new 'pay as you throw' Trade Waste Recycling Centre. The new site, once operational, will meet the needs of the Chester catchment area and there is no need to identify any additional site for a Chester HWRC through the Local Plan (Part Two).

19.11 The revised contract makes no provision for the replacement of the Frodsham and Tattenhall sites to 2023, but in light of logistical constraints associated with both sites a site search exercise has been carried out as part of the preparation of the Local Plan (Part Two). This has been informed by responses to consultation on the Local Plan (Part Two) preferred approach in 2016, as well as discussions with the Waste Management Service. The methodology for identifying and assessing sites is set out in the Land Allocations Background Paper.

19.12 No suitable alternative sites have been identified at this time, although there may be sites which become available over the plan period. The Planning and Strategic Transport team will continue to work with Waste Management Service to try and identify alternative sites as required. Any proposals for replacement facilities will be considered in accordance with the above policy.

20 Monitoring framework

20.1 The monitoring framework set out in the table below encompasses the approach in the adopted Local Plan (Part One) and includes additional targets and indicators that flow from the policies in the Local Plan (Part Two). Some indicators within the Local Plan (Part One) Monitoring Framework have been updated with more detailed Local Plan (Part Two) indicators that measure the effectiveness of the development plan as a whole through the production of the Annual Monitoring Report. This will allow the Council to determine what, if any, corrective action is required to ensure that the strategy of the Local Plan is delivered over the plan period.

20.2 Alongside the Local Plan indicators, significant effects indicators, as established in the Sustainability Appraisal, are identified. The significant effects indicators consider the impact of policy on the sustainability appraisal objectives and measure the likely significant effects (positive and negative) over the plan period. The indicators are ordered based on the structure in the Local Plan (Part One) and each section links with the strategic objectives of the plan. In addition to the Local Plan indicators, contextual indicators will be included in the Annual Monitoring Report that will measure changes in the wider social, environmental and economic circumstances of the borough.

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[(1)]	Local Plan (Part Two) Primary indicators and source	Targets
<u>Spatial, Chester, Ellesmere Port, Northwich, Winsford, Rural</u> Strategic objectives - SO1, SO2, SO3, SO6, SO7, SO8, SO9, SO16 Significant effects - SE50, SE25, SE57, SE58, SE26				
Spatial	STRAT 2 – Sustainable development	STRAT 2(A) - Number of net dwelling completions in monitoring year [CWAC Housing Land Monitor reports / Housing flow reconciliation]		Projected completions for year set out in housing trajectory
	STRAT 2 – Sustainable development DM 1 – Development of previously developed land	STRAT 2(Ai) - Percentage of new and converted dwellings built on previously developed land [CWAC Housing Land Monitor reports]		N/A

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
	STRAT 2 – Sustainable development	STRAT 2(B) - Number of net dwelling completions in previous five years [CWAC Housing Land Monitor reports / Housing Flow Reconciliation]		Delivery of 5,500 net dwellings over a five year period
	STRAT 2 – Sustainable development	STRAT 2(C) - Number of net dwelling completions since 2010 [CWAC Housing Land Monitor reports]		Delivery of 7,700 net dwellings since 2010 (2010 – 2017)
	STRAT 2 – Sustainable development	STRAT 2(D) - Supply of deliverable housing sites [CWAC Housing Land Monitor reports]		Five year supply based on housing trajectory
	STRAT 2 – Sustainable development CH 3 – Employment land provision in Chester EP 2 – Employment land provision in Ellesmere Port EP5 – Thornton Science Park N 4 – Employment land provision in Northwich	STRAT 2(E) - Cumulative employment land completions 2010-2030 by type and location (ha) [Employment monitor data]	LPP2/S2 (A) - Employment land completions by type and location, in monitoring year (ha/m2) [Employment monitor data]	At least 365 hectares
		STRAT 2(F) - Amount of employment land developed since 2010 plus amount of employment land available in supply to 2030 (ha) [Employment monitor 2016]	LPP2/S2 (B) - Employment land supply (ha), by type and location, to 2030 [Employment monitor data]	At least 365 hectares
			LPP2/S2 (C) - Loss of existing or allocated	No loss

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
	W 2 – Employment land provision in Winsford R 3 – Employment land provision in the rural area		employment land to other uses, by type and location (ha) [Employment monitor data]	
	STRAT 2 – Sustainable development ECON 1 – Economic growth, employment and enterprise DM 1 – Development of previously developed land	STRAT 2(Fi) - Employment development on previously developed land (ha / %). [Employment monitor data]		None identified
Chester	STRAT 3 - Chester	STRAT 3(A) - Number of net dwelling completions in Chester spatial area 2010 – 2030 [CWAC Housing Land Monitor reports]		Delivery of 5,200 net dwellings by 2030
	STRAT 3 - Chester	STRAT 3(B) - Number of net dwelling completions on Wrexham Road site 2010 – 2030 [CWAC Housing Land Monitor reports]		1,300 dwellings

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
	STRAT 3 - Chester	STRAT 3(C) - Delivery of Northgate leisure and retail scheme and new theatre [CWAC Retail monitoring and online planning application register]		Development completed by 2020
	STRAT3 – Chester CH 2 – Chester Regeneration areas	STRAT 3(D) – Delivery of Chester Business Quarter [Employment monitor data]		Development completed by 2027
	CH 1 – Chester Settlement areas		No indicator	n/a
	CH 2 – Chester Regeneration areas		LPP2/S3 (A) - Regeneration schemes delivered within a designated regeneration area	Development completed by 2030.
	STRAT 3 - Chester CH 3 – Employment land provision in Chester		LPP2/S3 (B) (Chester) - Employment land completions by type and location, in monitoring year (ha/m2) [Employment monitor data]	
			LPP2/S3 (C) (Chester) - Employment land supply (ha), by type and location, to 2030 [Employment monitor data]	
		STRAT 3(E) – Amount of	LPP2/S3 (D) (Chester) - Loss of existing or	No loss on allocated sites

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
		employment land and premises lost to other uses at Chester Business Park, Chester West Employment Park and Sealand Industrial Estate [Employment monitor data]	allocated employment land to other uses, by type and location (ha) [Employment monitor data]	
	CH 4 – University of Chester		No indicator	n/a
	CH 5 – Chester conservation areas		LPP2/S3 (E) - Percentage of planning applications / adverts for signage and illumination refused on the Rows contrary to CH 5 [Planning application monitoring]	
	CH 6 - Chester key views, landmarks and gateways and historic skyline		No indicator	n/a
Ellesmere Port	STRAT 4 – Ellesmere Port	STRAT 4(A) Number of net dwelling completions in Ellesmere Port spatial area 2010 – 2030 [CWAC Housing Land Monitor reports]		Delivery of 4,800 net dwellings by 2030
		STRAT 4(B) - Number of net dwelling completions on Ledsham Road site 2010 – 2030 [CWAC Housing Land Monitor reports / monitoring database]		2,000 dwellings

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
	EP 1 – Ellesmere Port settlement area		[JL1] LPP2/S4 (A) Delivery of regeneration schemes around the town centre.	Development completed by 2030.
	STRAT 4 – Ellesmere Port EP 2 – Employment land provision in Ellesmere Port EP 3 – Stanlow special policy area EP 4- Hooton Park EP 5 – Thornton science park EP 6- Ince Park		LPP2/S4 (B) (Ellesmere Port) - Employment land completions by type and location, in monitoring year (ha/m2) [Employment monitor data]	
			LPP2/S4 (C) (Ellesmere Port) - Employment land supply (ha), by type and location, to 2030 [Employment monitor data]	
			LPP2/S4 (D) - Employment completions (ha/m2) at key employment locations identified in STRAT 4 in Ellesmere Port [Employment monitor data]	
	STRAT 4 – Ellesmere Port EP 2 – Employment land provision in Ellesmere Port		LPP2/S4 (E) (Ellesmere Port) - Loss of existing or allocated employment land to other uses, by type and location (ha) [Employment monitor data]	

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
	EP 7 – Ellesmere Port historic		LPP2/S4 (F) – Number of planning applications for tourism related uses in the canal port area [Planning application monitoring]	
Northwich	STRAT 5 - Northwich	STRAT 5(A) - Number of net dwelling completions in Northwich spatial area 2010 – 2030 [CWAC Housing Land Monitor reports]		Delivery of 4,300 net dwellings by 2030
	STRAT 5 - Northwich	STRAT 5(B) - Delivery of Winnington Urban Village scheme including up to 1,200 dwellings [CWAC Housing Land Monitor reports / monitoring database]		Development completed by 2029
	N 1 – Northwich settlement area		No indicator	n/a
	N 2- Northwich regeneration area		LPP2/S5 (A) - Regeneration schemes delivered within a designated regeneration area [Planning application monitoring]	Development completed by 2030.
	STRAT 5 - Northwich N 2- Northwich regeneration area		LPP2/S5 (B) - Delivery of new housing and employment at Wincham. [Planning application monitoring]	Development completed by 2030.

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
	N 4 – Employment land provision in Northwich			
	STRAT 5 - Northwich N 4 – Employment land provision in Northwich N 5 – Gadbrook Park		LPP2/S5 (C)(Northwich) - Employment land completions by type and location, in monitoring year (ha/m2) [Employment monitor data]	At least 30 hectares by 2030
			LPP2/S5 (D) (Northwich) - Employment land supply (ha), by type and location, to 2030 [Employment monitor data]	
		STRAT 5(F) - Amount of employment land and premises lost to other uses at Gadbrook Park [Employment monitor]	LPP2/S5 (E)(Northwich) - Loss of existing or allocated employment land to other uses, by type and location (ha) [Employment monitor data]	No loss on allocated sites
	STRAT 5 - Northwich	STRAT 5(E) - Delivery of Northwich Riverside projects including Barons Quay [CWaC Monitoring Database]		Development completed by 2017
	STRAT 5 - Northwich N3 - Meeting outstanding housing need in Northwich		LPP2/S5 (F) - Number of new homes delivered on allocated sites [CWAC Housing Land Monitor reports]	

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
	N 6 – Northwich town centre conservation areas		No indicator	n/a
Winsford	STRAT 6 - Winsford	STRAT 6(A) - Number of net dwelling completions in Winsford spatial area 2010 – 2030 [CWAC Housing Land Monitor reports]		Delivery of 3,500 net dwellings by 2030
	STRAT 6 - Winsford	STRAT 6(B) - Number of net dwelling completions at Station Quarter site 2010 – 2030 [CWAC Housing Land Monitor reports / monitoring database]		1,000 new dwellings (775 by 2030)
	W 1 – Winsford settlement area		No indicator	n/a
	STRAT 6 - Winsford W 2 – Employment land provision in Winsford	STRAT 6(C) - Amount of additional employment land provided 2010 – 2030 [Employment monitor (2016)]	LPP2/S6 (A) (Winsford) - Employment land completions by type and location, in monitoring year (ha/m2) [Employment monitor data]	At least 35 hectares
			LPP2/S6 (B) (Winsford) - Employment land supply (ha), by type and location, to 2030 [Employment monitor data]	
		STRAT 6(D) Amount of employment land	LPP2/S6 (C) (Winsford) - Loss of existing or allocated employment land to other uses, by type and location (ha)	No loss on allocated sites

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
		and premises lost to other uses at Winsford Industrial Estate and Woodford Park [Employment monitor (2016)]	[Employment monitor data]	
	STRAT 6 - Winsford	STRAT 6(E) - Delivery of new food store in town centre [CWaC Retail Monitoring and online planning register]		Development completed by 2030
Rural	STRAT 8 – Rural area	STRAT 8(A) - Number of net dwelling completions in rural area 2010 – 2030 [CWAC Housing Land Monitor reports]		Delivery of 4,200 net dwellings by 2030
	STRAT 8 – Rural area	STRAT 8(B) - Number of net dwelling		Cuddington and Sandiway - delivery of 200 net dwellings by 2030 Farndon - delivery of 200 net dwellings by 2030 Frodsham - delivery of 250 net dwellings by 2030 Helsby - delivery of 300 net dwellings by 2030 Kelsall - delivery of 200 net dwellings by 2030

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source(1)	Local Plan (Part Two) Primary indicators and source	Targets
		completions in key service centres 2010 – 2030 [CWAC Housing Land Monitor reports]		Malpas - delivery of 200 net dwellings by 2030 Neston and Parkgate - delivery of 200 net dwellings by 2030 Tarporley - delivery of 300 net dwellings by 2030 Tarvin - delivery of 200 net dwellings by 2030 Tattenhall - delivery of 250 net dwellings by 2030
	STRAT 8 – Rural area R 3 – Employment land provision in the rural area	STRAT 8(C) - Amount of additional employment land provided 2010 – 2030 [Employment monitor (2016)]	LPP2/S8 (A) (Rural) - Employment land completions by type and location, in monitoring year (ha/m2) [Employment monitor data]	At least 10 hectares by 2030
			LPP2/S8 (B) (Rural) - Employment land supply (ha), by type and location, to 2030 [Employment monitor data]	
			LPP2/S8 (C) (Rural) - Loss of existing or	No loss on allocated sites

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
			allocated employment land to other uses, by type and location (ha) [Employment monitor data]	
	R 1 – Identified settlements in the rural area		LPP2/S8 (D) - Number of development proposals approved in the countryside contrary to R1 [Planning application monitoring]	Zero
	R 2 – Meeting the outstanding housing requirement in Northwich		LPP2/S8 (E) - Number of new homes delivered on allocated sites in Tattenhall [CWAC Housing Land Monitor reports]	
Green Belt and countryside	STRAT 9 – Green Belt and countryside		LPP2/S9 (A) - Number and type of new built developments (on greenfield land) approved in the Green Belt contrary to policy. [Planning application monitoring]	Zero
	ECON 3 - Visitor economy GBC 1 – Commercial sites in the Green Belt		LPP2/S9 (B) - Planning applications refused / approved in accordance with policy at commercial sites in the green belt defined under policy GBC1 (Chester Zoo; Countess of Chester; Dale Barracks; Urenco, Capenhurst and Chester Business Park).	100 per cent

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source(1)	Local Plan (Part Two) Primary indicators and source	Targets
			[Planning application monitoring]	
	GBC 2 – Protection of landscape		LPP2/S9 (C) - Percentage of approved applications that erode ASCV's. [Planning application monitoring]	Zero
	GBC 3 – Key settlement gaps		LPP2/S9 (D) - Proportion of approved schemes within Key Settlement Gaps that meet policy criteria. [Planning application monitoring]	N/A
Transport and accessibility Strategic objectives - SO4, SO8 Significant effects - SE1, SE2, SE19, SE20, SE8				
Transport and accessibility	STRAT 10 – Transport and accessibility	STRAT 10(A) - Carbon emissions from transport [Department of Energy & Climate Change]		Reduce from 2010 baseline
		STRAT 10(B) - Delivery of Chester Bus Interchange [CWaC online planning register]		Development completed by June 2016
		STRAT 10(C) - Delivery of New Bridge Road/A5117 link road		Development completed by 2030
	STRAT 10 – Transport and accessibility		LPP2/S10 (A) - Delivery of road improvement schemes (delivered by	As per Transport Strategies (Chester,

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
	T 1 – Local road network improvement schemes		LGF, local large majors, developer contributions). [Planning application monitoring]	Winsford, Northwich, Ellesmere Port).
	T 2 – A56 Hoole Road Corridor		LPP2/S10 (B) - Delivery of 5th Park and Ride site [Planning application monitoring]	As per Council's Parking Strategy / Parking Standards SPD
			LPP2/S10 (D) - A56 Hoole Road corridor improvements [Planning application monitoring]	
	T 3 – Railway stations		LPP2/S10 (E) - Additional car parking spaces [Planning application monitoring]	Increase from baseline 2017/2018.
	T 5 – Parking and access		LPP2/S10 (F) - Planning permissions determined not in accordance with policy [Planning application monitoring]	Zero
			LPP2/S10 (G) - Number/proportion of schemes that do not meet parking standards [Planning application monitoring]	Zero

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source(1)	Local Plan (Part Two) Primary indicators and source	Targets
			LPP2/S10 (H) -Number/proportion of EV charging points/infrastructure provided. [Planning application monitoring]	Increase from baseline 2017/2018.
Infrastructure Strategic objectives - SO5, SO14 Significant effects - SE67				
Infrastructure	STRAT 11 - Infrastructure	STRAT 11(A) - Provision of necessary infrastructure / contributions as part of development [Tracking of s73 applications and general planning application information.]		100 per cent of relevant schemes
			LPP2/S11 (A) - Number of applications liable for CIL. [CIL monitoring]	n/a
			LPP2/S11 (B) - Annual total CIL payments. [CIL monitoring]	n/a
			LPP2/S11 (C) - Number of applications where S106 money received by the Council. [S106 monitoring]	n/a
Economic Strategic objectives - SO2, SO3, SO4, SO5, SO7, SO13 Significant effects - SE45, SE63, SE60, SE64, SE59, SE61, SE62, SE65, SE67				

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
Employment	ECON 1 – Economic growth, employment and enterprise DM 5 – protection of employment land and premises		LPP2/EC (A) - Loss of existing or allocated employment land to other uses, by location (ha) within the monitoring period. [Employment monitor data] Also see LPP2/S2 (A) and LPP2/S2 (B), LPP2/S2 (C), LPP2/S2 (D) and STRAT3(E), STRAT5(F) , STRAT6(D)	No loss on allocated sites
	DM 6 – New agricultural and forestry buildings		No indicator	n/a
	DM 7 – Rural diversification of land based businesses		LPP2/EC (B) - Number and type of proposals for rural diversification refused due to being contrary to DM 7. [Planning application monitoring]	n/a
	DM 8 – Equestrian development		LPP2/EC (C) - Percentage of new equestrian development proposals approved in line with policy [Planning application monitoring]	n/a
	DM 11 – Safeguarded areas around aerodromes		No indicator	n/a
	DM 12 – Jodrell Bank		No indicator	n/a
	DM 13 – Oulton Park		No indicator	n/a

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source(1)	Local Plan (Part Two) Primary indicators and source	Targets
	DM 18 – ICT and telecommunications		No indicator	n/a
Town Centres	ECON 2 – Town centres DM 14 – City and town centres		LPP2/EC (D) - Vacancy rates in the primary shopping areas. [Retail monitoring]	Reduce from baseline established in the 2014/2015 AMR.
			LPP2/EC (E) - Number of approved retail planning applications and floor space sqm in and out of centre. [Retail monitoring]	Increase of town centre uses approved in 'in centre' locations
			LPP2/EC (F) - Amount of completed floor space in centre for town centre uses. [Retail monitoring]	Increase from baseline set in 2017/2018.
			LPP2/EC (G) - Amount of completed floor space across the borough for town centre uses. [Retail monitoring]	Decrease from baseline set in 2017/2018.
	ECON 2 – Town centres DM 15 – District and local retail centres		LPP2/EC (H) - Total loss of town centre floor space in local retail centres. [Retail monitoring]	Decrease from baseline set in 2017/2018 AMR.
	DM 16 – Shopfronts		No indicator	n/a
	DM 17 – Advertisements		No indicator	n/a
Tourism	ECON 3 – Visitor economy		LPP2/EC (I)- Number of planning applications for	100 per cent

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
			tourism attractions /facilities granted in accordance with policy. [Planning application monitoring]	
	DM 9 – Visitor accommodation DM 10 – Caravan and camping sites		LPP2/EC (J) - Number of planning applications granted for new visitor accommodation, in accordance with policy. [Planning application monitoring]	100 per cent
	DM 38 – Waterways and mooring facilities		No indicator	n/a
Social Strategic objectives - SO6, SO5, SO8, SO11, SO10, SO12, SO13 Significant effects - SE46, SE51, SE47, SE48, SE49, SE17, SE18, SE44. SE52, SE53, SE54, SE55, SE56, SE41, SE42, SE43, SE12, SE40				
Housing	SOC 1 – Delivering affordable housing DM 23 – Delivering affordable housing	SOC 1-2 (A) - Number of affordable housing completions in monitoring year [CWAC Housing Land Monitor reports]	LPP2/SO (A) - Number and location of affordable homes completed [CWAC Housing Land Monitor reports]	6,600 affordable homes by 2030 (based upon 30 per cent of housing 22,000 net additional dwellings) 100 per cent affordable housing on relevant rural exception schemes
	SOC 2 – Rural exceptions sites DM 24 – Rural exceptions sites		LPP2/SO (B) - Number of rural exception sites approved and completed. [CWAC Housing monitoring database]	n/a

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source(1)	Local Plan (Part Two) Primary indicators and source	Targets
	SOC 3 – Housing mix and type DM 20 – Mix and type of new housing development		LPP2/SO (C) - Number of new homes completed by type and size. [CWAC Housing monitoring database]	Meet the requirements of the policy.
	DM 19 – Proposals for residential development		LPP2/SO (D) - Number of new dwellings approved / completed in the countryside contrary to policy. [CWAC Housing monitoring database]	Zero
	DM 20 – Mix and type of new housing development		LPP2/SO (E) - Number of Accessible and Adaptable Dwellings [Planning application monitoring database]	Increase in baseline established 2017/2018.
			LPP2/SO (F)- Number of Wheelchair User Dwellings [Planning application monitoring]	Increase in baseline established 2017/2018.
	DM 21 – Development within residential curtilage		LPP2/SO (G) - Number of proposals approved in the countryside to extend residential curtilage. [CWAC Housing monitoring database]	Zero
	DM 21 – Development within residential curtilage DM 22 – Change of use to dwelling		LPP2/SO (H) - Number of development proposals comply with policy (DM21 and DM22) [Planning application monitoring]	Increase in baseline established 2017/2018.

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
	houses, and residential conversion			
	DM 22 - Change of use to dwelling houses, and residential conversion		LPP2/SO (I) - Number of dwellings created through change of use / conversion of rural buildings by area. [CWAC Housing monitoring database]	n/a
	DM 24 – Rural exceptions sites		LPP2/SO (J) - Number of schemes approved in line with local need. [CWAC Housing monitoring database]	100 per cent
	DM 25 – Essential rural workers dwelling		LPP2/SO (K) - Number of essential rural workers dwellings completed. [CWAC Housing monitoring database]	n/a
			LPP2/SO (L) - Number of essential rural workers dwellings lost to open market housing. [CWAC Housing monitoring database]	Zero
	DM 26 – Specialist accommodation		LPP2/SO (M) - Number of new bedspaces provided (by type). [CWAC Housing monitoring database]	n/a
	DM 27 – Student accommodation		LPP2/SO (N) - Number and location of new bedspaces and new self contained units completed.	n/a

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source(1)	Local Plan (Part Two) Primary indicators and source	Targets
			[CWAC Housing monitoring database]	
	DM 28 – Houses in multiple occupation		LPP2/SO (O) - Number of new HMO properties approved. [CWAC Housing monitoring database]	n/a
	DM 28 – Houses in multiple occupation		LPP2/SO (P) - Change in number of HMOs within Article 4 areas. [CWAC Housing monitoring database]	Zero
Gypsy and Traveller and travelling Showpersons accommodation	SOC 4 – Gypsy and Traveller and travelling Showpersons accommodation	SOC 4(A) - Provision of sites for Gypsy and Traveller and Travelling Showpersons accommodation [CWAC Housing Land Monitor Report]		Gypsy and Traveller pitches: 15 pitches 2013 - 2018, 15 pitches 2018 - 2023 and 16 pitches 2023 - 2028 Travelling Showpersons plots: 11 plots 2013 - 2018, 1 plot 2018 - 2023 and 1 plot 2023 - 2028 Transit site: 5-10 pitches by 2030
	SOC 4 - Gypsy and Traveller and travelling Showpersons accommodation	SOC 4(B) - Supply of deliverable sites [CWAC Housing monitoring database]		Five year supply based on needs set out in indicator SOC 4 (A)
Health and Wellbeing	SOC 5 – Health and well-being		LPP2/SO (Q) - Number of planning applications for householder	n/a

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
	DM 2 – Impact on residential amenity DM 21 – Development within a residential curtilage		development refused due to DM 2 – impacts on residential amenity. [Planning application monitoring]	
	DM 31 – Air Quality		LPP2/SO (R) - Number of approved applications within or adjacent to AQMA that included mitigation measures to improve air quality [planning application monitoring]	Increase in the number of approvals in AQMA that mitigate negative impacts.
	DM 33 – New or extension to hazard installations and pipelines DM 34 – Development in the vicinity of hazardous installations		LPP2/SO (S) – Number of planning applications that are approved against HSE advice. [Planning application monitoring]	No applications.
	DM 29 – Health impacts of new development		LPP2/SO (T) – Number of approved planning applications on major schemes that included an assessment on health. [Planning application monitoring]	Increase from baseline established in 2017/2018.
	DM 30 – Noise		No indicator	n/a
	DM 32 – Land contamination and instability		No indicator	n/a

20 Monitoring framework

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source(1)	Local Plan (Part Two) Primary indicators and source	Targets
Open space, sport and recreation	SOC 6 - Open space, sport and recreation	LPP1/AV - Amount of open space [Cheshire West and Chester Open Space Study]		At least maintain baseline amount (Every 5 years)
	DM 35 – Open space and new development		LPP2/SO (U) - Proportion of major residential schemes that provide open space in accordance with the quantity standards. [Planning application monitoring for major residential schemes]	Increase from baseline established in 2017/2018
	DM 36 – Provision for sport and recreation		LPP2/SO (V) - Change in capacity of playing pitches across the borough. [Playing Pitch Strategy annual review]	Reduce quantitative shortfalls in pitch stock from baseline figures.
			LPP2/SO (W) – Delivery of priority schemes identified in the Sports Facilities Strategy. [Planning application monitoring]	No net loss in facilities.
	DM 37 – Recreational routeways		LPP2/SO (X) – Number of major applications that enhance the public access and recreational value of the strategic recreational routeways. [Planning application monitoring]	Increase from baseline established in 2017/2018
	DM 38 – Waterways and mooring facilities		No indicator	n/a

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
	DM 39 – Culture and community facilities		LPP2/SO (Y) - Number of approved (new) and loss of community facilities in the urban area, key service centre or local service centres. [planning application monitoring]	Increase of the percentage of community facilities in the in identified settlements and decrease in the loss.
	DM 39 – Culture and community facilities		LPP2/SO (Z) - Number of community use agreements for pay and play in schools or community facilities. [planning application monitoring]	Increase the number of community use agreements.
Environmental Strategic objectives - SO10, SO12, SO13, SO14, SO15, SO16 Significant effects - SE3, SE14, SE13, SE15, SE16, SE24, SE10, SE9, SE11, SE38, SE39, SE36, SE37, SE4, SE5, SE6, SE7, SE27, SE28, SE29, SE30, SE31, SE32, SE33, SE34, SE35, SE21, SE22, SE23				
Flood risk and water management	ENV 1 – Flood risk and water management DM 40 – Development and flood risk	ENV 1(A) - Relevant planning applications determined in accordance with policy and/or Environment Agency advice [Environment Agency internal monitoring records July 2016]		100 per cent
	ENV 1 - Flood risk and water management DM 41 – Sustainable Drainage Systems (SuDS)	ENV 1(Aii) Percentage of relevant development incorporating SuDS [Planning application monitoring]		100 per cent

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[(1)]	Local Plan (Part Two) Primary indicators and source	Targets
	DM 42 – Flood water storage		LPP2/EV (A) – Number of applications within or adjacent to a flood storage area refused contrary to DM42. [Planning application monitoring]	100 per cent of relevant applications
	DM 43 – Water quality, supply and treatment	ENV 1(Aiii) Change in water quality/ecological status of rivers in the borough		Deliver 'good' ecological status or 'good ecological potential' on all water bodies by 2017.
Green Infrastructure, Biodiversity and Geodiversity	ENV 4 – Biodiversity and geodiversity	ENV 4(B) and ENV 4(Bii) - Number of sites recognised for biodiversity or geodiversity importance [Natural England, CWAC GIS data, JNCC, CWAC Total Environment Team]		At least maintain baseline amount.
	DM 44 – Protecting and enhancing the natural environment		LPP2/EV (B) - Proportion of applications within or adjacent to designated sites of biodiversity/geodiversity importance that result in a net loss of natural assets, and the proportion that deliver a net gain. [Planning application monitoring]	Increase in approved schemes that achieve no net loss.

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
	DM 45 – Trees, woodland and hedgerows		No indicator	n/a
Historic Environment	ENV 5 - Historic environment DM 46 – Development in conservation areas	ENV 5(Ai) - Number of Conservation Area Appraisals as a proportion of Conservation Areas [Cheshire Historic Environment Record]		100 per cent
	ENV 5 - Historic environment DM 47 – Listed building	ENV 5(B) - Number of heritage assets at risk [Historic England - Heritage at Risk Register]		Reduce from 2010 baseline
	DM 48 – Non-listed buildings, structures and landscapes of architectural and historic interest		LPP2/EV (C) – Number of additional locally listed assets registered on the historic environment record. [Historic environment record]	Increase from baseline 2017/2018.
	DM 49 – Registered landscapes		No indicator	n/a
	DM 50 – Archaeology		No indicator	n/a
High quality design and sustainable construction	ENV 6 – High quality design and sustainable construction DM 3 – Design, character and visual amenity		LPP2/EV (D) – Number of applications agreed through the design and review panel. [Planning application monitoring]	n/a

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
	ENV 6 – High quality design and sustainable construction DM 4 – Sustainable construction		LPP2/EV (E) - Number new dwellings meeting higher National Housing Standard for water consumption of 110 litres per person per day [Planning application monitoring]	Increase from baseline established in 2017/2018.
			LPP2/EV (F) - Number of non-domestic buildings achieving a BREEAM rating of 'Excellent [Planning application monitoring]	Increase from baseline established in 2017/2018.
Alternative Energy	ENV 7 – Alternative energy supplies	ENV 7(B) - Installed capacity from renewable energy sources [Renewable energy by local authority. Published September 2015]		Increase from baseline established in 2017/2018.
	DM 51 – Wind energy DM 52 – Solar energy		LPP2/EV (G)- Applications for wind and solar energy determined in accordance with policy [Planning application monitoring]	100 per cent
	DM 53 – Energy generation, storage and district heat networks		LPP2/EV (H)- Applications for energy generation and storage determined in accordance with policy [Planning application monitoring]	n/a

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
Managing waste	ENV 8 – Managing waste	ENV 8(A) - Capacity of waste management facilities [Waste Needs Assessment 2016]		Sufficient capacity to meet identified needs throughout the plan period
		ENV 8(B) - Amount of land safeguarded for waste management lost to other uses at Ince Park, Lostock Works and Kinderton Lodge [Planning application monitoring]	LPP2/EV (I) - Progress with development for waste management uses at Ince Park, Lostock Works and Kinderton Lodge. [Planning application monitoring]	No loss since baseline position.
	ENV 8 – Managing waste[JL4] DM 54 – Waste management facilities DM 55 – Sites for replacement household waste recycling facilities		LPP2/EV (J) - Applications for waste management facilities determined in accordance with policy, including applications on safeguarded land and applications for new household waste recycling sites [Planning application monitoring]	100 per cent Delivery of new household waste recycling sites for Chester, Frodsham and Tattenhall
Minerals	ENV 9 – Minerals supply and safeguarding M 1 – Future sand and gravel working	LPP1/BK - Supply of permitted reserves of sand and gravel [latest Local Aggregate Assessment – currently 2016 LAA including data from 2015]		Maintain at least 7 year landbank throughout the plan period.
	ENV 9 – Minerals supply and safeguarding	ENV 9(B) - Relevant planning applications		100 per cent

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source(1)	Local Plan (Part Two) Primary indicators and source	Targets
	M 3 – Proposals for minerals working	determined in accordance with policy [Review of minerals planning applications]		
	M 1 – Future sand and gravel working M 2 – Minerals Safeguarding Areas – prior extraction of minerals		LPP2/EV (K) - Number of applications for sand and gravel permitted outside the current sites, allocated site for sand and gravel, Preferred Area or Area of Search. [planning application monitoring]	No applications permitted outside the current sites, allocated site, Preferred Area or Area of Search, unless the required level of provision cannot be met from within these areas and the proposal would secure significant material planning benefits that outweigh any material planning objections.
	M 2 – Mineral Safeguarding Areas – prior extraction of minerals		LPP2/EV (L) - Number of applications for non-mineral development or hydrocarbon development granted within Mineral Safeguarding Areas that do not comply with the criteria within policy M 2.	No applications for non-mineral or hydrocarbon developments permitted within MSAS that do not comply with the criteria within policy M 2.

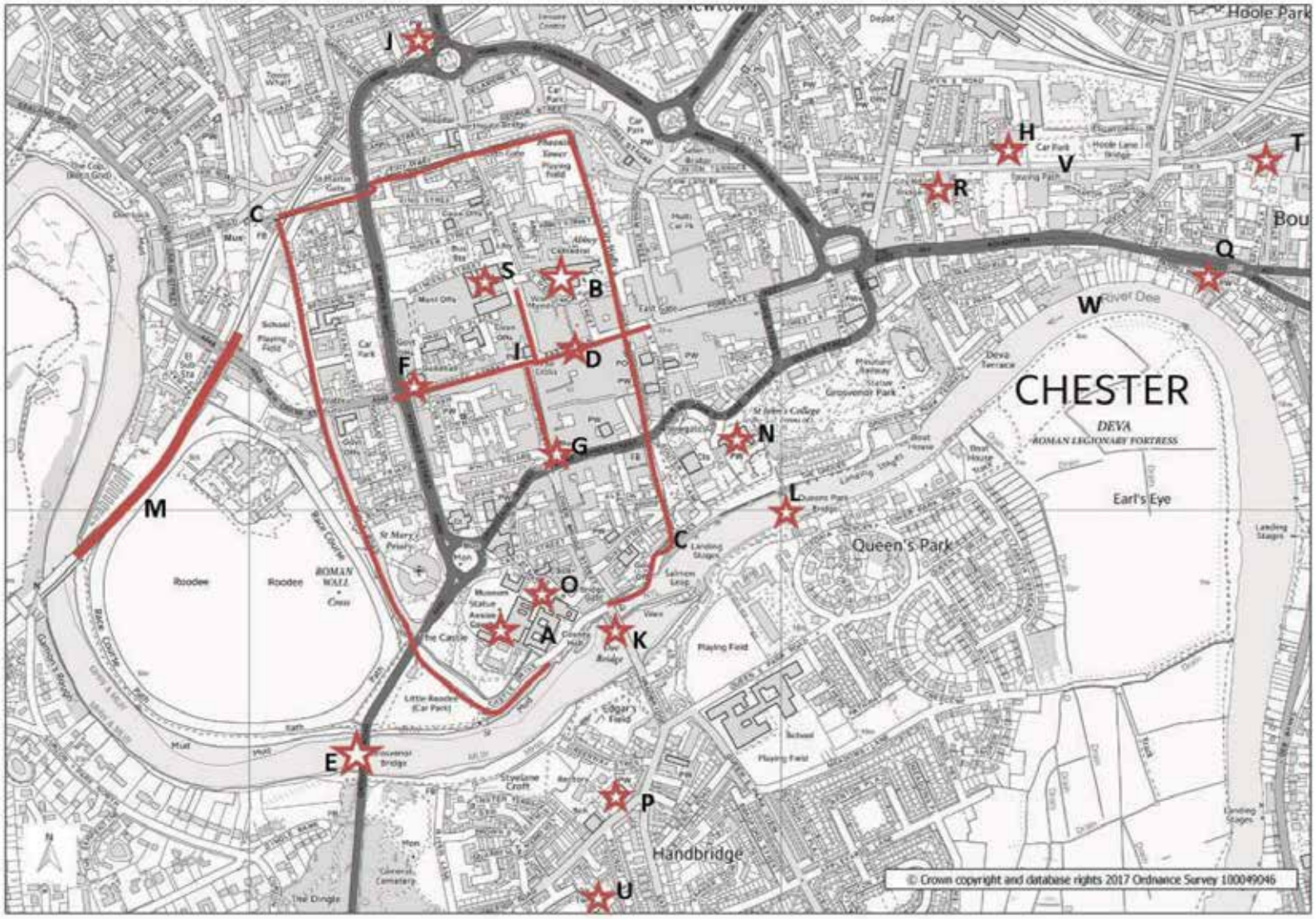
Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source[1]	Local Plan (Part Two) Primary indicators and source	Targets
			[Planning application monitoring]	
	M 4 – Proposals for exploration, appraisal or production of hydrocarbons		No indicator	n/a
	M 5 – Restoration of minerals and oil and gas sites		LPP2/EV (M) - Number of quarries where restoration has been completed that year, in accordance with the policy and planning application. [Planning application monitoring]	n/a
	M 2 – Mineral Safeguarding Areas – prior extraction of minerals M 6 – Salt and brine working		LPP2/EV (N) - Number of applications for salt and brine permitted outside the current sites or Preferred Areas. [Planning application monitoring]	No applications for salt or brine permitted outside the current sites or Preferred Areas unless the required level of provision cannot be met from within these areas and the proposals would secure significant material planning benefits that outweigh any material planning objections.

Theme	Local Plan (Part One) and Local Plan (Part Two) policies	Local Plan (Part One) Primary Indicators and source(1)	Local Plan (Part Two) Primary indicators and source	Targets
	M 7 – Industrial sand proposals		LPP2/EN (O) - Number of applications for silica sand development permitted outside the allocated areas that do not comply with the criteria in the policy. [Planning application monitoring]	No applications for silica sand permitted outside the allocated areas that do not comply with the criteria within policy M 7.
	M 8 – Minerals infrastructure		LPP2/EV (P) - Number of applications for non-mineral development on safeguarded minerals infrastructure sites. [Planning application monitoring]	No applications for non-minerals development on safeguarded minerals infrastructure sites that do not comply with the criteria within policy M 8.
General			LPP2/GEN (A) - Number of appeals upheld and dismissed and policy reason(s). [Planning appeal monitoring]	

1. **R**eferencing taken from AMR

A Chester key views and landmark buildings

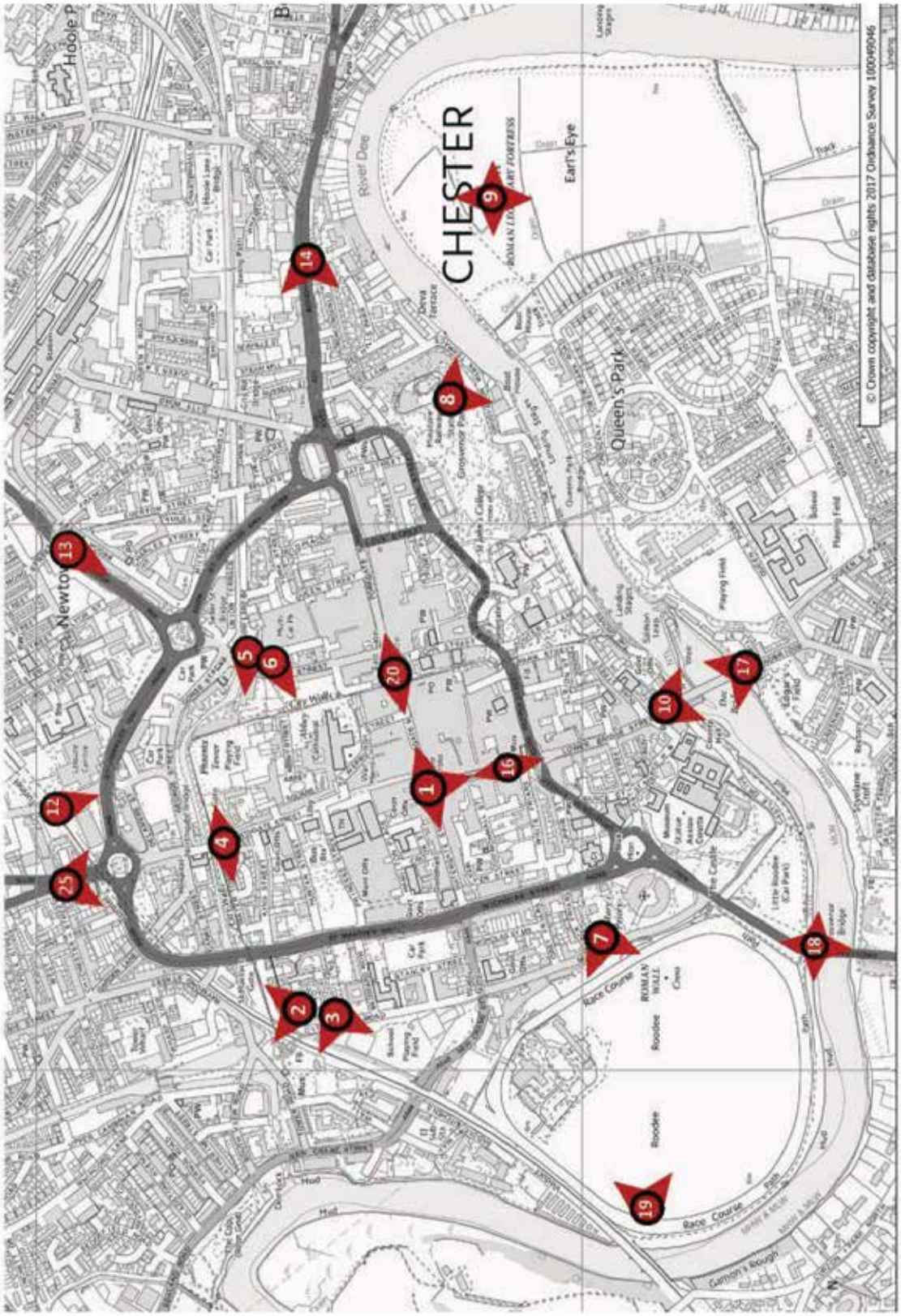
Landmark buildings, structures and notable landscape features



A

Chester key views and landmark buildings

Key views



Key views

CHESTER
DEVA
RIVER DEE
AFON DYFRDWY
ROMAN ROAD
Hoole Bank
Huntington
Saltney
Bretton
Sealand
Queen's Park
Earl's Eye Ferry P
Chester Business Park
Lache
Decoy Fm
Bretton Hall
Bretton Wood
Higher Ferry Ho
Cop House Fm
Hawarden (Chester) Airport
Aircraft Factory
Well Ho Fm
Hope's Place
Heathcroft Fm
Old Hall
Water Works
Moat Fm
The Lache-Eyes
Ferry Lane Ind Estate
Fir Tree Fm
Stadium
Bank Fm
Thornleigh Park
Birchenfields Fm
Yew Tree Fm
Church Fm
Dutton's Fm
Wash Hall
Crabwall Hall
Mollington Grange
Seahill
Willow Fm
Wasterloo Fm
Oreside Ho
Shooting School
Beaches Fm
Scenic Ways
Retail Park
Leisure Park
Hospl
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Camp
Tunnel
Turnpike
Mill
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Tfhse
Ch
Hotel
Univ
Coast Path
Wales Coast Path
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B Replaced and deleted policies

When the Local Plan (Part One) was adopted on 29 January 2015, its policies replaced some of those contained in the currently adopted development plan for the borough. Some extant policies were retained until such time as they are replaced by policies within the Local Plan (Part Two) Land Allocations and Detailed Policies.

The following schedules set out these policies, and explain whether they have been deleted from the development plan, or replaced by policies in the Local Plan (Part One) or Local Plan (Part Two).

Where policies are identified for deletion upon the adoption of the Local Plan (Part Two), rather than replacement, a reason for the deletion is given in the schedules. Details of any changes to the adopted policies map are also included.

Chester District Local Plan

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
Chapter:	**General Policies Guiding All Development**			
GE 1	General	Delete - replaced by STRAT 1 Sustainable development		
GE 2	Accessibility	Delete - replaced by ENV 6 High quality design and sustainable construction		
GE 3	Impact on residential amenity	Delete - replaced by SOC 5 Health and well-being		
GE 4	Availability of utility services	Delete - replaced by ENV 1 Flood risk and water management		
GE 5	Protection of water resources			
GE6	Development and Flood Risk			
GE7	Local distinctiveness	Delete - replaced by ENV 6 High quality design and		

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
		sustainable construction		
Chapter:	**Environment**			
ENV 1	General	Delete - replaced by STRAT 1 Sustainable development		
ENV2	Local setting and context	Delete - replaced by ENV 6 High quality design and sustainable construction		
ENV3	Public spaces and squares	Delete - replaced by SOC 6 Open space, sport and recreation		
ENV4	Facades of development	Delete - replaced by ENV 6 High quality design and sustainable construction		
ENV5	Accessibility/permeability	Retain	Delete - replaced by 'DM 3 - Design, character and visual amenity'	n/a
ENV6	Accessibility/permeability	Retain	Delete - replaced by ENV 6, 'T 5 - Parking and access' and 'DM 3 - Design, character and visual amenity'	n/a
ENV7	Accessibility/permeability	Delete - replaced by ENV 5 Historic environment		
ENV8	Views, viewpoints and landmarks	Retain	Delete - replaced by 'CH 6 - Chester key views, landmarks and gateways and historic skyline'	A 'Chester key views and landmark buildings'
ENV9	Materials	Delete - replaced by ENV 6 High quality design and		

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
		sustainable construction		
ENV10	Parking	Retain	Delete - replaced by 'T 5 - Parking and access'	n/a
ENV11	Safety and Security	Delete - replaced by ENV 6 High quality design and sustainable construction and STRAT 1 Sustainable development		
ENV12	Inner ring road corridor	Retain	Delete - replaced by 'CH 1 - Chester settlement area'	1, 117
ENV13	City Corridors	Retain	Delete - replaced by 'CH 1 - Chester settlement area'	117
ENV14	District lighting strategy	Retain	Delete - replaced by NPPF and ENV 6	n/a
ENV15	Strategic open space	Retain	Delete - replaced by 'CH 1 - Chester settlement area'	2, 118
ENV16	Development adjacent to strategic open spaces	Retain	Delete - replaced by 'CH 1 - Chester settlement area'	n/a
ENV17	Other greenspace	Retain	Delete - replaced by SOC 6 and 'DM 35 - Open space and new development'	3, 338
ENV18	Amenity open space	Delete - replaced by SOC 6 Open space, sport and recreation		
ENV19	Urban Corridors	Retain	Delete - replaced by SOC 6, 'T 4 - Rail corridors', 'DM 37 - Recreational routeways' and 'DM 44 - Protecting and enhancing the natural environment'	4, 234, 310-323, 325, 338
ENV20	Greenspace improvements	Delete - replaced by SOC 6 Open space, sport and recreation		

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
		and ENV 3 Green infrastructure		
ENV21	Trees, hedgerows and woodland	Retain	Delete - replaced by 'DM 45 - Trees, woodland and hedgerows'	326
ENV22	Landscape and development	Retain	Delete - replaced by 'GBC 2 - Protection of landscape'	204-215
ENV23	Provision and maintenance of open space in new development	Retain	Delete - replaced by 'DM 35 - Open space and new development'	n/a
ENV24	Rural (general)	Delete - replaced by STRAT 8 Rural area and ENV 2 Landscape		
ENV25	Areas of Special County Value	Retain	Delete - replaced by 'GBC 2 - Protection of landscape'	5, 204-215
ENV26	Green Network in Chester District	Retain	Delete - replaced by SOC 6, 'DM 35 - Open space and new development'	338
ENV27	Nature conservation strategy	Retain	Delete - replaced by ENV 4 and 'DM 44 - Protecting and enhancing the natural environment'	204-215
ENV28	General	Retain	Delete - replaced by ENV 4 and 'DM 44 - Protecting and enhancing the natural environment'	6, 325
ENV29	Features of local importance	Retain	Delete - replaced by 'DM 44 - Protecting and enhancing the natural environment'	7, 8, 9, 325
ENV30	Strategic wildlife corridors	Retain	Delete - replaced by 'DM 44 - Protecting and enhancing the natural environment'	10, 325
ENV31	Sites of national importance	Retain	Delete - replaced by ENV 5 and 'DM 50 - Archaeology'	11, 335
ENV32	Evaluation of archaeological sites	Retain	Delete - replaced by 'DM 50 - Archaeology'	n/a

Replaced and deleted policies

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
ENV33	Sites of regional or county importance	Retain	Delete - replaced by 'DM 50 - Archaeology'	12
ENV34	District and Local importance	Retain	Delete - replaced by 'DM 50 - Archaeology'	n/a
ENV35	Demolition in Conservation Areas	Retain	Delete - replaced by 'DM 46 - Development in conservation areas'	13, 327
ENV36	Recording	Retain	Delete - replaced by 'DM 46 - Development in conservation areas'	13, 327
ENV37	New development in conservation areas	Retain	Delete - replaced by 'DM 46 - Development in conservation areas'	13, 327
ENV38	Views	Retain	Delete - replaced by 'DM 46 - Development in conservation areas'	13, 327
ENV39	City Centre Conservation Area	Retain	Delete - replaced by 'CH 5 - Chester conservation areas'	13, 127
ENV40	City Centre Conservation Area	Retain	Delete - replaced by 'CH 5 - Chester conservation areas'	13, 127
ENV41	City Centre Conservation Area	Retain	Delete - replaced by 'CH 5 - Chester conservation areas'	13, 14, 127
ENV42	City Centre Conservation Area	Retain	Delete - replaced by 'CH 5 - Chester conservation areas'	14, 127
ENV43	City Centre Conservation Area	Retain	Delete - replaced by 'CH 5 - Chester conservation areas'	14, 127
ENV44	River and Canal Corridors	Retain	Delete - replaced by 'CH 5 - Chester conservation areas' and 'DM 37 - Recreational routeways'	13, 127, 310-323
ENV45	Protection of Listed Buildings	Retain	Delete - replaced by 'DM 47 - Listed buildings'	n/a
ENV46	Changes of use	Retain	Delete - replaced by 'DM 47 - Listed buildings'	n/a

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
ENV47	Local list of buildings of architectural or historic interest	Retain	Delete - replaced by 'DM 48 - Non-designated heritage assets'	n/a
ENV48	Historic Parks and Gardens and Historic Battlefields	Retain	Delete - replaced by 'DM 49 - Registered Parks and Gardens and Battlefields'	15, 328-334
ENV49	Design and location of adverts	Retain	Delete - replaced by 'DM 16 - Shopfronts' and 'DM 17 - Advertisements'	n/a
ENV50	Means of illumination	Retain	Delete - replaced by 'CH 5 - Chester conservation areas'	n/a
ENV51	Row signage	Retain	Delete - replaced by 'CH 5 - Chester conservation areas'	n/a
ENV52	Advance signs	Retain	Delete - replaced by 'DM 16 - Shopfronts' and 'DM 17 - Advertisements'	n/a
ENV53	Shop front design	Retain	Delete - replaced by 'DM 16 - Shopfronts'	n/a
ENV54	Blinds, canopies and awnings	Retain	Delete - replaced by 'DM 16 - Shopfronts'	n/a
ENV55	Security shutters	Retain	Delete - replaced by 'DM 16 - Shopfronts'	n/a
ENV56	Generation of renewable energy	Delete - replaced by ENV 7 Alternative energy supplies		
ENV57	Energy efficient building design and site layout	Delete - replaced by ENV 6 High quality design and sustainable construction and ENV 7 Alternative energy supplies		
ENV58	Energy efficient building design and site layout	Delete - replaced by STRAT 1 Sustainable development and		

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
		ENV 7 Alternative energy supplies		
ENV59	Pollution in the plan area	Delete - replaced by STRAT 1 Sustainable development and ENV 1 Flood risk and water management		
ENV60	New or extended hazardous installations	Retain	Delete - replaced by 'DM 33 - New or extension to hazardous installations'	n/a
ENV61	Development in the vicinity of hazardous installations	Retain	Delete - replaced by 'DM 34 - Development in the vicinity of hazardous installations'	n/a
ENV62	After uses	Delete - replaced by ENV 9 Minerals supply and safeguarding		
ENV63	Green Belt	Delete - replaced by STRAT 9 Green Belt and countryside		
ENV64	Agriculture and Forestry	Delete - replaced by STRAT 9 Green Belt and countryside and National Planning Policy Framework		
ENV65	Recreation and other open land uses	Delete		
ENV66	Limited extensions, alterations or replacement dwellings	Retain	Delete - replaced by 'DM 21 - Development within the curtilage of a dwellinghouse'	n/a
ENV67	Low Cost' housing in settlements in the Green Belt	Delete - replaced by STRAT 9 Green Belt and countryside SOC 2 Rural exception sites		

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
ENV68	Countess of Chester Health Park	Retain	Delete - replaced by 'GBC 1 - Commercial sites in the Green Belt' (GBC 1.B)	16, 201
ENV69	Countess of Chester Health Park	Retain	Delete - replaced by 'GBC 1 - Commercial sites in the Green Belt' (GBC 1.B)	201
ENV70	Chester Zoo	Retain	Delete - replaced by 'GBC 1 - Commercial sites in the Green Belt' (GBC 1.A)	17, 201
ENV71	Dale Camp	Retain	Delete - replaced by 'GBC 1 - Commercial sites in the Green Belt' (GBC 1.C)	18, 201
ENV72	BNFL/URENCO	Retain	Delete - replaced by 'GBC 1 - Commercial sites in the Green Belt' (GBC 1.E)	19, 203
ENV73	BNFL/URENCO	Retain	Delete - replaced by 'GBC 1 - Commercial sites in the Green Belt' (GBC 1.E)	203
ENV74	Huntington water treatment works and Ellesmere Port waste water treatment works	Retain	Delete - replaced by NPPF and STRAT 9 and 'DM 43 - Water quality, supply and treatment'	20
ENV75	Siting of telecommunications development	Retain	Delete - replaced by 'DM 18 - ICT and telecommunications'	n/a
ENV76	Satellite dishes and antennas	Retain	Delete - replaced by The Town and Country Planning (General Permitted Development) (England) Order 2015	n/a
ENV77	Satellite dishes and antennas	Retain	Delete - replaced by The Town and Country Planning (General Permitted Development) (England) Order 2015	n/a
Chapter:	**Transport**			
TR1	General	Delete - replaced by STRAT 1 Sustainable development		

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
TR2	Pedestrians	Delete - replaced by STRAT 10 Transport and accessibility		
TR3	Pedestrians	Delete - replaced by STRAT 10 Transport and accessibility		
TR4	Pedestrians	Retain	Delete - replaced 'DM 37 - Recreational routeways'	21, 310-323
TR5	Cycling	Retain	Delete - replaced by 'DM 37 - Recreational routeways'	22, 310-323
TR6	Cycling	Retain	Delete - replaced by 'T 5 - Parking and access'	n/a
TR7	Major transport improvements	Retain	Delete - replaced by 'T 1 - Local road network improvement schemes' and 'T 2 - A56 Hoole Road Corridor'	23, 222, 223
TR8	Public Transport - Buses	Delete - out of date		
TR9	Public Transport - Buses	Delete - replaced by STRAT 3 Chester and STRAT 10 Transport and accessibility		
TR10	Coaches	Retain	Delete - replaced by 'T 5 - Parking and access'	235
TR11	Public Transport - Rail	Retain	Delete - replaced by 'T 3 - Railway stations'	24
TR12	Public Transport - Rail	Retain	Delete - replaced by 'T 4 - Rail corridors'	25, 234
TR13	Parking	Retain	Delete - replaced by 'T 5 - Parking and access'	26, 235
TR14	Parking	Retain	Delete - replaced by 'T 5 - Parking and access'	235

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
TR15	Parking	Retain	Delete - replaced by 'T 5 - Parking and access'	235
TR16	Residents parking schemes	Delete - not required		
TR17	Safety and Environment	Retain	Delete - replaced by 'T 5 - Parking and access'	n/a
TR18	Highway improvements	Delete - completed		
TR19	New developments	Delete - replaced by STRAT 1 Sustainable development and STRAT 10 Transport and accessibility		
TR20	New developments	Retain	Delete - replaced by 'T 5 - Parking and access'	n/a
TR21	New developments	Retain	Delete - replaced by 'T 5 - Parking and access'	n/a
TR22	Motorway/Roadside facilities	Retain	Delete - replaced by STRAT 10 and 'T 5 - Parking and access'	n/a
TR23	Car free housing	Delete - replaced by STRAT 1 Sustainable development		
Chapter:	**Economy**			
EC1	Scale of provision of employment	Delete - out of date		
EC2	Allocations for Employment Land	Retain	Delete - replaced by 'CH 1 - Chester settlement area', 'CH 2 - Chester regeneration areas', 'CH 3 - Employment land provision in Chester' (CH 3.A-G) and 'EP 2 - Employment land provision in Ellesmere Port' (EP 2.B) and 'R 3 - Employment land provision in the rural area' (R 3.A-C)	27a/b, 119 -125, 132, 198, 197, 199

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
EC3	Areas allocated for a range of employment uses	Retain	Delete - replaced by 'CH 2 - Chester regeneration areas', 'CH 3 - Employment land provision in Chester' and 'DM 5 - Protection and refurbishment of employment land and premises'	28, 120-125
EC4	Chester Business Park	Retain	Delete - replaced by 'CH 3 - Employment land provision in Chester' and 'GBC 1 - Commercial sites in the Green Belt' (GBC 1.D)	29, 120, 202
EC5	Protection of sites allocated for employment	Delete - replaced by ECON 1 Economic growth, employment and enterprise	Delete - replaced by 'CH 3 - Employment land provision in Chester', 'EP 2 - Employment land provision in Ellesmere Port', 'R 3 - Employment land provision in the rural area' and 'DM 5 - Protection and refurbishment of employment land and premises'	n/a
EC6	Protection of existing employment land and buildings	Retain	Delete - replaced by 'DM 5 - Protection and refurbishment of employment land and premises'	n/a
EC7	Stanlow complex	Retain	Delete - replaced by 'EP 2 - Employment land provision in Ellesmere Port', 'EP 3 - Stanlow special policy area' and 'EP 5 - Thornton Science Park'	30, 132, 136, 138
EC8	Ince Power Stations	Retain	Delete - replaced by 'EP 2 - Employment land provision in Ellesmere Port' (EP2.A)	31, 131
EC9	Unallocated employment development	Delete - replaced by ECON 1 Economic growth, employment and enterprise		
EC10	Extensions to existing business premises	Delete - covered in all other policies		

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
EC11	Re-use of rural buildings	Retain	Delete - replaced by STRAT 9 and 'DM 1 - Development of previously developed land'	n/a
EC12	Home working, including teleworking	Delete - replaced by National Planning Policy Framework		
EC13	Downgrade or unneighbourly uses	Delete - not required		
EC14	Tourism	Retain	Delete - replaced by 'CH 2 - Chester regeneration areas'	32, 119
EC15	Tourist accommodation	Delete - replaced by ECON 1 Economic growth, employment and enterprise		
EC16	Tourist accommodation			
EC17	Beeston sand quarry	Retain	Delete - out of date	33
EC18	Camping and caravaning sites	Retain	Delete - replaced by 'DM 9 - Visitor accommodation' and 'DM 10 - Caravan and camping sites'	n/a
EC19	Conference facilities	Delete - replaced by ECON 2 Town centres		
EC20	Agricultural land	Delete - replaced by STRAT 1 Sustainable development		
EC21	Agricultural diversification	Retain	Delete -replaced by 'DM 7 - Rural diversification of land based businesses'	n/a
EC22	New agricultural buildings	Retain	Delete - replaced by 'DM 6 - New agricultural and forestry buildings'	n/a
EC23	Agricultural workers dwellings in the Open Countryside and Green Belt	Retain	Delete - replaced by 'DM 25 - Essential rural workers dwellings'	n/a

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
EC24	Agricultural service industries	Delete - covered in all other policies		
Chapter:	**Retail**			
RET1	The City Centre	Delete - replaced by STRAT 3 Chester		
RET2	Primary Shopping Streets	Retain	Delete - replaced by 'DM 14 - City and town centres'	34, 266
RET3	Secondary Shopping Streets	Retain	Delete - replaced by 'DM 14 - City and town centres'	35, 266
RET4	The Market	Delete - replaced by ECON 2 Town centres		
RET5	Allocations for retail development			
RET6	Protection of sites allocated for retail	Delete - not required		
RET7	Assessment of proposals for retail development in the City Centre	Retain	Delete - replaced by 'DM 14 - City and town centres'	260
RET8	Assessment of proposals in the area immediately adjacent to the city centre	Retain	Delete - replaced by ECON 2 and 'DM 14 - City and town centres'	n/a
RET9	Assessment of proposals outside the city centre	Retain	Delete - replaced by ECON 2 and 'DM 14 - City and town centres'	n/a
RET10	Suburban shopping centres	Retain	Delete - replaced by 'DM 15 - District and local retail centres'	36, 268-307
RET11	Suburban shopping centres	Retain	Delete - replaced by 'DM 39 - Culture and community facilities'	n/a
RET12	Village shops	Retain	Delete - replaced by 'DM 7 - Rural diversification of land based businesses'	n/a
RET13	Village shops	Delete - replaced by National Planning Policy Framework and all other policies		

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
RET14	Shopping development in the Open Countryside	Retain	Delete - replaced by 'DM 7 - Rural diversification of land based businesses'	n/a
RET15	Control over future use of large out of centre shops	Retain	Delete - replaced by ECON 2	n/a
Chapter:	**Housing**			
HO1	Scale of housing provision	Already deleted		
HO2	Allocations for housing development	Part Retain	Delete - out of date	37
HO3	Affordable housing	Delete - replaced by SOC 1 Delivering affordable housing		
HO4	Infill housing development	Retain	Delete - replaced by STRAT 8, STRAT 9 and 'R 1 - Development in the rural area'	158-195
HO5	Criteria for assessing proposals for residential sites not allocated	Retain	Delete - replaced by STRAT 2, 'CH 1 - Chester settlement area' and 'R 1 - Development in the rural area'	117, 158-195
HO6	Infill development in washed over villages in the GB	Retain	Delete - replaced by STRAT 8, STRAT 9 and 'R 1 - Development in the rural area'	158-195
HO7	Housing in the open countryside	Retain	Delete - replaced by STRAT 9 and 'R 1 - Development in the rural area'	158-195, 337
HO8	Extensions to existing dwellings	Retain	Delete - replaced by 'DM 21 - Development within the curtilage of a dwellinghouse'	n/a
HO9	Conversion of non-residential properties to residential use	Retain	Delete - replaced by STRAT 2 and 'DM 22 - Change of use to dwellinghouses and residential conversions'	n/a
HO10	Re-use of rural buildings	Retain	Delete - replaced by 'DM 22 - Change of use to dwellinghouses and residential conversions'	n/a

Replaced and deleted policies

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
HO11	Replacement dwellings	Retain	Delete - replaced by 'DM 21 - Development within the curtilage of a dwellinghouse'	n/a
HO12	Low cost housing in the rural area	Delete - replaced by SOC 1 Delivering affordable housing and SOC 2 Rural exception sites		
HO13	Protection of existing dwellings	Delete - replaced by National Planning Policy Framework		
HO14	Protection of land allocated for housing development	Retain	Delete	n/a
HO15	Residential accommodation for homeless persons in the community...	Retain	Delete - replaced by 'DM 26 - Specialist accommodation'	n/a
HO16	HMO's	Retain	Delete - replaced by 'DM 28 - Houses in Multiple Occupation'	n/a
HO17	Student Accommodation	Retain	Delete - replaced by 'DM 27 - Student accommodation'	n/a
HO18	Granny flats	Retain	Delete - replaced by 'DM 26 - Specialist accommodation'	n/a
HO19	Day nurseries	Retain	Delete - replaced by SOC 5 and STRAT 10	n/a
HO20	Improvement of older housing	Delete - out of date		
HO21	Gypsy Caravan Sites	Delete - replaced by SOC 4 Gypsy and Traveller and Travelling Showpersons accommodation		

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
HO22	Non-residential uses in predominantly residential areas	Delete - replaced by ENV 6 High quality design and sustainable construction		
Chapter:	**Community Facilities**			
CF1	Schools	Delete - built		
CF2	University of Chester	Retain	Delete - replaced by 'CH 4 - University of Chester' and 'EP 5 - Thornton Science Park'	38, 126, 138
CF3	Re-use of surplus land and buildings	Retain	Delete - replaced by 'DM 39 - Culture and community facilities'	n/a
Chapter:	**Sport and Recreation**			
SR1	Assessment of public open space in urban area	Retain	Delete - replaced by 'DM 35 - Open space and new development'	n/a
SR2	Assessment of public open space in urban area	Delete - replaced by SOC 6 Open space, sport and recreation		
SR3	Meeting the shortfall in provision	Retain	Delete - replaced by 'DM 36 - Provision for sport and recreation'	39
SR4	Meeting the shortfall in provision	Delete - replaced by SOC 6 Open space, sport and recreation		
SR5	Guidelines for provision in new housing developments	Retain	Delete - replaced by 'DM 35 - Open space and new development'	n/a
SR6	Playing pitches	Retain	Delete - replaced by 'DM 36 - Provision for sport and recreation'	n/a
SR7	Amenity open space	Retain	Delete - replaced by 'DM 35 - Open space and new development'	n/a
SR8	Indoor sports provision	Retain	Delete - replaced by 'DM 36 - Provision for sport and recreation'	n/a

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
SR9	Golf	Retain	Delete - replaced by 'DM 36 - Provision for sport and recreation'	n/a
SR10	Athletics Tracks	Retain	Delete - replaced by 'DM 36 - Provision for sport and recreation'	40
SR11	Water recreation	Retain	Delete - replaced by 'DM 38 - Waterways and mooring facilities'	n/a
SR12	Water recreation	Retain	Delete - replaced by 'DM 38 - Waterways and mooring facilities'	n/a
SR13	Noisy Environmentally intrusive recreation	Retain	Delete - replaced by 'DM 30 - Noise'	n/a
SR14	Countryside recreation	Retain	Delete - replaced by 'DM 37 - Recreational routeways'	41, 310-323
SR15	Countryside recreation	Delete - replaced by ECON 3 Visitor economy		
SR16	Carden Park	Retain	Delete - out of date	42
SR17	Footpaths, bridleways and cycleways	Retain	Delete - replaced by 'DM 37 - Recreational routeways'	310-323
Chapter:	**Culture and Leisure**			
CU1	Cultural buildings	Retain	Delete - replaced by 'DM 39 - Culture and community facilities'	n/a
CU2	Cultural buildings	Delete - replaced by ECON 2 Town centres		
CU3	Cultural areas and historic sites	Retain	Delete - replaced by 'CH 2 - Chester regeneration areas'	43, 119
CU4	Street Events	Retain	Delete - replaced by 'DM 14 - City and town centres'	n/a
Chapter:	**Urban Renaissance**			
URBREN1	Urban Renaissance	Retain	Delete - replaced by 'CH 2 - Chester regeneration areas' and 'CH 3 - Employment land provision in Chester'	44, 119-125
URBREN2	Urban Renaissance	Retain	Delete - replaced by 'CH 2 - Chester regeneration areas'	45, 119

Chester District Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
Chapter:	**Monitoring and Implementation**			
MI1	Provision of services and infrastructure	Delete - replaced by STRAT 11 Infrastructure		
MI2	Sealand Road	Retain	Delete - replaced by 'T 1 - Local road network improvement schemes'	46

Ellesmere Port and Neston Borough Local Plan

Ellesmere Port and Neston Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
Chapter:	**General Policies**			
GEN1	General development criteria	Delete - replaced by STRAT 1 Sustainable development		
GEN2	Allocation of sites	Delete - out of date		
GEN3	Safeguarded land	Delete - out of date		
GEN4	Noise	Delete - replaced by ENV 6 High quality design and sustainable construction		
GEN5	Crime prevention	Delete - replaced by STRAT 1 Sustainable development		
GEN6	Access for everyone	Delete - replaced by SOC 6 Open space, sport and recreation		
GEN7	Telecommunications development	Retain	Delete - replaced by The Town and Country Planning (General Permitted Development) (England) Order 2015 and 'DM 18 - ICT and telecommunications'	n/a
GEN8	Telecommunications development	Retain	Delete - replaced by replaced by The Town and Country Planning (General Permitted Development) (England) Order 2015, ENV 5 and 'DM 18 - ICT and telecommunications'	n/a
GEN9	Art	Delete - out of date		
GEN10	Power stations	Retain	Delete - replaced by 'DM 53 - Energy generation, storage and district heat networks'	n/a

Ellesmere Port and Neston Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
GEN11	Renewable energy	Delete - replaced by ENV 7 Alternative energy supplies		
GEN12	Overhead power lines	Delete - out of date		
GEN13	Development on agricultural land	Delete - replaced by STRAT 1 Sustainable development		
Chapter:	**Housing**			
H1	Allocation of land for housing development	Part Retain	Delete - out of date	47
H2	Affordable housing	Delete - replaced by SOC 1 Delivering affordable housing		
H3	Housing needs	Delete - replaced by STRAT 2 Strategic development		
H4	Housing in urban areas	Delete - replaced by SOC 6 Open space, sport and recreation		
H5	Conversion to flats	Retain	Delete - replaced by 'DM 22 - Change of use to dwellinghouses and residential conversions'	n/a
H6	House extensions	Retain	Delete - replaced by 'DM 21 - Development within the curtilage of a dwellinghouse'	n/a
H7	Transport and access provision	Delete - replaced by STRAT 10 Transport and accessibility		
H8	School site	Already deleted		
Chapter:	**Employment**			
EMP1	Sites for employment development	Part Retain	Delete - replaced by 'EP 2 - Employment land provision in Ellesmere Port' (EP 2.A-H) and 'R 3 - Employment land	48, 131-135, 200

Ellesmere Port and Neston Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
			provision in the rural area' (R 3.D)	
EMP2	Stanlow special policy area	Retain	Delete - replaced by 'EP 3 - Stanlow special policy area'	49, 136
EMP3	Hooton Park strategic site	Retain	Delete - replaced by 'EP 2 - Employment land provision in Ellesmere Port' (EP 2.D) and 'EP 4 - Hooton Park'	50, 133, 137
EMP4	Ince Marshes	Retain	Delete - replaced by STRAT 9, 'EP 2 - Employment land provision in Ellesmere Port' and 'EP 6 - Ince Park'	51, 139
EMP5A	Cheshire Oaks	Delete - developed		
EMP5B	Cheshire Oaks	Delete - developed		
EMP5C	Cheshire Oaks	Retain	Delete - replaced by 'EP 2 - Employment land provision in Ellesmere Port' (EP 2.E)	52, 134
EMP6	Established industrial areas	Delete - replaced by National Planning Policy Framework		
EMP7	Ince Power Station site	Retain	Delete - replaced by 'EP 2 - Employment land provision in Ellesmere Port' (EP 2.A)	53, 131
EMP8	Land at Station Road	Retain	Delete - replaced by 'EP 2 - Employment land provision in Ellesmere Port' (EP 2.G)	54, 131
Chapter:	**Green Belt**			
GB1	Green Belt area	Delete - replaced by STRAT 9 Green Belt and countryside		
GB2	Green Belt policy	Delete - replaced by National Planning Policy Framework		
GB3	Re-use of buildings	Delete - replaced by National Planning Policy Framework		

Ellesmere Port and Neston Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
GB4	Housing development in the Green Belt	Delete - replaced by National Planning Policy Framework		
GB5	Extensions and alterations to dwellings in GB	Retain	Delete - replaced by 'DM 21 - Development within the curtilage of a dwellinghouse'	n/a
GB6	Willaston village inset	Retain	Delete - replaced by STRAT 9	55, 195, 337
GB7	Roften area major development site	Retain	Delete - replaced by NPPF and STRAT 9	56, 337
GB8	Stables and field shelters	Delete - replaced by National Planning Policy Framework		
GB9	Large stables and riding facilities	Delete - replaced by National Planning Policy Framework		
GB10	Golf courses	Delete - out of date		
Chapter:	**Natural and Built Environment**			
ENV1	Nature conservation sites (international)	Delete - replaced by ENV 4 Biodiversity and geodiversity		
ENV2	National sites of nature conservation	Delete - replaced by ENV 4 Biodiversity and geodiversity		
ENV3	Nature conservation sites (regional and local)	Delete - replaced by ENV 4 Biodiversity and geodiversity		
ENV4	SNCVs	Retain	Delete - replaced by 'DM 44 - Protecting and enhancing the natural environment'	325
ENV5	Ecological interest	Retain	Delete - replaced by 'DM 44 - Protecting and enhancing the natural environment'	325
ENV6	ASCVs	Retain	Delete - replaced by 'GBC 2 - Protection of landscape'	57, 204-215

Ellesmere Port and Neston Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
ENV7	Agricultural buildings	Retain	Delete - replaced by 'DM 6 - New agricultural and forestry buildings'	n/a
ENV8	Urban green network	Retain	Delete - replaced by SOC 6 and 'DM 35 - Open space and new development'	58, 338
ENV9	Landscape and habitat features	Retain	Delete - replaced by 'DM 44 - Protecting and enhancing the natural environment'	325
ENV10	The Mersey Forest	Retain	Delete - replaced by 'DM 45 - Trees, woodland and hedgerows'	59, 326
ENV11	M53/Shropshire Union Canal Corridor	Retain	Delete - replaced by 'EP 2 - Employment land provision in Ellesmere Port' (EP 2.B) and 'EP 4 - Hooton Park'	60, 132, 133, 135, 137
ENV12	Coastal zones	Retain	Delete - replaced by ENV 2 and 'GBC 2 - Protection of landscape'	61, 204-215
ENV13	Development in conservation areas	Retain	Delete - replaced by 'DM 46 - Development in conservation areas'	62, 327
ENV14	Parkgate conservation area	Retain	Delete - replaced by 'DM 46 - Development in conservation areas'	63, 327
ENV15	Conservation of listed buildings	Retain	Delete - replaced by 'DM 47 - Listed buildings'	n/a
ENV16	Non listed buildings and structures	Retain	Delete - replaced by 'DM 48 - Non-designated heritage assets'	n/a
ENV17	Sites of special archaeological interest	Retain	Delete - replaced by 'DM 50 - Archaeology'	64, 335
Chapter:	**Hazard and Pollution**			
HAZ1	New of extended hazardous installations	Delete - replaced by National Planning Policy Framework/HSE		

Ellesmere Port and Neston Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
HAZ2	Development in vicinity of hazadous installations	Delete - replaced by National Planning Policy Framework/HSE		
HAZ3	Potentially polluting development	Retain	Delete - replaced by 'DM 33 - New or extension to hazardous installations'	n/a
HAZ4	Contaminated land	Delete - replaced by STRAT 1 Sustainable development		
Chapter:	**Recreation and Tourism**			
REC1	Sports fields, play areas and parks	Delete - replaced by SOC 6 Open space, sport and recreation		
REC2	Open space provision	Retain	Delete - replaced by 'DM 35 - Open space and new development'	n/a
REC3	Indoor sports and social facilities	Delete - replaced by SOC 6 Open space, sport and recreation		
REC4	Amenity open space in residential areas	Delete - replaced by SOC 6 Open space, sport and recreation		
REC5	Allotments	Delete - replaced by SOC 6 Open space, sport and recreation		
REC6	Site for potentially noisy outdoor sports	Delete - developed		
REC7	Recreational routeways	Retain	Delete - replaced by 'DM 37 - Recreational routeways'	65, 310-323
REC8	Tourist accommodation	Delete - replaced by National Planning Policy Framework		
REC9	Historic canal port	Retain	Delete - replaced by 'EP 7 - Ellesmere Port historic canal port'	66, 140
Chapter:	**Town Centre and Shopping**			

Replaced and deleted policies

Ellesmere Port and Neston Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
SHOP1	Primary shopping areas	Retain	Delete - replaced by 'DM 14 - City and town centres'	67, 255, 259, 261, 265
SHOP2	Local shopping centres	Retain	Delete - replaced by 'DM 15 - District and local retail centres'	68, 268-307
SHOP3	Small shopping centres	Retain	Delete - replaced by 'DM 15 - District and local retail centres'	69, 268-307
SHOP4	Retail development	Delete - replaced by ECON 2 Town Centres		
SHOP5	Food and drink establishments	Delete - replaced by National Planning Policy Framework		
SHOP6	Shop fronts	Retain	Delete - replaced by 'DM 16 - Shopfronts'	n/a
SHOP7	Cromwell Road	Retain	Delete - residential permission	70
Chapter:	**Transport**			
TRANS1	Access to developments	Delete - replaced by STRAT 10 Transport and accessibility		
TRANS2	Highway network	Delete - replaced by STRAT 10 Transport and accessibility		
TRANS3	Freight Transport	Delete - replaced by STRAT 10 Transport and accessibility		
TRANS4	Provision for cyclists	Delete - replaced by STRAT 10 Transport and accessibility		
TRANS5	Car parking in residential areas	Retain	Delete - replaced by 'T 5 - Parking and access'	236
TRANS6	Car parking standards	Retain	Delete - replaced by 'T 5 - Parking and access' and Parking standards SPD	236

Vale Royal Borough Local Plan

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
Chapter:	**General Strategy**			
GS1	Selection of Sites	Already deleted		
GS2	New Development in the Borough	Delete - replaced by STRAT 2 Strategic development		
GS3	North Cheshire Green Belt	Delete - replaced by STRAT 9 Green Belt and countryside		
GS4	Changes to the North Cheshire Green Belt	Delete - replaced by STRAT 9 Green Belt and countryside		
GS5	The Open Countryside	Retain	Delete - replaced by STRAT 9 and 'GBC 2 - Protection of landscape'	71, 204-215, 337
GS6	Change of Use/Conversion of Rural Buildings	Retain	Delete - replaced by 'DM 1 - Development of previously developed land' and 'DM 22 - Change of use to dwellinghouses and residential conversions'	n/a
GS7	Areas Affected by Former Underground Rock Salt Mining in Northwich	Retain	Delete - replaced by 'DM 32 - Land contamination and instability'	72, 309
GS8	Proposals for New Development for Main Town Centre Uses	Delete - completed		
GS9	General Urban Design Principles for Development in Northwich Town Centre	Retain	Delete - replaced by 'DM 14 - City and town centres'	262
GS9A	Barons Quay Development Area	Retain	Delete - replaced by 'DM 14 - City and town centres'	73, 262
GS9B	Weaver Shopping Centre Extension Development Area	Retain	Delete - replaced by 'N 2 - Northwich regeneration areas'	74, 142
GS9C	Land North of Leicester Street	Retain	Delete	75

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
GS9D	Northwich Market	Retain	Delete - replaced by 'N 2 - Northwich regeneration areas'	76, 142
GS9E	Marina Development Area	Delete - completed		
GS9F	County Council Offices Site	Retain	Delete - replaced by 'N 2 - Northwich regeneration areas'	77, 142
GS9G	Magistrates' Court Site	Delete - closed		
GS9H	British Waterways Site	Retain	Delete	78
GS9I	Lock Street Site	Part Retain - see plan	Delete	79
GS9J	Memorial Hall Site	Delete - developed		
GS9K	Land West of Old Warrington Road	Retain	Delete	80
GS9L	Land West of Queen Street	Retain	Delete	81
GS9M	Land Adjacent to Victoria Bridge	Delete - part developed		
GS9N	Northwich Vision Transportation Schemes	Part Retain - see plan	Delete - replaced by STRAT 10 and 'T 1 - Local road network improvement schemes'	82
GS9P	Developer Contributions to Transport and Public Realm Improvements	Retain	Delete - replaced by STRAT 11, CIL and 'T 1 - Local road network improvement schemes'	n/a
GS10	Winsford Gateway	Retain	Delete - replaced by Winsford Neighbourhood Plan	n/a
GS11	Weaver Valley Regional Park Project	Delete - out of date		
Chapter:	**Natural Environment**			
NE1	Protection of the Nature Conservation Resource	Retain	Delete - replaced by 'DM 44 - Protecting and enhancing the natural environment'	325
NE2	Designated Sites of International and National Nature Conservation Importance	Retain	Delete - replaced by ENV 4 and 'DM 44 - Protecting and enhancing the natural environment'	83-86, 325

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
NE3	Designated Sites of Local and Regional Nature Conservation and Geological importance	Delete - replaced by ENV 4 Biodiversity and geodiversity		
NE4	Threatened and Priority Habitats	Delete - replaced by ENV 4 Biodiversity and geodiversity		
NE5	Endangered Species	Delete - replaced by ENV 4 Biodiversity and geodiversity		
NE6	Wildlife Corridors and Green Wedges	Retain	Delete - replaced by 'DM 44 - Protecting and enhancing the natural environment'	87, 88, 325
NE7	Protection and Enhancement of Landscape Features	Retain	Delete - replaced by 'DM 44 - Protecting and enhancing the natural environment'	325
NE8	Provision and Enhancement of Landscape in New Development	Retain	Delete - replaced by 'DM 44 - Protecting and enhancing the natural environment'	325
NE9	Trees and Woodland	Retain	Delete - replaced by 'DM 45 - Trees, woodland and hedgerows'	326
NE10	Proposals for the Establishment of Areas of Multipurpose Woodland on Derelict and Under Used Land	Retain	Delete - replaced by 'DM 45 - Trees, woodland and hedgerows'	89, 90, 326
NE11	Areas of Special County Value	Retain	Delete - replaced by 'GBC 2 - Protection of landscape'	91, 204-215
NE12	Areas of Significant Local Environmental Value	Retain	Delete - replaced by 'GBC 2 - Protection of landscape'	92, 204-215
NE13	River Corridors	Retain	Delete - replaced by 'DM 38 - Waterways and mooring facilities'	n/a
NE14	Dane Valley	Retain	Delete - replaced by 'DM 38 - Waterways and mooring facilities'	n/a

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
NE15	Protection of the Floodplain	Delete - replaced by ENV 1 Flood risk and water management		
NE16	Surface Water Run Off	Delete - replaced by ENV 1 Flood risk and water management		
NE17	Watercourses	Delete - replaced by ENV 1 Flood risk and water management		
NE18	Mersey Estuary Zone	Retain	Delete - replaced by ENV 2	93
Chapter:	**Built Environment**			
BE1	Safeguarding and Improving the Quality of the Environment	Retain	Delete - replaced by 'DM 39 - Culture and community facilities'	n/a
BE2	Sewerage Infrastructure	Delete - replaced by ENV 1 Flood risk and water management		
BE3	Water Supply	Delete - replaced by ENV 1 Flood risk and water management		
BE4	Planning Obligations	Retain	Delete - replaced by STRAT 11 and CIL	n/a
BE5	Historic Environment - Listed Buildings	Retain	Delete - replaced by 'DM 47 - Listed buildings'	n/a
BE6	Alteration/Extensions to Listed Buildings	Retain	Delete - replaced by 'DM 47 - Listed buildings'	n/a
BE7	Changes of Use to Listed Buildings	Retain	Delete - replaced by 'DM 47 - Listed buildings'	n/a
BE8	Listed Buildings and Archaeology	Retain	Delete - replaced by 'DM 47 - Listed buildings' and 'DM 50 - Archaeology'	n/a
BE9	Demolition Control of Listed Buildings	Retain	Delete - replaced by 'DM 47 - Listed buildings'	n/a

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
BE10	Historic Environment - Conservation Areas	Retain	Delete - replaced by 'DM 46 - Development in conservation areas'	94, 327
BE11	Development of Sites Outside the Conservation Area	Retain	Delete - replaced by 'DM 46 - Development in conservation areas'	n/a
BE12	Northwich Conservation Area	Retain	Delete - replaced by 'N 6 - Northwich conservation area'	95, 153
BE13	Ancient Monuments/Archaeological Sites	Retain	Delete - replaced by 'DM 50 - Archaeology'	96, 335
BE14	Other Sites of Archaeological Importance	Retain	Delete - replaced by 'DM 50 - Archaeology'	n/a
BE15	Historic Parks and Gardens	Retain	Delete - replaced by 'DM 49 - Registered Parks and Gardens and Battlefields'	97, 326-333
BE16	Advertisements and Signs	Retain	Delete - replaced by 'DM 17 - Advertisements'	308
BE17	Advance Directional Advertisements	Retain	Delete - replaced by 'DM 17 - Advertisements'	308
BE18	Telecommunications Development	Retain	Delete - replaced by 'DM 18 - ICT and telecommunications'	n/a
BE19	Domestic Radio, Masts, Aerials and Satellite Dishes	Retain	The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)	n/a
BE20	Jodrell Bank	Retain	Delete - replaced by 'DM 12 - Jodrell Bank'	98, 252
BE21	Renewable Energy	Part Retain	Delete - replaced by 'DM 51 - Wind energy' and 'DM 52 - Solar energy'	336
BE22	Locally Important Buildings	Retain	Delete - replaced by 'DM 48 - Non-designated heritage assets'	n/a

Replaced and deleted policies

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
BE23	Conservation Area Appraisals	Retain	Delete - replaced by 'DM 46 - Development in conservation areas'	327
Chapter:	**Housing**			
H1	The Supply of Housing Land	Already Deleted - out of date		
H2	Housing Allocations	Retain	Delete - out of date	99
H3	Phasing	Delete - out of date		
H4	Housing Development Hierarchy	Delete - out of date		
H5	Windfall Sites	Delete - out of date		
H6	Change of Use/Conversion	Delete - out of date		
H7	Sub-Division of Existing Dwellings into Self-Contained Residential Units	Delete - out of date		
H8	Extensions/Alterations to Dwellings	Retain	Delete - replaced by 'DM 21 - Development within the curtilage of a dwellinghouse'	n/a
H9	Extensions to Dwellings that have been Created Through the Conversion of a Rural Building	Retain	Delete - replaced by 'DM 21 - Development within the curtilage of a dwellinghouse'	n/a
H10	Rebuilding/Replacement of Dwellings	Retain	Delete - replaced by 'DM 21 - Development within the curtilage of a dwellinghouse'	n/a
H11	Extensions to Residential Curtilages in the Open Countryside and the Green Belt	Retain	Delete - replaced by 'DM 21 - Development within the curtilage of a dwellinghouse'	n/a
H12	Density	Delete		
H13	Mixed Communities	Delete - replaced by STRAT 1 Sustainable development		

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
H14	Sites for Affordable Housing on Residential Developments	Delete - replaced by SOC 1 Delivering affordable housing		
H15	Sites for Affordable Housing within the Settlement Policy Boundaries of Frodsham, Helsby and Tier 1 Locations			
H16	Sites for Affordable Housing in the Green Belt/Open Countryside	Delete - replaced by SOC 1 Delivering affordable housing and SOC 2 Rural exception sites		
H17	Gypsy and Traveller Sites	Delete - replaced by SOC 4 Gypsy and Traveller and Travelling Showpersons accommodation		
H18	Transit Gypsy Sites	Delete - replaced by SOC 4 Gypsy and Traveller and Travelling Showpersons accommodation		
H19	Show Person's Sites	Delete - replaced by SOC 4 Gypsy and Traveller and Travelling Showpersons accommodation		
Chapter:	**Employment**			
E1	General Requirements for Employment Use	Part Retain - delete paragraph iv	Delete	n/a
E2	Existing Non-Conforming Uses	Delete - out of date		
E3	Redevelopment of Employment Land for Employment Purposes	Retain	Delete - replaced by 'N 4 - Employment land provision in Northwich' and 'DM 5 - Protection and refurbishment of employment land and premises'	149-151, 198
E4	Redevelopment of Existing and Proposed Employment	Retain	Delete - replaced by 'DM 5 - Protection and refurbishment	n/a

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
	Land for Non-Employment Purposes		of employment land and premises'	
E5	Employment Land Allocations	Part Retain	Delete - replaced by 'N 4 - Employment land provision in Northwich', 'W 2 - Employment land provision in Winsford' and 'R 3 - Employment land provision in the rural area'	100, 149-151, 156, 157, 198
E6	Lostock Triangle, Lostock Gralam	Retain	Delete - site developed and extant planning permission	n/a
E7	Northwich and Winsford Town	Delete - replaced by National Planning Policy Framework		
E8	Villages	Delete - replaced by National Planning Policy Framework		
E9	Employment Uses in the Open Countryside Outside the Green Belt	Delete - replaced by National Planning Policy Framework		
E10	Employment Uses in the Green Belt Including Washed Over Green Belt Villages	Retain	Delete - replaced by NPPF and STRAT 9	101
Chapter:	**Recreation and Tourism**			
RT1	General Requirements for Recreation/Tourism Developments	Delete - replaced by all other policies in the Plan		
RT2	Sports Facilities and Open Spaces - Allocations	Retain	Delete - replaced by SOC 6 and 'DM 35 - Open space and new development'	102a/b, 338
RT3	Recreation and Open Space in New Developments – Space standards	Retain	Delete - replaced by 'DM 35 - Open space and new development' and 'DM 36 - Provision for sport and recreation'	n/a

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
RT4	Existing Formal and Informal Open Spaces and Recreational Facilities	Delete - replaced by National Planning Policy Framework		
RT5	Allotments	Delete - replaced by SOC 6 Open space, sport and recreation		
RT6	Village Facilities	Retain	Delete - replaced by 'DM 39 - Culture and community facilities'	n/a
RT7	Tourist Accommodation within the Towns of Northwich and Winsford and the Villages	Retain	Delete - replaced by 'DM 9 - Visitor accommodation'	n/a
RT8	Tourist Accommodation within the Open Countryside and the Green Belt	Retain	Delete - replaced by ECON 3 and 'DM 9 - Visitor accommodation'	n/a
RT9	Chalet Type Development	Retain	Delete - replaced by STRAT 9, 'DM 9 - Visitor accommodation' and 'DM 10 - Caravan and camping sites'	n/a
RT10	The Use of Farmhouses for B&B Accommodation within the GB and OC	Delete - replaced by National Planning Policy Framework		
RT11	Extensions to Existing Facilities	Retain	Delete - replaced by 'DM 9 - Visitor accommodation'	n/a
RT12	Small Extensions to Existing Hotels, Guest Houses and Other Tourist Accommodation within the Green Belt and Open Countryside	Delete - replaced by National Planning Policy Framework		
RT13	Touring Recreational Caravan and Camping Sites	Retain	Delete - replaced by 'DM 9 - Visitor accommodation' and 'DM 10 - Caravan and camping sites'	n/a
RT14	Static Recreational Caravan Sites	Retain	Delete - replaced by 'DM 9 - Visitor accommodation' and 'DM 10 - Caravan and camping sites'	n/a

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
RT15	Golf Courses	Retain	Delete - replaced by 'DM 36 - Provision for sport and recreation'	n/a
RT16	Driving Ranges	Retain	Delete - replaced by 'DM 36 - Provision for sport and recreation'	n/a
RT17	Noisy Sports	Part Retain - delete paragraph iv	Delete - replaced by 'DM 30 - Noise'	n/a
RT18	Motor Sports	Part Retain - delete paragraph i	Delete - replaced by 'DM 13 - Oulton Park' and 'DM 30 - Noise'	253
RT19	Tourist/Recreation Related Facilities - Allocations	Retain	Delete - replaced by ECON 3 and 'N 6 - Northwich conservation area'	103
RT20	Mooring Facilities	Retain	Delete - replaced by 'DM 38 - Waterways and mooring facilities'	n/a
RT21	The Weaver and Dane Valleys	Part Retain - delete first sentence	Delete - replaced by 'DM 38 - Waterways and mooring facilities'	n/a
RT22	The Winsford Flashes – Site specific policy	Retain	Delete - replaced by 'W 1 - Winsford settlement area' and Winsford Neighbourhood Plan	155
RT23	The Whitegate Way – Site specific policy	Retain	Delete - replaced by 'DM 37 - Recreational routeways'	104, 318
RT24	Delamere Forest – Site specific policy	Retain	Delete - replaced by STRAT 9, ECON 3, ENV 3, ENV 4, 'GBC 2 - Protection of landscape' and 'DM 37 - Recreational routeways'	105, 208, 210, 310, 312
RT25	Oulton Park Motor Racing Venue – Site specific policy	Retain	Delete - replaced by 'DM 13 - Oulton Park'	106, 253
Chapter:	**Transportation**			
T1	General Requirements	Delete - replaced by STRAT 10 Transport and accessibility		

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
T2	Transportation Assessments	Delete - replaced by STRAT 10 Transport and accessibility		
T3	Public Transport	Retain	Delete - replaced by STRAT 10	n/a
T4	Railways	Retain	Delete - replaced by 'T 3 - Railway stations'	224-233
T5	Railway Stations	Retain	Delete - replaced by 'T 3 - Railway stations'	107, 224-233
T6	Northwich - Middlewich - Sandbach Rail Line – safeguarded route	Retain	Delete - replaced by STRAT 10	108
T7	Safeguarded Rail Lines – safeguarded route	Retain	Delete - replaced by 'T 4 - Rail corridors'	109, 234
T8	Pedestrians and Walking	Delete - replaced by STRAT 10 Transport and accessibility		
T9	Cycling	Delete - replaced by STRAT 10 Transport and accessibility		
T10	National Cycle Network	Delete - out of date		
T11	Freight	Delete - replaced by National Planning Policy Framework		
T12	Development of Land Adjacent to the River Weaver for Water Based Freight Facilities	Retain	Delete - replaced by STRAT 10 and 'DM 38 - Waterways and mooring facilities'	n/a
T13	Car Parking	Retain	Delete - replaced by 'T 5 - Parking and access' and Parking standards SPD	237, 238
T14	Car Parking in Town and Village Centres	Retain	Delete - replaced by 'T 5 - Parking and access' and Parking standards SPD	237, 238
T15	Provision of Access for People with Disabilities	Retain	Delete - replaced by STRAT 10	n/a

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
T16	Roadside Facilities	Retain	Delete - replaced by STRAT 10 and 'T 5 - Parking and access'	n/a
T17	Lorry Parks	Retain	Delete - replaced by STRAT 10 and 'T 5 - Parking and access'	n/a
T18	General Highways Policies – Safeguarded route	Retain	Delete - replaced by 'T 1 - Local road network improvement schemes'	110, 221
T19	Appropriate Traffic Calming Measures	Delete - not used		
T20	Travel Plans	Retain	Delete - replaced by STRAT 10 and Travel planning SPD	n/a
Chapter:	**Shopping and Town Centre Development**			
STC1	General Policy	Retain	Delete - replaced by 'DM 14 - City and town centres'	111a/b, 112, 114, 256-258
STC2	Northwich Town Centre – Allocations	Retain	Delete - replaced by 'DM 14 - City and town centres'	113, 262
STC3	Winsford Town Centre	Retain	Delete - replaced by ECON 2, 'DM 14 - City and town centres' and Winsford Neighbourhood Plan	114, 263
STC4	Use of Upper Floors	Retain	Delete - replaced by 'DM 14 - City and town centres'	n/a
STC5	Design	Delete - replaced by ENV 6 High quality design and sustainable construction		
STC6	Design-Installation of Shutters	Retain	Delete - replaced by 'DM 16 - Shopfronts'	n/a
STC7	Proposals for Key Town Centre Development in Edge-of-Centre and Out-of-Centre Locations	Delete - replaced by National Planning Policy Framework		

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
STC8	Defined Town and Large Village Centres	Delete - out of date		
STC9	Defined Town and Large Village Centres	Delete - out of date		
STC10	Loss of Existing Ground and Upper Floor Residential Uses	Delete - out of date		
STC11	Large Proposals in Large Village Centres	Delete - replaced by National Planning Policy Framework		
STC12	Local Centres in Winsford and Northwich	Retain	Delete - replaced by 'DM 15 - District and local retail centres'	268-307
STC13	All Smaller Villages With or Without Defined Policy Boundaries	Delete - replaced by National Planning Policy Framework		
STC14	All Smaller Villages With or Without Defined Policy Boundaries	Retain	Delete - replaced by 'DM 39 - Culture and community facilities'	n/a
STC15	Changes of Use That Would Result in the Loss of a Public House or Other Service Serving a Rural Community	Retain	Delete - replaced by 'DM 39 - Culture and community facilities'	n/a
STC16	Farm Shops	Retain	Delete - replaced by 'DM 7 - Rural diversification of land based businesses'	n/a
Chapter:	**Public Services**			
PS1	Public Services Development in the Open Countryside	Delete - out of date		
PS2	Redundant Institutions in the Open Countryside/Green Belt	Delete - completed		
PS3	Child Care facilities	Delete - replaced by National Planning Policy Framework		
Chapter:	**Pollution, Hazards and Contaminated Land**			

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
P1	Air Pollution	Delete - replaced by SOC 5 Health and well-being		
P2	New Development which is Sensitive to Air Pollution	Delete - replaced by SOC 5 Health and well-being		
P3	Noise Pollution	Delete - replaced by SOC 5 Health and well-being		
P4	Light Pollution	Delete - replaced by SOC 5 Health and well-being		
P5	Groundwater	Delete - replaced by ENV 1 Flood risk and water management		
P6	Hazardous Installations	Delete - replaced by HSE		
P7	Development of a Non-Hazardous Nature in the Vicinity of Non-Hazardous Installations	Delete - replaced by HSE		
P8	Contaminated and Derelict Land	Delete - replaced by STRAT 1 Sustainable development		
P9	Aerodrome Safeguarding - Liverpool John Lennon Airport – Site specific	Retain	Delete - replaced by 'DM 11 - Safeguarded areas around aerodromes'	115, 249-251
Chapter:	**Rural Enterprises**			
RE1	Agricultural Land	Delete - replaced by STRAT 1 Sustainable development		
RE2	Where Development is Allowed Which Involves the Loss of Agricultural Land	Delete - out of date		
RE3	New Agricultural Buildings	Retain	Delete - replaced by 'DM 6 - New agricultural and forestry buildings'	n/a

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
RE4	Proposals for New Buildings and Other Structures Associated with Livestock	Delete - replaced by ENV 6 High quality design and sustainable construction		
RE5	Change of Use of Agricultural and Other Rural Buildings	Delete - replaced by National Planning Policy Framework		
RE6	Withdrawal of Agricultural Permitted Development Rights Following a Change of Use	Delete - replaced by National Planning Policy Framework		
RE7	Agricultural workers' Dwellings	Retain	Delete - replaced by 'DM 25 - Essential rural workers dwellings'	n/a
RE8	Removal of an Agricultural or Forestry Occupancy Condition	Retain	Delete - replaced by 'DM 25 - Essential rural workers dwellings'	n/a
RE9	Equestrian Development	Retain	Delete - replaced by 'DM 8 - Equestrian development'	n/a
RE10	Kennels and Catteries	Retain	Delete - replaced by STRAT 9, ENV 2 and	n/a
RE11	Private Airstrips	Delete - out of date		
RE12	Farm Diversification	Retain	Delete - replaced by 'DM 7 - Rural diversification of land based businesses'	n/a
Chapter:	**After Use of Mineral Workings**			
MW1	General Considerations	Delete - replaced by ENV 9 Minerals supply and safeguarding		
MW2	Consultation on County Matters	Delete - replaced by ENV 9 Minerals supply and safeguarding		
MW3	After Uses – Site specific	Retain	Delete - replaced by 'M 5 - Restoration of minerals and oil and gas sites'	n/a

B

Replaced and deleted policies

Vale Royal Borough Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
MW4	Ancillary Development	Delete - replaced by ENV 9 Minerals supply and safeguarding		

Cheshire Replacement Minerals Local Plan

Cheshire Replacement Minerals Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
1	Sustainability	Delete - replaced by ENV 9 Minerals supply and safeguarding		
2	Need	Delete - replaced by ENV 9 Minerals supply and safeguarding		
3	Aggregate reserves	Delete - replaced by ENV 9 Minerals supply and safeguarding		
4	Alternative sources of aggregate	Delete - replaced by ENV 9 Minerals supply and safeguarding		
5	Safeguarding high quality material	Delete - replaced by ENV 9 Minerals supply and safeguarding		
6	Prior extraction	Delete - replaced by ENV 9 Minerals supply and safeguarding		
7	Mineral conservation areas	Delete - replaced by ENV 9 Minerals supply and safeguarding		
8	Review	Delete - replaced by ENV 9 Minerals supply and safeguarding		
9	Planning applications	Retain	Delete - replaced by 'M 3 - Proposals for minerals working'	n/a
10	Geological content of planning applications	Delete - replaced by ENV 9 Minerals supply and safeguarding		
11	Pre-application discussions	Delete - replaced by ENV 9 Minerals supply and safeguarding		
12	Conditions	Retain	Delete	n/a
13	Planning obligations/legal agreements	Retain	Delete	n/a
14	ASCV	Delete - replaced by ENV 9 Minerals supply and safeguarding		

Cheshire Replacement Minerals Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
15	Landscape	Retain	Delete - replaced by 'M 3 - Proposals for minerals working'	n/a
16	Plant and buildings	Retain	Delete - replaced by 'M 3 - Proposals for minerals working'	n/a
17	Visual amenity	Retain	Delete - replaced by 'M 3 - Proposals for minerals working'	n/a
18	Jodrell Bank zone	Delete - replaced by ENV 9 Minerals supply and safeguarding		
19	Archaeology	Delete - replaced by ENV 9 Minerals supply and safeguarding		
20	Archaeology	Delete - replaced by ENV 9 Minerals supply and safeguarding		
21	Archaeology	Delete - replaced by ENV 9 Minerals supply and safeguarding		
22	Nature conservation	Delete - replaced by ENV 9 Minerals supply and safeguarding		
23	Nature conservation	Delete - replaced by ENV 9 Minerals supply and safeguarding		
24	Built heritage and historic environment	Delete - replaced by ENV 9 Minerals supply and safeguarding		
25	Ground water/surface water/flood protection	Delete - replaced by ENV 9 Minerals supply and safeguarding		
26	Noise	Delete - replaced by ENV 9 Minerals supply and safeguarding		
27	Noise	Delete - replaced by ENV 9 Minerals supply and safeguarding		
28	Dust	Retain	Delete - replaced by 'M 3 -	n/a

Cheshire Replacement Minerals Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
			Proposals for minerals working'	
29	Agricultural land	Delete - replaced by ENV 9 Minerals supply and safeguarding		
30	Agricultural land - silica sand	Delete - replaced by ENV 9 Minerals supply and safeguarding		
31	Cumulative impact	Delete - replaced by ENV 9 Minerals supply and safeguarding		
32	Advance planting	Delete - replaced by ENV 9 Minerals supply and safeguarding		
33	Public rights of way	Delete - replaced by ENV 9 Minerals supply and safeguarding		
34	Highways	Delete - replaced by ENV 9 Minerals supply and safeguarding		
35	Alternative forms of transport	Delete - replaced by ENV 9 Minerals supply and safeguarding		
36	Secondary operations	Delete - replaced by ENV 9 Minerals supply and safeguarding		
37	Hours of operation	Retain	Delete - replaced by 'DM 30 - Noise'	n/a
38	Blasting	Delete - replaced by ENV 9 Minerals supply and safeguarding		
39	Stability and support	Delete - replaced by ENV 9 Minerals supply and safeguarding		
40	Mine waste disposal	Delete - replaced by ENV 9 Minerals supply and safeguarding		
41	Restoration	Delete - replaced by ENV 9 Minerals supply and safeguarding		
42	Aftercare	Delete - replaced by ENV 9 Minerals supply and safeguarding		
43	Liaison committees	Retain	Delete - replaced by 'M 3 -	n/a

Cheshire Replacement Minerals Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
			Proposals for minerals working'	
44	Opencast coal	Delete - replaced by ENV 9 Minerals supply and safeguarding		
45	Sand and gravel landbank	Delete - replaced by ENV 9 Minerals supply and safeguarding		
46	Future sand and gravel extraction	Delete - replaced by ENV 9 Minerals supply and safeguarding		
47	Sand and gravel area of search	Retain	Delete - replaced by 'M 1 - Future sand and gravel working'	116, 242
48	Hydrocarbons	Delete - replaced by ENV 9 Minerals supply and safeguarding		
49	Peat	Delete - replaced by ENV 9 Minerals supply and safeguarding		
50	Natural brine pumping	Delete - replaced by ENV 9 Minerals supply and safeguarding		
51	Future rock salt extraction	Retain	Delete - replaced by 'M 6 - Salt and brine working'	116, 245
52	Future controlled brine extraction	Retain	Delete - replaced by 'M 6 - Salt and brine working'	116, 246
53	Crushed rock landbank	Delete - replaced by ENV 9 Minerals supply and safeguarding		
54	Future silica sand extraction	Delete - replaced by ENV 9 Minerals supply and safeguarding		

Cheshire Replacement Waste Local Plan

Cheshire Replacement Waste Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
1	Sustainable waste management	Delete - replaced by ENV 8 Managing waste		
2	Need for waste management facilities	Delete - replaced by ENV 8 Managing waste		
3	Phasing of sites for landfill/landraise and/or thermal treatment	Delete - replaced by ENV 8 Managing waste		
4	Preferred sites for waste management facilities	Delete - replaced by ENV 8 Managing waste		
5	Other sites for waste management facilities	Delete - replaced by ENV 8 Managing waste		
6	Built waste management facilities of a national/regional scale	Delete - replaced by ENV 8 Managing waste		
7	Sites for open air windrow composting facilities	Delete - replaced by ENV 8 Managing waste		
8	Wastewater treatment works	Delete - replaced by ENV 8 Managing waste		
9	Preferred sites for non-hazardous landfill/landraise	Delete - replaced by ENV 8 Managing waste		
10	Minimising waste during construction and development	Delete - replaced by ENV 8 Managing waste		
11a and 11b	Development and waste recycling	Delete - replaced by ENV 8 Managing waste		
12	Impact of development proposals	Retain	Delete - replaced by 'DM 54 - Waste management facilities'	n/a
13	ASCV	Delete - replaced by ENV 8 Managing waste		
14	Landscape	Delete - replaced by ENV 8 Managing waste		

Replaced and deleted policies

Cheshire Replacement Waste Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
15	Green Belt	Delete - replaced by ENV 8 Managing waste		
16	Historic environment	Delete - replaced by ENV 8 Managing waste		
17	Natural environment	Delete - replaced by ENV 8 Managing waste		
18	Water resource protection and flood risk	Delete - replaced by ENV 8 Managing waste		
19	Agricultural land quality	Delete - replaced by ENV 8 Managing waste		
20	Public rights of way	Delete - replaced by ENV 8 Managing waste		
21	Jodrell Bank	Delete - replaced by ENV 8 Managing waste		
22	Aircraft safety	Retain	Delete - replaced by 'DM 11 - Safeguarded areas around aerodromes' and 'DM 54 - Waste management facilities'	249-251
23	Noise	Delete - replaced by ENV 8 Managing waste		
24	Air pollution: air emissions including dust	Delete - replaced by ENV 8 Managing waste		
25	Litter	Delete - replaced by ENV 8 Managing waste		
26	Air pollution: odour	Delete - replaced by ENV 8 Managing waste		
27	Sustainable transport of waste and waste derived materials	Delete - replaced by ENV 8 Managing waste		
28	Highways	Delete - replaced by ENV 8 Managing waste		

Cheshire Replacement Waste Local Plan				
Policy Number	**Policy Title**	**Local Plan (Part One) Outcome**	**Local Plan (Part Two) Outcome**	**Map change(s)**
29	Hours of operation	Delete - replaced by ENV 8 Managing waste		
30	Hours of operation for HWRC	Delete - replaced by ENV 8 Managing waste		
31	Ancillary development at a landfill/landraise site and/or open windrow composting site	Delete - replaced by ENV 8 Managing waste		
32	Reclamation	Delete - replaced by ENV 8 Managing waste		
33	Liaison committees	Retain	Delete - replaced by 'DM 54 - Waste management facilities'	n/a
34	Energy recovery	Delete - replaced by ENV 8 Managing waste		
35	Underground hazardous waste storage/containment	Retain	Delete - replaced by 'DM 33 - New or extension to hazardous installations'	n/a
36	Design	Delete - replaced by ENV 8 Managing waste		

C Glossary

Air Quality Management Area (AQMA) - an area, declared by the Council, where national air quality objectives are not being met.

Affordable housing - social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

Aftercare of minerals and oil and gas sites - a period of aftercare will commence following restoration of the site to ensure that the land returns to a state that is the same or better than it was prior to operations commencing.

Aged or veteran tree - a tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.

Aggregate - sand, gravel, crushed rock and other bulk materials used in the construction industry for purposes such as the making of concrete, mortar, asphalt or for roadstone, drainage or bulk filling materials.

Allocated land/sites - land which has been identified in the development plan as being acceptable in principle for development for a particular purpose.

Anaerobic digestion - a process in which organic matter is broken down by bacteria in the absence of air, producing a gas (methane) and solid (digestate). The by-products can be useful, for example gas can be used to produce heat and power or in gas-powered vehicles, and digestates can be re-used on farms as a fertiliser.

Annual Monitoring Report (AMR) - assessment of the implementation of the Local Development Scheme and the extent to which policies in Local Development Documents are being successfully implemented.

Apportionment - a specified amount of aggregates to be produced annually on a sub-regional basis.

Appraisal of hydrocarbons - further testing or exploratory work once a hydrocarbon has been found as a result of exploration phase, in order to further define the deposit and evaluate the options available or assess the viability and potential environmental effects of commercial exploitation. The appraisal stage may involve further seismic work or drilling and is usually a relatively short-term activity, typically between six months and two years.

Appropriate Assessment - undertaken as part of a Habitats Regulations Assessment to establish the impacts a Local Development Document will have on a range of European designated sites.

Areas of Critical Drainage (ACD) - an informal area of critical drainage as identified through the SFRA.

Area of Search - a technique used to identify areas of land which are considered to contain mineral resources and which are generally free from major mappable constraints.

Area of Special County Value - areas in the borough that are demonstrably special in their landscape character and scenic value.

Backfill - the material used to fill cavities produced at minerals and oil and gas sites.

Biodiversity - a measure of the number and range of species and their relative abundance in a community.

Biomass plant - biomass is renewable organic matter, frequently wood or plant based materials. A biomass plant is a power plant which produces heat and power by burning biomass.

Bird strike - damage to aircraft caused by birds.

Brine - salt which occurs in solution form.

BS42020 - British Standard BS42020 Code of Practice for Planning and Development promotes transparency and consistency of ecological information submitted with planning applications and applications for other regulatory approvals.

BS5837:2012 – the British Standard for Trees in relation to design, demolition and construction – Recommendations. It sets out the arboriculture process to be followed where trees are being considered in relation to development. It provides recommendations and guidance on assessing and protecting trees during all stages of development and how a harmonious relationship between trees and structures can be achieved and sustained in the long term.

Brownfield land - see 'previously developed land' (PDL).

Brownfield Land Register - information on brownfield land/sites that are considered to be appropriate for residential development (having regard to the criteria set out in Regulation 4 of the Town and Country Planning (Brownfield Land Register) Regulations 2017. Part 1: all brownfield sites appropriate for residential development. Part 2: those sites granted permission in principle (PiP).

Coalbed Methane (CBM) - natural gases produced during coal formation which are either adsorbed onto the coal or dispersed into pore spaces around the coal seam. Can be extracted and used as an energy source.

Combined heat and power - the combined production of heat (usually in the form of steam) and power (usually in the form of electricity). Plants can be powered by burning natural gas or biomass.

Communal living accommodation - a number of bedrooms (greater than 6) sharing living facilities (including kitchen, bathroom and toilet), including school, university, and college student halls of residence, hospital staff accommodation, hostels, care homes and defence establishments (excluding married quarters).

Community facilities - facilities providing for the health, welfare, social, educational, spiritual, leisure and cultural needs of the community.

Community Infrastructure Levy - a levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Conservation Areas - areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Such areas are designated by Local Planning Authorities under the Town and Country Planning Acts.

Construction Industry Research and Information Association (CIRIA) - an independent organisation to facilitate a range of collaborative activities that help improve the industry.

Contaminated land - land that is polluted by noxious or toxic substances.

Countryside - the rural area beyond the boundaries of the main urban settlements (Chester, Ellesmere Port, Northwich and Winsford), the key service centres and the local service centres as identified in Local Plan (Part One) policy STRAT 8 and Local Plan (Part Two) policy **R 1**, and identified on the polices map. For the purpose of the Local Plan, villages and hamlets that are not identified as a key or local service centre are categorised as a countryside.

Critical Drainage Area (CDA) - an area within Flood Zone 1 which has critical drainage problems and which has been notified to the local planning authority by the Environment Agency.

Curtilage - the area of land normally immediately surrounding a building and which is enclosed, that is used intimately in association with, and to serve the purpose of the building. Curtilage may include structures and buildings within it that are similarly used. Land ownership does not automatically define the curtilage of a building.

Deliverable (housing supply) - in line with NPPF, a deliverable site for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.

Derelict land - land so damaged by industrial or other development that it is incapable of beneficial use without treatment.

Developable (housing supply) - in line with NPPF, a developable site for housing should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.

Development brief - document providing detailed information to guide developers on the type of development, design and layout constraints and other requirements for a particular, usually substantial, site.

District heat network - a district heat network comprises of a source of heat (which could be a combined heat and power plant or waste heat) which is distributed to consumer/s via a pipe network. It can be as simple as a heat source supplying 2 consumer points or a complex network with a number of different heat sources supplying a large number of different consumers.

Dwelling (in line with the Census definition) - a self-contained unit of accommodation. Self-containment is where all rooms (including kitchen, bathroom and toilet) are behind a single door which only that household can use.

Ecological network - links sites of biodiversity importance at a broad landscape scale.

Economic development - development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

Ecosystem services - the benefits people obtain from ecosystems such as food, water, flood and disease control, recreation.

Edge of centre - for retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Employment land - development of land falling within use classes B1, B2 and B8 or applicable sui generis uses of the Use Classes Order 1987 as amended.

Enterprise Zone - the Cheshire Science Corridor Enterprise Zone is an area in which sites are identified as benefiting from tax incentives to support future economic growth with a particular focus on sectors in life science, energy, nuclear, environmental technology, advanced manufacturing and engineering and automotive. It supports collaboration and synergies between businesses, institutions and research establishments.

Exploration of hydrocarbons - mineral exploration is the process of ascertaining the presence, extent or quality of a mineral deposit with a view to commercial exploitation of that mineral. The exploration phase usually takes around two to six months.

Fibre to the premises (FTTP) - an end-to-end fibre optic connection from the exchange to the building. It delivers faster speeds than a connection between the exchange and street cabinets which then connect to a standard phone line to provide broadband.

Financial viability - the ability of a development project to meet the normal costs of development and mitigation, including the costs of any requirements likely to be applied to the development (such as requirements for affordable housing or infrastructure contributions) and provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

Geodiversity - the range of rocks, minerals, fossils, soils and landforms.

Green Belt - area of land, largely rural in character, which is adjacent to the main urban areas and which is generally protected from development by restrictions on building imposed through national planning policy.

Green Infrastructure - a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Greenfield - land on which no development has previously taken place unless the previous development was for agriculture or forestry purpose or, the remains of any structure or activity have blended into the landscape.

Habitable room - any room used or intended to be used within a dwelling as a living room, dining room, bedroom, kitchen, study or playroom. Bathrooms, toilets, hallways/corridors, staircases, landings, utility rooms, laundries, service rooms, store rooms, garages or workshops and similar spaces are excluded from this definition.

Housing and Economic Land Availability Assessment (HELAA) - an assessment of land/sites for development potential, and deliverability (see National Planning Practice Guidance).

Household Waste Recycling Centres (HWRCs) - sites to which the public can bring domestic waste including bulky items and green waste. Waste collected is sent to a variety of locations for recycling or other forms of treatment.

Hydraulic fracturing (fracking) - the process of fracturing the rock structure to provide permeability for extracting shale gas.

Hydrocarbons - within the context of the minerals policies, “hydrocarbon” relates to oil, gas and coal bed methane.

Identified settlement - the named urban settlements, key service centres, and local service centres only, as set out in Local Plan (Part One) policies STRAT 3 to STRAT 8 and Local Plan (Part Two) policy R 1 and their corresponding boundaries as identified on the policies map.

Index of Multiple Deprivation (IMD) - key source of evidence of deprivation at Lower Super Output Area level across England. It measures disadvantage and consists of seven domains: income; employment; health deprivation and disability; education, skills and training; barriers to housing and services; crime; and living environment.

Infill - the filling of a small gap, up to two dwellings, in an otherwise built up frontage in an identified settlement.(Please refer to definition of ‘identified settlement’ in the Glossary).

Key Settlement Gaps - areas that are important for maintaining the distinct and/or remaining separation between settlements, and in doing so, helps to define settlement identity, character, sense of place or historic settlement form. The network of key settlement gaps contributes towards protecting landscape character and distinctiveness.

Land-based businesses - agricultural, forestry and horticulture with an emphasis on food production.

Lapsed/disused playing pitch - playing field sites that formerly accommodated playing pitches but are no longer used for formal or informal sports use within the last five years (lapsed) or longer (disused).

Listed building - a building included in a list compiled by the Secretary of State for National Heritage as being of special architectural or historic interest.

Local Development Document (LDD) - the collective term for documents prepared by a local planning authority which contain statements and policies regarding the development and use of land and the allocation of sites.

Local Development Order (LDO) - made by local planning authorities and give a grant of planning permission to specific types of development within a defined area. They streamline the planning process by removing the need for developers to make a planning application to a local planning authority.

Local Development Scheme (LDS) - a public document setting out the Council's programme for the production of its Local Development Documents.

Local Plan - a plan setting the statutory planning framework for the area.

Local Planning Authority - the body responsible for carrying out the statutory planning functions.

Main town centre uses - retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major development - as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015, or subsequent amendments to this definition: Development involving any one or more of the following:(a) the winning and working of minerals or the use of land for mineral-working deposits; (b) waste development; (c) the provision of dwellinghouses where: (i) the number of dwellinghouses to be provided is 10 or more; or (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i); (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or (e) development carried out on a site having an area of 1 hectare or more.

Glossary

Mineral sterilisation - loss of the ability to extract a mineral deposit.

MSA - Minerals Safeguarding Area - areas where proven mineral resources exist identified to alert against potential sterilisation.

National Planning Policy Framework (NPPF) - the Government's policies for plan making (Local Plans) and decision taking (development management).

National Planning Practice Guidance (NPPG) - the Government's web-based resource launched in March 2014, which brings together planning guidance on various topics to supplement the National Planning Policy Framework (NPPF).

Neighbourhood Development Order - an Order made by a local planning authority (under the Town and Country Planning Act 1990) through which Parish Councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development.

Neighbourhood Plan - a plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Non-designated heritage assets - buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets.

Open space - all open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as visual amenity.

Out of centre - a location which is not in or on the edge of a centre but not necessarily outside the urban area.

Out of town - a location out of centre that is outside the existing urban area.

Permission in Principle (PiP) - an alternative way of obtaining residential planning permission that separates the consideration of matters of principle from the technical detail of a development. This consent route has two stages: the first stage establishes whether a site is suitable in principle for residential development; and the second stage is an assessment of the detailed development proposals.

Petroleum Exploration and Development Licences (PEDL) - a licence that companies seeking to explore for or produce oil or gas must obtain from the Oil and Gas Authority. The issuing of a PEDL conveys no permission for operations on land, but gives exclusivity for exploration operations against other oil and gas exploration companies within a defined area.

Preferred Areas - Preferred Areas are defined by the Government as areas of known resources where planning permission might reasonably be anticipated by industry. These areas will contain viable mineral deposits and have been assessed against planning criteria as the least environmentally

damaging sites. They are areas of land with reasonable evidence for the existence of commercially extractable minerals, which are largely unaffected by substantial planning constraints and which are adequate, collectively, to meet the anticipated need for the mineral.

Previously Developed Land (PDL) - land which is or has been occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This **excludes**: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal **by** landfill purposes where provision for restoration has been made through development control procedures; land and buildings used for outdoor sport and recreation purposes (including recreation grounds, parks, allotments, the keeping of horses and playing golf); residential gardens; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time. Also referred to as brownfield land.

Primary Aggregates/Minerals - minerals that are extracted or won from where they naturally occur.

Production of hydrocarbons - the long term production of oil or gas commercially. In most cases the initial seismic survey work can be completed under permitted development rights, but apart from this, planning permission is required for each phase of hydrocarbon extraction.

Redevelopment - the development of land with a pre-existing use through demolition and new build, or change of use of a building/structure. The development of greenfield land for an alternative use is not classed as redevelopment.

Restoration of minerals and oil and gas sites - restoring the site to its former use or, in some circumstances, an appropriate new use or for other environmental benefits.

Rural exception sites - small sites in the rural area used for affordable housing in perpetuity where sites would not normally be used for housing.

Silica sand / industrial sand - silica sand, also known as industrial sand, contains a high proportion of silica in the form of quartz and is chemically purer and more even grained than construction sand.

Site liaison committee - a group established as a means of communication between interested parties and site operators.

Strategic Flood Risk Assessment (SFRA) - sets out the areas of the borough that may flood, taking into account a number of flooding sources and climate change. The SFRA should form the basis of flood risk management decisions.

Strategic Housing Land Availability Assessment (SHLAA) - an assessment of land for residential development in line with National Planning Practice Guidance (now superseded by the Housing and Economic Land Availability Assessment).

C Glossary

Strategic Housing Market Assessment (SHMA) - an assessment of a housing market produced by authorities or partnership authorities.

Superfast broadband - broadband with download speeds of at least 30 megabits per second (or the most recent Government requirements, if higher).

Supplementary Planning Document (SPD) - guidance notes produced by the local authority, which give advice on particular aspects of policies in development plan documents. They can provide a guide for developers. They do not form part of the development plan and are not subject to independent examination.

Sustainability Appraisal (SA) - a means of appraising the social, environmental and economic effects that policies and plans may have in the long term. Sustainability appraisals are required for each development plan document and must fully incorporate the requirements of the Strategic Environmental Assessment Directive.

Sustainable Drainage Systems (SuDS) - a sequence of management practices and control structure, often referred to as SuDS, designed to drain water in a more sustainable manner than some conventional techniques. Typically these are used to attenuate run-off from development sites.

Trade Counters - 10% retail use in a factory or warehouse.

Unconventional oil and gas - oil and gas resources that are trapped in impermeable rocks, such as shale, and require unconventional methods of extraction, such as hydraulic fracturing of the rock to enable the shale gas to be collected; dewatering of rock to extract coal bed methane; and underground coal gasification.

Underground coal gasification - the process of converting coal into a gas that can then be extracted and processed.

Visitor accommodation - this includes, but is not restricted to; hotels, guest houses, bed and breakfast accommodation, touring and camping sites, static caravans, chalets (including other forms of static accommodation such as pods, yurts and tepees).

Waste Management Facility - this term covers a wide range of facilities including recycling facilities and depots, waste transfer stations, Household Waste Recycling Centres, composting sites, scrapyards, energy from waste plants and anaerobic digestion plants.

Waste Needs Assessment - a waste needs assessment is carried out as part of the Local Plan preparation. It forecasts the quantities of various types of waste which may be produced in the area over the plan period. From this, an assessment is made of whether there are sufficient facilities to manage the waste in the area, or whether additional facilities will be required.

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Document 5

Cheshire West and Chester Play Strategy Tier 1 [2016 - 2020]

FRODSHAM NEIGHBOURHOOD PLAN

Cheshire West and Chester
Play Strategy
Tier 1

Cheshire West and Chester

2016 – 2020

Leisure and the Environment
play • recreation • community

Report produced on behalf of Cheshire West and Chester Council by Leisure and the Environment in association with Ethos Environmental Planning

ethos Environmental Planning

Cheshire West and Chester Play Strategy - Tier 1

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1. Introduction – aims, objectives and policy

1. 1 Introduction and rationale for the Play Strategy

Why a Play Strategy?

The Play Strategy has been formulated to serve Cheshire West and Chester as it aims to encompass the roles and contributions of all partners involved in developing and managing play spaces across the Borough. As a practical strategy document, the Play Strategy needs to demonstrate how it fits with and supports the delivery of the new Council Plan.

The Strategy places play facilities and services within a local and national strategic context. As well as clearly demonstrating the value of play in its own right, the strategy also makes explicit their vital contribution to the wider social agenda – public health, regeneration, community development, social inclusion, and community safety.

The Play Strategy is a strategy for all publically accessible play spaces and outdoor youth facilities, not simply the Borough Council's own provision. As such, a partnership approach is essential - one that involves all play space providers.

The approach taken in the Play Strategy aims to address play provision deficiencies by placing emphasis on the role of local consultation within the recommended play space improvement process. It is important in all cases to fully embrace community consultation, providing sufficient flexibility to ensure that provision is in line with the needs and aspirations of local children, young people, and residents.

How will play improvements and investment be prioritised?

The delivery mechanisms will centre around a system together with the resources identified in order to manage, monitor, evaluate and review the implementation of the Play Strategy via four Locality Frameworks.

The Framework documents provide a valuable evidence based resource that can be used by all partners with an interest in play and youth facilities. The Frameworks list all designated play spaces and youth facilities within the locality i.e. those managed by the borough council, town and parish councils, housing associations, recreation trusts etc. In addition they provide a strategic play profile for the locality; and a guide to making prioritising choices in relation to potential improvement works.

They are called Frameworks rather than plans because they do not aim to produce a prescriptive play area delivery plan that partners must follow; rather they provide evidence that partners can use in reviewing, developing and implementing their own individual local delivery plans.

It is important to note that in terms of potential new play facilities covering gaps in provision, the current financial constraints within local authority and partner budgets must be taken into account when looking at priority planning. The Borough Council, for example, is currently not committing to procuring any new play areas and is prioritising its current play assets in terms of improvements.

How will the Strategy be monitored and updated?

The Strategy and associated Locality Frameworks are 'live' documents which will be the subject of continuing updates and review. The Strategy therefore recommends that a strategic Play Partnership be formed to monitor progress and development. The membership should include the main Borough Council Play services involved in play provision; and a range of representatives from the other partners such as town/parish council, housing associations, strategic voluntary sector organisations and local voluntary groups.

The Play Partnership would also be informed by existing support mechanisms within each of the four Localities to review and update the Play Strategy and the Locality Play Improvement Frameworks.

1.2 Strategy Overview

The **Cheshire West and Chester Play Strategy** is comprised of two "tiers" of documents as noted below:

- Tier 1 - A borough-wide strategy that provides guidance on policy and best practice in outdoor public play provision. The Tier 1 strategy makes the case for play and demonstrates the Play Strategy's alignment with corporate strategic policy such as the Council Plan; and the Health and Wellbeing and Growth agendas. It also embeds the principle of inclusive play throughout.
- Tier 2 - Four Locality Play Improvement frameworks. These supply detailed analysis of play spaces and outdoor youth facilities at the Locality level.

The strategy has been drafted by **Ethos Environmental Planning** in association with **Leisure and the Environment**. It was developed in close collaboration with the Borough Council and local partners such as Town and Parish Councils, voluntary sector organisations, community groups and housing associations.

This document is the **Tier 1 Cheshire West and Chester Play Strategy**

The Tier One Strategy broadly follows the format recommended in 'Planning for Play'[1] adapted to suit local circumstances. Within this structure it:

[1] Planning for Play: Guidance on the development and implementation of a local play strategy - Play England 2006

- Articulates and formulates policy statements covering all aspects of Play and Youth facility provision; as well as making formal recognition of the contribution of Play to the wider social agendas and relevant national agendas. It highlights links with recent studies such as the Open Spaces study and Playing Pitch Strategy.
- Provides guidance on good play space design practice, risk and challenge in play, and inclusive play.
- Highlights options and opportunities for internal and external funding to support the delivery of the strategy.
- Makes recommendations in relation to the roles of partners and stakeholders in relation to the development, management and sustainability of play and youth facilities.

The strategy has been developed in a financial environment of reducing local authority budgets. It recognises that future planning for play improvements need to be realistic, achievable and sustainable. This means making the most of capital expenditure that is available or becomes available and minimising revenue and maintenance costs. In this respect a partnership approach is key - maximising the potential for securing a diverse range of funding and encouraging active community support and partnership.

1.3 Scope of Strategy, aims and objectives

Definition of Play

There are a number of possible definitions of Play and Play Provision and this strategy adopts the following based on those contained in 'Getting Serious about Play - Department for Culture, Media & Sport' (2004)

Definition of Play

"Play means what children and young people do when they follow their own ideas and interests, in their own way and for their own reasons".

By **Play Provision** we mean "a space, some facilities or equipment intended to give children the opportunity to play…….. At its most successful, it offers children and young people as much choice, control and freedom as possible within reasonable boundaries. The children and young people may themselves choose play involving certain rules or, in some cases, informal sport."

Scope

This strategy seeks to inform the shape and direction of the Borough Council and partners' priorities and developments for play and outdoor youth facilities from 2016 to 2020. It sets out the role and case for Play in the context of the new Council Plan. It aims to provide a

strategy for Cheshire West and Chester (CWAC) in general, recognising the potential contributions of all partners involved in providing and developing Play and Outdoor Youth Facilities across the Borough.

The play strategy aims to complement relevant national strategies while placing the needs and aspirations of local people at its core. In so doing it will place the development of local play opportunities in the wider regional and national context.

The scope of the strategy includes outdoor play spaces and outdoor youth facilities. It does not cover indoor or supervised play/youth facilities. The age range for the strategy is for children and young people up to 19 years old.

The Play Strategy is a strategy for all publically accessible play spaces and outdoor youth facilities, not simply the Council's own provision. As such, a partnership approach is essential - one that involves all play space providers.

Play space and outdoor youth provision is considered in its widest sense including access to "playable space" i.e. not restricted to formal equipped play areas. "Connectivity" to and between playable spaces also needs to be borne in mind.

Aims

The aims of the strategy are:

- To support the provision of high quality play and outdoor youth facilities sufficient to meet the needs and aspirations of Cheshire West and Chester's children, young people and their families
- To ensure that such provision is effectively planned and co-ordinated, well designed and that appropriate budgets are available to enable implementation and sustainability
- To ensure that the strategy supports the aims of relevant national strategy and key local strategic documents and, in turn, influences and feeds in to the development of future local strategy and policy
- To ensure that all provision is planned with the active involvement and engagement of the Borough's children and young people
- To ensure inclusive play spaces are provided where they are needed and help facilitate the provision of high-quality facilities that are accessible to all
- To ensure that play opportunities should meet demand, encourage participation and enable children and young people “to engage in play and recreational activities appropriate to the age of the child” (Article 31 UN Convention)

Objectives

- To provide evidence of the need for play opportunities and facilities; identifying shortfalls and surpluses in provision to enable an informed approach for the future

- To analyse existing provision and establish the future policy of children's play provision within the Borough Council area
- To provide four Locality Play Improvement Frameworks to guide the Council and its partners work programme over the next 4 years
- To recommend a system and resources in order to manage, monitor, evaluate and review the implementation of the Play strategy and the Locality Frameworks

General Principles

- The Play Strategy is for Cheshire West and Chester as a whole – not just the Borough Council. It aims to encompass the roles and contributions of all partners involved in developing and managing Play spaces across the Borough
- Consultation and engagement with children and young people is essential in the planning and delivery of play and youth facility improvement projects
- The strategy will place local issues in the context of relevant local and the national strategy

1.4 Policy Statements

The Policy Statements are structured in relation to the key themes and relevant priorities of the Council Plan which is considered in detail in Section 4.2 below. The two main themes of relevance are Thriving Residents and Thriving Communities[2].

Thriving Residents

Priority	Policy Statement
All of our families, children and young people are supported to get the best start in life	**P1.** The Strategy recognises that outdoor play has a key role in improving the health and wellbeing of children and young people through the promotion of active and healthy lifestyles. **P2.** Strategy partners will work towards ensuring that all play provision is fully inclusive and accessible.

[2] Though in broad terms the Strategy also contributes to Thriving Economy - See Section 4.2 below

Thriving Communities

Priority	Policy Statement
Cleanest, safest and most sustainable neighbourhoods in the country	**P3.** Strategy partners will protect and enhance Play and Youth Facilities in the Borough, following good practice in relation to design quality, inclusion and risk/benefit procedures[3]. **P4.** Strategy partners will invest in new provision/improvements to play spaces and youth facilities only if the sustainability of the spaces/facilities can be demonstrated and justified in the area identified. **P5.** The Strategy recognises the role that play and youth facilities have in enriching the lives of young people, in offering them stimulating and rewarding alternatives to anti-social behaviour. **P6.** Strategy partners will aim to make appropriate public spaces as child friendly as possible, ensuring that parks, housing estates, shopping areas and other public spaces within the Borough, are as safe and conducive as possible to children's play.
Vibrant and healthy communities with inclusive leisure, heritage and culture opportunities.	**P7.** The Strategy recognises the important role played by Town/Parish Councils, Housing Associations and the Voluntary and Community sector in relation to the provision of play spaces. The Borough Council will work in partnership with all such to improve play and youth facilities.
Our resources are well managed and reflect the priorities of residents	**P8.** Play spaces and youth facilities will be provided/improved on the basis of a strategic analysis of local need with the aim of providing an equitable distribution of facilities and services across the Borough; with priority being given to provision where it is most needed[4]. **P9.** Children, young people, their families and the wider community will be positively engaged in the planning of play spaces and youth facilities through appropriate consultation and active involvement. **P10.** Strategy partners will seek to maximise returns from external funding opportunities and the potential of planning obligations and agreements with developers in order to facilitate the improvement and enhancement of Play and Youth Facility provision and to support its future maintenance[5].

[3] See Section 9 below
[4] See Section 7 below
[5] See Section 7 below; the Locality Frameworks; and the Funding appendix

2 . The case for play

2.1 The UN Rights of the Child

The United Nations Convention on the Rights of the Child, ratified by the UK Government in December 1991 recognises the importance of play for the child. Article 31 of the Convention says that:

"States recognise the right of the child to rest and leisure, to engage in play and recreational activities appropriate to the age of the child and to participate freely in cultural life and the arts."

Related to that right are the child's rights to freedom of expression and association, enshrined in Articles 12, 13, 14, and 15 of the UN Convention.

2.2 The Importance of Play[6]

The importance of Play can be illustrated from two perspectives:

- The benefits of Play for children
- The wider social benefits

The benefits of play for children

There is considerable evidence that play is a vital activity in relation to healthy child development, for example, Play -

- Provides children with opportunities to enjoy freedom, and exercise choice and control over their actions
- Offers children opportunities for testing boundaries and exploring risk
- Offers a very wide range of physical, social and intellectual experiences for children.
- Fosters children's independence and self-esteem
- Develops children's respect for others and offers opportunities for social interaction.
- Supports the child's wellbeing, healthy growth and development
- Increases children's knowledge and understanding.
- Promotes children's creativity and capacity to learn

Play Deprivation

There is also a growing consensus about some of the possible implications of play deprivation, based on reasonable assumptions about the role of personal experience and self-directed activity in the development of a range of competences. Depending on the types of play opportunity that are lacking, children could be affected in the following ways:

[6] Research Evidence - Play for a change (Play England)

- Poorer ability in motor tasks
- Lower levels of physical activity
- Poorer ability to deal with stressful or traumatic situations and events
- Poorer ability to assess and manage risk
- Poorer social skills, leading to difficulties in negotiating social situations such as dealing with conflict and cultural difference

The Social benefits of Play

In summary, Play -

- Helps reduce the involvement of children and young people in anti-social behaviour, in the short term; and plays a part in promoting social cohesion in the longer term
- Supports families and communities, by providing a focus for informal networks of family support, and by allowing children autonomy within an environment which parents feel secure about
- Makes an important contribution, in parallel with education, in developing adults who are creative and effective in the social and economic sphere
- Offers opportunities for exploring cultural identity and difference

These outcomes, which are in part the consequences of play, are of importance to a range of stakeholders. The potential benefits are of relevance to community health targets, social and economic regeneration and youth justice, for example.

The Play Strategy recognises these benefits which highlight the need and justification for ongoing investment in play spaces and youth facilities.

3. How the strategy was developed

3.1 Overview

Essentially, the Strategy was completed in line with the guidance provided by Play England in their document Planning for Play (suitably modified to reflect local circumstances and requirements). The Strategy provides a framework for development for all those involved in using, providing, and managing outdoor play and youth facilities in Cheshire West and Chester. The Strategy process therefore ensured that all key stakeholders were aware and involved in its development.

The Strategy places local facilities and services within a local and national strategic context. As well as clearly demonstrating the value of play in its own right, the strategy also makes explicit their vital contribution to the wider social agenda – public health, regeneration, community development, social inclusion, and community safety.

3.2 Summary of method

The strategy process involved eight main stages:

1. Audit and Mapping

A comprehensive audit and mapping of designated play spaces and youth facilities across the Borough. This included site visits and quality assessments of all the play and youth facilities and the mapping of these sites on a Geographical Information System (GIS).

2. Consultation and Community Engagement

An extensive consultation and engagement programme including:

- Review of existing consultation data
- Stakeholder Workshops (an initial borough-wide workshop and four Locality based sessions).
- Surveys of children and young people
- Surveys of town and parish councils
- Surveys of local play and youth organisations
- Interviews and engagement with key stakeholders (Borough Council and external partners)

3. Providing strategic context

This involved reviews of relevant local and national policy to highlight:

- How the Play Strategy sits within the local and national strategic framework.
- Identifying the contribution the Play Strategy can make to the wider strategic agendas.

4. Policy development

This involved:

- Developing clear aims and objectives for the strategy and defining its scope.
- Reviewing the consultation findings and audit and drawing out key policy areas.
- Ensuring that policy proposals are consistent with and support the delivery of wider strategic objectives e.g. the emerging Local Plan.

5. Analysing the supply of and need for play spaces and youth facilities

This involved:

- Detailed analysis of the consultation findings
- Review of the local standards for play spaces and youth facilities developed in the Open Spaces Study to ensure consistency between the two documents.
- Agreeing prioritisation criteria to guide the development of the locality based Play Improvement Frameworks
- Applying the standards and prioritisation criteria across the Borough to identify gaps and any surpluses of provision.

6. Partnership roles

Based on discussion with Borough Council officers and key partners this section looks at current and potential roles and responsibilities for managing and developing play and youth facilities in Cheshire West and Chester.

7. Good Practice, Quality and Funding

The Strategy includes good practice guidance in three main areas:

- Play space design
- Risk and challenge
- Inclusion

Finally, there is a funding appendix (Appendix 2) providing information on potential external funding opportunities for the Borough Council and local partners.

8. Development of Action Plans (Tiers 1 and 2)

Based on an analysis of all the above the Strategy includes:

- An Action Plan for the Borough including arrangements for monitoring and review of the Play Strategy.
- Locality Play Improvement Frameworks for each of the 4 Locality Areas (Ellesmere Port, Chester, Northwich/Winsford and Rural).

4. Strategic context

4.1 National context

The need to improve provision for children to play is acknowledged in a range of national policy areas: from planning, open spaces and transport to health, education and childcare. Local authorities in England have a duty, under the Children Act (2004), to co-operate in their provision for the enjoyment of play and recreation as part of the key outcomes for all children.

Play is important not simply for its own intrinsic value, but also for its potential contribution to achieving other national objectives relating to health and urban and rural renaissance, for example:

- Play helps promote active lifestyles, and can therefore help to meet national objectives set by government for physical exercise and recreation.
- Play and play space in general is a user of open space, and can therefore help in improving and conserving the stock of open space in towns, cities and rural areas. This will not only have benefit for play, but also for local amenity, health and in realising 'sustainable communities', as promoted nationally.

Public Health

The general value of open spaces and physical activity to health

The National Institute for Health and Care Excellence (NICE) have pointed out that "physical activity is not only fun and enjoyable, it is essential for good health, helping to prevent or manage over 20 conditions and diseases. This includes heart disease, diabetes, some cancers and obesity. It can also help improve people's mental health and wellbeing."

NICE Local Authority Briefing - Public health

Supporting people of all ages to be more physically active can help local authorities meet their new public health responsibilities. Specifically, it will impact on a range of indicators identified in the public health and the adult social care outcomes frameworks including:

- use of green space for exercise/health reasons
- child development
- excess weight in children
- proportion of physically active and inactive adults
- self-reported wellbeing and health-related quality of life
- mortality from cardiovascular diseases (including heart disease and stroke), cancer and respiratory diseases.

More specifically, in relation to the Play Strategy, Public Health England have provided a health equity briefing: 'Local action on health inequalities: Improving access to green spaces'.

Public Health England - health equity briefing: Local action on health inequalities: Improving access to green spaces. Summary of key points

- There is significant and growing evidence on the health benefits of access to good quality green spaces. The benefits include better self-rated health; lower body mass index, overweight and obesity levels; improved mental health and wellbeing; increased longevity
- There is unequal access to green space across England. People living in the most deprived areas are less likely to live near green spaces and will therefore have fewer opportunities to experience the health benefits of green space compared with people living in less deprived areas
- Increasing the use of good quality green space for all social groups is likely to improve health outcomes and reduce health inequalities. It can also bring other benefits such as greater community cohesion and reduced social isolation.
- Local authorities play a vital role in protecting, maintaining and improving local green spaces and can create new areas of green space to improve access for all communities. Such efforts require joint work across different parts of the local authority and beyond, particularly public health, planning, transport, and parks and leisure

Providing opportunities for physical activity by developing and maintaining appropriate facilities such as play areas and outdoor youth provision is therefore very important in relation to promoting better public health. Public Health services nationally therefore tend to have an interest in all aspects of active recreation facility provision; and this is reflected in the views of the team in Cheshire West and Chester.

Spatial Planning - the National Planning Policy Framework (NPPF)

It is a requirement of the NPPF that all local authorities should undertake an Open Spaces study considering the supply of and demand for all kinds of open spaces including children's play space and outdoor youth facilities. Paragraphs 73 and 74 of the NPPF state that "assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required".

The NPPF also recognises that access to high quality open spaces and opportunities for play, sport and recreation can make an important contribution to the health and wellbeing of communities.

An Open Spaces Study for Cheshire West and Chester was undertaken in 2015. This included an assessment of need for play and youth facilities. This assessment also took into account the most recent Fields in Trust national spatial planning guidance: Guidance for Outdoor Sport and Play - Beyond the Six Acre Standard (2015).

The Play strategy takes into account and is consistent with the findings of the Cheshire West and Chester Open Spaces Study.

Planning for Play

The government has not provided specific guidance on the development of local Play Strategies and the most recent detailed guidance on the production of local play strategies was jointly published by Play England and the BIG Lottery Fund in April 2006. The purpose of this document is to support local authorities and their partners in preparing strategies for improving children's play opportunities.

The Cheshire West and Chester Play Strategy process has been completed in line with the guidance provided in "Planning for Play".

4.2 Local Context

How it fits in with other plans

The Play Strategy is fully joined-up with other key plans and strategies being developed across the borough as illustrated below:



The Council Plan (2016-20) - helping the borough thrive

As a practical strategy document the Play Strategy needs to demonstrate how it fits with and supports the delivery of the Council Plan.

The Council Plan sets the overall direction for the Council for 2016-20. It:

- outlines the vision and priorities of the Council
- describes the difference the Council is seeking to make and the actions required
- provides a focus for all services and decisions
- informs the allocation of resources
- fully aligns with the priorities shared with the Council's partner organisations
- helps the Council to monitor our progress and take stock of achievements

The key relationships are as follows:

- The Health and Wellbeing Strategy includes a number of priorities shared between the Council and other key partners in the public, voluntary and business sector
- The Council Plan also links with the Local Plan which guides development and planning across the borough
- The Council Plan also sets the framework for District Plans covering priorities for the four specific localities across the borough which will be overseen by District Committees. It also shapes the content and discussions for the Council's Development Boards

The Council Plan sets clear Priorities within three main themes:

- Thriving Residents
- Thriving Communities
- Thriving Economy

Links with the Play Strategy

The primary Play Strategy links to the themes and specific priorities are noted below:

Thriving Residents

Priority	Play Strategy link
All of our families, children and young people are supported to get the best start in life	• The CWAC Public Health team highlights that promoting access to good quality outdoor play and youth facilities provides regular and free exercise opportunities for children and young people; and that participation in play activity has clear benefits to health and wellbeing - as well as helping to reduce levels of obesity.

This theme highlights specific targets relating to reducing levels of childhood obesity. The Council Plan pledges that it will "take concerted action to tackle childhood obesity and healthy weight: this includes... access to active lifestyles".

Thriving Communities

Priority	Play Strategy link
Cleanest, safest and most sustainable neighbourhoods in the country	• Well designed and located outdoor play and youth facilities can help provide positive opportunities for young people to meet in appropriate safe places; and help reduce anti-social behaviour. Partnership work helps to ensure sustainability.
Good quality and affordable housing that meets the needs of our diverse communities.	• Local housing associations recognise that access to good quality play and youth facilities within and near to their residential areas is an important aspect of providing a satisfactory environment for their residents; and that working in partnership with the Borough Council is the best way of achieving this goal.
Vibrant and healthy communities with inclusive leisure, heritage and culture opportunities.	• Inclusive play spaces and outdoor youth facilities provide easily accessible, free open access play and activity opportunities to children, young people and their families. • Many town and parish councils, local "Friends of" groups, and community organisations have been involved with framing the play strategy; and in taking on various levels of responsibility in relation to potential fund raising, management and maintenance of such sites.
Our resources are well managed and reflect the priorities of residents	• The Play Strategy conducted extensive consultation to ensure future provision is planned in line with residents' priorities. Strategy partners highlighted that working in partnership can raise funds to improve play spaces and save costs in relation to ongoing maintenance.

Thriving Economy

Priority	Play Strategy link
People are well educated, skilled and earn a decent living	The Councils Growth Strategy Manager highlights the importance of Play to the Growth Strategy and Economic Regeneration:
A great place to do business	• A population/workforce that is fit and well - physically and mentally -is a key foundation of a vibrant local economy. Adult health and wellbeing tends to be correlated with childhood health and wellbeing. Having access to outdoor play contributes significantly to children and young people's health hence is key to future economic success. • Provision of green infrastructure including play space and youth facilities is a key element of good residential design and high quality provision is an important factor in maintaining the value of land and housing. Provision of play spaces therefore contributes to the value of the local housing market.

	• High quality green infrastructure and play spaces is also important in relation to attracting and retaining families/workforce in an area and hence a supporting factor in maintaining the local economy.

The Health and Wellbeing Strategy 2014-19

The Health and Wellbeing Strategy sets out the strategic framework for improving health and reducing inequalities across the borough and provides a basis for the commissioning of health, social care and wellbeing services.

The vision:

Our vision for this strategy is to improve the health and wellbeing of our local population and reduce health inequalities, enabling residents to live more fulfilling, independent and healthy lives. We will do this by working with communities and residents to improve opportunities for all to have a healthy, safe and fulfilling life.

Links with the Play Strategy

High level outcomes related to the priorities of relevance to the Play Strategy are:

- Every child and young person has the best start in life in Cheshire West and Chester
- People lead more healthy lifestyles, (including a reduction in drug and alcohol-related harm)
- Improved mental health, wellbeing and personal resilience for our residents

The Public Health Team understands and values the important role that access to high quality, well managed play spaces provides in relation to reaching health and wellbeing targets for Cheshire West and Chester. In particular they highlight that regular visits to play areas and outdoor youth facilities can help with:

- Reducing childhood obesity - a key target for public health
- Supporting children's emotional health and wellbeing - another key strand in the Public Health Team's work. Developing "resilience" is an important element of this

The Public Health Team also note that:

- While encouraging children and young people's participation in sport is often highlighted in relation to public health the value of play to children's health and wellbeing is often not fully recognised.
- Encouraging and supporting active play to become part of everyday life can be a significant factor in relation to enhancing children's emotional health and wellbeing. Having easy access to good quality play areas is a key element of this.

- Research has shown that in key stages of children's lives e.g. transition from primary to secondary school many children suffer from anxiety and stress and enabling outdoor play and access to green spaces can be an important factor in helping reduce negative health impacts.

Smokefree Playgrounds Initiative

This project put signage in place at all 122 Council owned playgrounds across Cheshire West and Chester to raise awareness of the need to **denormalise** smoking behaviour of cigarettes and e-cigarettes amongst children.

'Healthy Lives, Healthy People: A Tobacco Control Plan for England' (2011) described what the Government would do to reduce tobacco use over the next five years. In the plan, support is given to local communities and organisations who want to go further than the requirements of smokefree laws in creating environments free from second-hand smoke (e.g. in children's playgrounds, outdoor parts of shopping centres and venues associated with sports and leisure activities).

The purpose of the Play Smokefree code of practice is to:

- Reduce exposure of children to smoking and to help decrease the number of young people starting to smoke
- Decrease cigarette litter such as cigarette butts, empty packets and wrappers
- Reduce the risk of children putting toxic cigarette butts into their mouths
- Make play areas more pleasant and to protect wildlife

The Sustainable Community Strategy (SCS) 2010-26

The first Sustainable Community Strategy ('Together we can aim high 2010-2026') was prepared in 2010 and set out a vision for the future social, economic and environmental wellbeing of the area:

'By 2026 West Cheshire will be even more prosperous and attractive: a really great place to live, work, learn and visit. The borough will play a full role in the region and beyond, fulfilling our changing responsibilities and enabling our residents to benefit from the opportunities in the twenty first century.'

It then set out a number of commitments, and how these can be achieved, in order to work towards the vision.

In July 2012 the Sustainable Community Strategy was refreshed (Altogether Better: an interim partnership plan, July 2012). The Interim Partnership Plan was prepared jointly by the Local Strategic Partnership (West Cheshire Together) and the Health and Wellbeing Board for Cheshire West and Chester. The document builds upon the first SCS and sets out how to make a real difference to the wellbeing of our communities over the period to 2017.

Eight strategic priorities have been identified as follows:

- Give every child the best start in life
- Enable all to feel safe and secure and maximise their capabilities and have control over their lives
- Have a thriving and strong economy and create quality work and learning opportunities for all
- Support all to have a healthy standard of living and strengthen ill health prevention;
- Create sustainable places and communities
- Enable older people to lead healthier and fulfilling lives
- Create a strong sense of community pride in our area
- Have sustainable health and social care services that are delivered at the right place and the right time

Links with the Play Strategy

Key outcomes identified that are relevant to the Play Strategy include:

- Promote positive wellbeing which can have high social and economic benefits;
- Encourage people to adopt healthy lifestyles across the borough
- Enhance and promote access to green spaces;

The SCS also identifies the natural environment, green and open spaces as an asset and highlights the benefits in relation to physical and mental wellbeing.

The Open Spaces Study (2016-30)

The study was undertaken by Ethos Environmental Planning to update an existing Open Space Assessment and Assessment of Need undertaken in 2011. The document is intended to inform the development of the Cheshire West and Chester Local Plan and to ensure that a robust evidence base is available to support the emerging policies within it, up to 2030. The study was carried out in line with the National Planning Policy Framework.

Local spatial planning standards for play and youth facilities were developed in relation to quantity, quality and access. The standards that are proposed are for minimum guidance levels of provision. So, just because geographical areas may enjoy levels of provision exceeding minimum standards does not mean there is a surplus, as all such provision may be well used.

The standards for provision of children's play space/teen facilities are considered further in Section 7 below.

Links with the Play Strategy

- The Open Spaces study sets spatial planning standards for play and youth facilities which the Play Strategy adopts and reiterates
- The Open Spaces study provides useful information about all kinds of public open spaces - not just designated play and youth provision. Much of this provides additional "playable space" as is emphasised in the Play Strategy

The Playing Pitch Strategy (2015-25)

The Playing Pitch Strategy (PPS) presents a supply and demand assessment of playing pitch facilities in accordance with Sport England's Playing Pitch Strategy Guidance: 'An approach to developing and delivering a playing pitch strategy'. It has been followed to develop a clear picture of the balance between the local supply of, and demand for, playing pitches and other outdoor sports facilities.

While the PPS is focused on formal pitch sports provision (football, cricket, rugby and hockey) its schools audit provided information on Multi-Use Games areas[7] some of which are open access, providing informal play opportunities; and the study looked at the community use of school pitches (though very few of these are available for informal open access play use).

Links with the Play Strategy

- Provides audit information on school based Multi-Use Games Areas which overlaps with youth play provision on sites providing open access
- MUGA and open access pitch sports grounds, recreation grounds etc. can provide useful sites when considering the development of play and youth facilities on what are in effect multi-use "hub" sites for play and recreation
- The potential for hub sites to provide opportunities for joint funding initiatives (play, sport, recreation, accessibility improvements)

Locality Ward Plans

Each of the four Locality Teams in Cheshire West and Chester is producing an annual Locality Ward Plan which highlights specific projects to pursue (across all service areas) in the year following.

Links with the Play Strategy

- Tier 2 of The Play Strategy is comprised of four Locality Play Improvement Frameworks. These highlight a range of potential site specific play improvement opportunities within the locality. The Frameworks can be reviewed to feed into the Locality Ward Plans ensuring sustained future connectivity.
- The Ward Plans can assist in local decision making in securing local funding opportunities to support play area improvements.

[7] The Playing Pitch Study did not analyse the supply of and demand for MUGAs. This is currently being undertaken as part of a Borough-wide Facilities Strategy.

5. Cheshire West and Chester – play profile

5.1 Overview of Cheshire West and Chester

Cheshire West and Chester covers a large geographic and demographically diverse area and is the fourth largest authority in the North West. The north western part of the borough has particularly strong links with north east Wales and Merseyside which is reflected in levels of cross-commuting. To the east the borough borders Cheshire East and has particularly strong links with the town of Middlewich that is surrounded on three sides by Cheshire West and Chester. There are also links to Warrington, Greater Manchester and Shropshire.

Over 329,000 people live in Cheshire West and Chester, with over 160,000 people working in the borough. The area is characterised by attractive countryside, varied landscapes and diverse settlements ranging from the historic city of Chester to small rural hamlets. Chester, Ellesmere Port and Northwich dominate the northern part of the borough and sit within or adjoining the North Cheshire Green Belt which covers 42 percent of the borough's land area. Three of the larger rural settlements, Neston, Frodsham and Helsby, are also located in the Green Belt in the more urbanised north of the borough.
A third of the borough's residents live in the rural area that runs from Neston in the north, which borders Wirral, to the boundary with Shropshire in the south. The rural area in the south is more sparsely populated and many of the settlements, especially in the north, are effectively dormitory settlements that are dependent on larger towns for employment opportunities. Car use is generally very high and isolation and access to services is an issue for some rural residents. Within the rural area there are ten key service centres which provide a good range of facilities and services for surrounding areas.

The number of children and young people aged 0-19 in the borough was 74,000 in 2012, and is forecast to increase by 5% to over 77,500 by 2022. At a very local level some small areas record rates of child poverty at around 40% and around 1 in 3 children and young people live in more deprived areas. Children in the borough's deprived areas have significantly higher rates of excess weight.

Locality Areas

Cheshire West and Chester Council provide many local community services within a Locality Area framework. The four locality areas are listed below (and shown in figure 1), and form the geographical areas for the Tier 2 Locality Play Improvement Frameworks.

- Chester
- Ellesmere Port
- Northwich and Winsford
- Rural

5.2 Child population

The breakdown of the child population within the Borough is shown in the table below[8]:

Table 1 Detailed breakdown of child population for Cheshire West and Chester

Age Range	Number
Age 0-4	18,784
Age 5-8	18,638
Age 9-14	17,686
Age 15-19	19,352

The distribution of the under 19 child population across the borough varies considerably by ward as can seen in the next table.

[8] Figures based on the mid-year 2014 population estimates

Table 2 Child population (under 19) in Cheshire West and Chester including breakdown by ward

Area		Total Children	Total ward	% Population Under 19
Cheshire West and Chester		**74,020**	**329,608**	**22.46%**
Ward Name	**Locality**			
Blacon	Chester	3,597	13,626	26.40%
Boughton	Chester	800	5,444	14.70%
Chester City	Chester	544	3,853	14.12%
Chester Villages	Rural Communities	1,955	8,548	22.87%
Davenham and Moulton	Northwich and Winsford	3,332	13,569	24.56%
Dodleston and Huntington	Rural Communities	1,015	3,958	25.64%
Ellesmere Port Town	Ellesmere Port	2,437	9,103	26.77%
Elton	Rural Communities	993	4,557	21.79%
Farndon	Rural Communities	892	4,011	22.24%
Frodsham	Rural Communities	1,925	9,077	21.21%
Garden Quarter	Chester	1,136	5,318	21.36%
Gowy	Rural Communities	860	3,924	21.92%
Grange	Ellesmere Port	1,265	4,649	27.21%
Great Boughton	Chester	1,972	8,984	21.95%
Handbridge Park	Chester	1,680	8,840	19.00%
Hartford and Greenbank	Northwich and Winsford	1,896	8,360	22.68%
Helsby	Rural Communities	1,042	4,972	20.96%
Hoole	Chester	1,918	9,359	20.49%
Kingsley	Rural Communities	829	4,222	19.64%
Lache	Chester	1,542	5,760	26.77%
Ledsham and Manor	Ellesmere Port	1,606	7,796	20.60%
Little Neston and Burton	Rural Communities	1,562	8,485	18.41%
Malpas	Rural Communities	799	3,975	20.10%
Marbury	Northwich and Winsford	2,513	12,069	20.82%
Neston	Rural Communities	1,014	4,329	23.42%
Netherpool	Ellesmere Port	812	3,287	24.70%
Newton	Chester	2,010	9,556	21.03%
Parkgate	Rural Communities	581	3,591	16.18%
Rossmore	Ellesmere Port	1,137	3,808	29.86%
Saughall and Mollington	Rural Communities	905	4,463	20.28%
Shakerley	Northwich and Winsford	887	4,214	21.05%
St. Paul's	Ellesmere Port	2,157	9,256	23.30%
Strawberry	Ellesmere Port	1,087	5,086	21.37%
Sutton	Ellesmere Port	2,020	9,176	22.01%
Tarporley	Rural Communities	977	4,398	22.21%
Tarvin and Kelsall	Rural Communities	1,771	8,217	21.55%
Tattenhall	Rural Communities	912	4,374	20.85%
Upton	Chester	2,203	8,905	24.74%
Weaver and Cuddington	Northwich and Winsford	2,720	12,779	21.28%
Whitby	Ellesmere Port	1,679	8,102	20.72%
Willaston and Thornton	Rural Communities	674	3,825	17.62%
Winnington and Castle	Northwich and Winsford	2,223	9,271	23.98%
Winsford Over and Verdin	Northwich and Winsford	3,601	13,414	26.85%
Winsford Swanlow and Dene	Northwich and Winsford	2,070	9,012	22.97%
Winsford Wharton	Northwich and Winsford	2,495	9,765	25.55%
Witton and Rudheath	Northwich and Winsford	1,975	8,321	23.74%

5.3 Health

Reducing childhood obesity is a key target in the Council Plan. Child health and wellbeing also came out of the Locality Area workshops as a key factor for prioritising play area improvements within Cheshire West and Chester. In relation to excess weight, analysis of statistics from the Cheshire West and Chester JSNA show that:

- Cheshire West and Chester has significantly higher levels of excess weight in reception age children than England as a whole (the North West also has significantly higher levels)
- The majority of the Ellesmere Port Locality Area show particularly high levels of excess weight, as do parts of Chester and areas within the Rural Locality Areas

5.4 Child Deprivation

In considering prioritisation of provision it is important to consider children from less well off families who are likely to be in particular need of free open access play provision and for whom barriers such as cost and transport are likely to be most significant. In this respect a good tool for analysis is the index of deprivation within the governments Index of Multiple Deprivation – 'Income Deprivation Affecting Children (IDACI)'.

Using IDACI ranks grouped by scoring system e.g. score of 3 the areas with the highest levels of child/youth deprivation were identified, as were areas with the lowest levels, down to a score of 0.

- The highest levels of child/youth deprivation within the Borough are within the Ellesmere Port Locality Area, in parts of the Rural Locality Area (Neston and Elton), parts of the Chester Locality Area (notably Blacon and Lache) and parts of the Northwich and Winsford Locality Area
- Other areas with relatively high levels of deprivation include parts of the Rural Area (notably parts of Malpas, Gowy, Elton, Frodsham, Little Neston and Burton and Saughall and Mollington)
- Ellesmere Port, Northwich and Winsford and Chester all have areas of relatively high levels of child/youth deprivation

5.5 Rural Access/Deprivation

It is also important to consider issues in relation to geographical barriers to play i.e. those areas where it may be more difficult to access play facilities. The 'Geographical Barriers to Services' sub-domain of the Index of Multiple Deprivation is a good tool for analysis in this respect.

Geographical barriers grouped by scoring system e.g. score of 3 were identified, and are the areas with the highest barriers to access rank, as were areas with the lowest levels, down to a score of 0.

The highest levels of deprivation in relation to geographical barriers to services within the Borough are generally within the Rural Areas.

5.6 Child population projections

Table 3 shows the projected population of Cheshire West and Chester's children and young people up to 2022 and 2032. The data has been extracted from the Population Forecasts (March 2015) report, produced by the Cheshire West and Chester Strategic Intelligence Team.

The number of children (aged 0 to 15) will increase by 8% between 2012 and 2022, from 58,300 to 62,700 children aged 0-15. The greatest increase will be in those aged 5 to 10. After 2026, numbers of children will start to decline.

Table 3 Forecasts of children

	Population			**% Change**	
Age group	**2012**	**2022**	**2032**	**2012-22**	**2012-32**
0-4	18,300	18,700	17,900	2%	-2%
5-10	21,200	24,200	23,200	14%	9%
11-15	18,700	19,800	20,900	6%	12%
Total 0-15	**58,300**	**62,700**	**62,000**	**8%**	**6%**

The forecast child population increase will only exacerbate the identified overall shortfalls of play provision identified in the borough in particular in relation to youth facilities (and the high demand for such facilities), unless new provision can be provided[9].

It should also be noted that in practice there may well be wards and settlements where the child and teenage population may increase above the forecast levels (for example, in relation to new residential developments).

[9] In this respect availability of play area investment funding is key.

6. Review of community engagement

Introduction

This section outlines the various methods through which information has been gathered to establish the needs and aspirations of children, young people, their parents/carers, and the wider community in relation to play provision for children and young people. It also summarises the play needs identified through the process. Consultation and engagement has been achieved through:

- Stakeholder Workshops (borough-wide and locality based)
- Surveys to children and young people
- Play and youth organisations survey
- Town and Parish Council's survey
- Stakeholder interviews
- Review of the residents survey undertaken for the 2016 Open Spaces Study

The detailed findings from the review of community engagement can be found in **Appendix 3.**

6.1 Stakeholder workshops

Key stakeholders workshop (borough-wide)

A borough-wide stakeholder's workshop was held in December 2015. The broad aims of this workshop was:

- To provide a briefing and overview of the Play Strategy scope and production process at the earliest opportunity.
- To secure a range of stakeholders' views on issues and future options for Play and Youth facility provision in Cheshire West and Chester.
- For key stakeholders to introduce themselves and their particular interest in play.

Key points highlighted from workshop session

Key points are highlighted in the table below:

Key issues and challenges	**Strengths, assets, opportunities and aspirations**
• Play area design needs to meet local needs • Maintenance costs/replacement of equipment – maintenance and aftercare is key • Close co-operation with council	• Taking note of local information and knowledge • Involving children at an early stage • Skill exchange • Creation of a hub for play best

Planning Team is required • Safety and parents attitudes towards safety • Winter (low use)/Lighting of play areas • Fundraising can be complex and time consuming • Apathy from local community • Legalities of use e.g. co-ordination and clarity of legal notices and enforcement • Dog control • Managing expectations	practice • Smoke free play areas • Natural play and Forest Schools • Learning from other areas • Community involvement - health benefits, reduces anti-social behaviour etc. • Could old equipment be re-used?
Priorities for the future • Improve accessibility, including disabled access and safer (and sustainable) routes to play • Identifying available funding and best practice in applying • Use of natural play where appropriate – less costly and can be more engaging than fixed play • Fusion between budgets within and outside of the council • Adding resources to school play areas for community use • Perhaps fewer, better, bigger equipped play areas – multi-functional facilities. • S106 funding - properly thought through and allocated to the right place. • Risk Assessments – Often seem onerous. This could put off volunteers or others involvement in managing/developing play sites.	**Stakeholder roles and responsibilities** • Development of a Play Forum for play related dialogue – could act as a mechanism for developing and monitoring the Play Strategy • Developing the Play Strategy as a 'live' document that is accessible to all • Engaging with the community e.g. Friends Groups to foster 'ownership' • Encouraging volunteers • Let children lead – use local knowledge and involve parents • Investigate if existing green space could be re-used or even sold.

Locality based workshops

Workshops were undertaken in each of the four Locality Areas during February 2016, with the aim of identifying measurable criteria/priority factors that can be applied to all outdoor play areas/potential sites to provide a framework to guide future improvement works for the Locality Play Improvement Frameworks.

Locality Officers from each area invited key stakeholders to attend the workshops, and each of the workshop sessions were led and delivered by Ethos Environmental Planning/LandE.

The review of workshop findings were used to finalise the prioritisation criteria used in the Locality Play Improvement frameworks (See Section 7 below).

6.2 Surveys

Children and young people

The survey was developed in liaison with the Cheshire West and Chester Youth Service Team. The team promoted the survey via an online system as well as distributing and collecting hard copies. 240 responses were received from young people from 11 to 20 years old.

Local Play and Youth Organisations

In liaison with the Cheshire West and Chester Youth Service Team and the umbrella voluntary sector Youth Federation, local play and youth organisations were surveyed via an online questionnaire. Responses were received from 25 groups.

Town and Parish Councils

Within Cheshire West and Chester there are 95 parish/town councils. Surveys were sent to all parish councils together with two reminders to chase responses as needed[10]. In total 59 parish councils responded. If a response was not received from a town council or key service area parish the latest neighbourhood/parish plan was reviewed in relation to identified play/youth issues and plans/aspirations.

The survey included issues relating to the quantity, quality and accessibility of play spaces and youth facilities There was also an opportunity for the local councils to highlight any priorities they might have for new or improved provision.

For parish/town councils in Cheshire West and Chester the aspects of most common concern regarding play provision are:

[10] To ensure responses from the Town Councils and the ten key service centre parishes, telephone reminders were also made.

- Not enough areas for teenagers e.g. skateparks, shelters etc and the quality of existing play areas
- The need for additional Multi-use games areas in some parishes

Plans and aspirations of individual town and parish councils are featured in the Locality Play Improvement Frameworks.

Review of the Residents Survey undertaken for the 2016 Open Spaces Study

An online survey of the Borough Council's Citizen's Panel (supplemented by a postal general household survey) was undertaken as part of the 2016 Open Spaces Study. This covered all kinds of public open spaces including play and outdoor youth facilities.

6.3 Stakeholder interviews

Interviews were held with a wide range of stakeholders including:

Cheshire West and Chester Council

- Total Environment
- Place Operations
- The Locality Teams
- The Public Health Team
- The Growth Strategy Manager
- The Youth Service
- The Senior Access Officer
- Regeneration teams

Partners

- Town and parish councils
- Mersey Forest
- Groundwork
- Weaver Vale Housing Trust
- The Woodland Trust
- The National Trust

6.4 Review of community engagement - key findings

Quantity

- Youth play provision is generally considered underprovided for across the Borough with 60% of the 2015 Citizens Panel/household survey answering that there were not enough facilities for older children and teenagers
- 70% of children and young people in the youth survey agreed that there was a need for more outdoor youth facilities and spaces for young people (13+) to meet in their local area. Play and youth organisations also highlight a shortage of teenage provision
- A shortage of wheeled sports facilities and youth shelters/hang out spaces are particularly notable with 73%/69% of play/youth organisation respondents stating there were not enough of such facilities
- 59% of Citizen's Panel/household respondents thought there were enough play areas for younger children (12 and under). A majority (54%) of children and young people agreed that there are enough play areas for younger children in their local area. 54% of play/youth organisations respondents were also satisfied with the quantity of formal equipped playgrounds for younger children (under 13's)
- A clear majority of and play/youth organisations also highlight a need for more Multi-Use Games Areas (MUGAs)

Quality

- In general residents are reasonably happy with the quality of equipped play areas across the Borough (50% of the Citizen's Panel/household respondents rated them as being very good or good - 35% adequate. However, 15 % rated them as poor or very poor)
- Cheshire West and Chester's grass kickabout areas and equipped playgrounds scored the highest satisfaction levels with local play and youth groups, with nearly 80% rating them as least as "adequate". Of the 80%: 48% rated kickabout areas as good or very good and 46% rated play areas similarly
- There were much lower levels of satisfaction overall with outdoor youth facilities. The Citizen's Panel/household responses indicated that only 12% rated them as good or very good compared to 48% who rated them as poor or very poor
- 54% of children and young people in the youth survey agreed that play areas for younger children are well maintained and of good quality. By contrast, a clear majority (65%) of children and young people thought that youth facilities and spaces for young people to meet are not well maintained or of good quality
- Play and youth organisations further confirmed these observations with most kinds of youth facilities being rated as poor or very poor most notably "challenging" teenage play spaces and wheeled sports facilities. Over 80% rated the former as being poor or very poor and 65% similarly for the latter

Access

- 88% of children and young people in the youth survey said that they would be prepared to walk further than normal to somewhere that had more to do and was more interesting
- Organisational respondents noted the difficulty with access to local provision in some more rural areas – citing poor public transport, long walks or general inaccessibility as barriers to access

- The Senior Access Officer noted that for play areas it is important that access paths to play equipment is good; that there is adequate space between items of play equipment; that seats are provided nearby; that the equipment is designed to be accessible for a wide range of ability levels and so forth

Priorities for improvement

- Other than improving parks in general the most commonly chosen top priorities for young people (youth survey) were provision of skateboard, BMX and wheeled sports facilities and shelters and outdoor seated areas
- For youth and play organisations the most commonly highlighted priorities for improvement are youth shelter/hang out areas (56% highlight this as one of their top 3 priorities); and wheeled sports provision (48% similarly)
- Other common high priorities for youth and play organisations are play areas with challenging equipment for teenagers (44%) and MUGAs (36%)

Other Issues / General Observations

- Stakeholders highlight the importance of ensuring that when new play spaces and youth facilities are developed, or investment made into improvements, it is essential to ensure that ongoing budgetary provision is sufficient for maintenance
- Many town and parish councils have an interest in play and youth facilities and there is potential for them to take more responsibility for providing local play spaces
- There is potential for improved communication systems and partnership working between CWAC council and housing associations in relation to developing and improving play and youth facilities in the Borough
- Many stakeholders highlight the importance of involving children and young people in all aspects of play and youth facility provision e.g. location, the kind of provision most needed, design, access issues etc
- Children and teenagers play and hang out regularly “on the street”, on amenity and natural green space, near local shops, etc as well as on spaces specifically planned for play and youth facilities. The study should therefore highlight planning related issues aimed at making the wider open space and residential environment more child-friendly
- A key barrier to teenagers’ use of “public” open space is that they are often moved on by nearby residents and authorities such as the police. They need more tolerance and places recognised as “theirs”
- Play England provide excellent guidance on play and spatial planning; play space design; a Quality Assessment Tool for play spaces; and managing risk in play. Some of these could be adopted as guidance and Supplementary Planning Documents

7. Local provision examined – play spaces and outdoor youth facilities

7.1 Types of play spaces and youth facilities

The Play Strategy audited and mapped provision under two headings:

- **Children's Play Space –** Play provision that cater for the needs of children up to and around 12 years. Currently the majority of these sites are comprised of "traditional" equipped play areas

- **Youth Play Space -** informal recreation opportunities for, broadly, the 13 to 19 age group, and which might include facilities like skateboard parks, basketball courts and 'free access' Multi Use Games Areas (MUGAs)

In practice, there will always be some blurring around the edges in terms of younger children using equipment aimed for youths and vice versa.

It is also important to recognise that children and young people will play/'hang out' in almost all publicly accessible "space" ranging from the street, town centres and squares, parks, playing fields, "amenity" grassed areas etc. (as well as the more recognisable play and youth facility areas such as equipped playgrounds, youth shelters, BMX and skateboard parks, Multi-use Games Areas etc.). These types of open space provide informal play opportunities and are covered within the CWAC Open Space Study.

How the audit was carried out

'Planning for Play' highlights the importance of a comprehensive audit of both play spaces and play services in order to establish a "base line" from which to plan for future provision. The full audit is available as an excel spreadsheet and has been inputted onto the Borough Council's GIS system.

In order to build up an accurate picture of current play provision in Cheshire West and Chester, the audit process involved:

- analysis of existing GIS data held by Cheshire West and Chester Council
- desktop mapping of play areas from aerial photography
- questionnaires to town and parish councils
- liaison with council officers

Site visits were undertaken at 290 children's play areas and youth place areas/facilities to assess the existing and potential quality issues.

Sites were visited and a photographic record made of key features, along with a description of the play space/youth facility and recommendations for improvements. An assessment of the quality of the site was undertaken using the following criteria:

- Play Value
- Management and maintenance
- Accessibility
- Safety

Details of the quality scoring/ranking given to each play area/youth facility is detailed within section 5 of the Locality Area Frameworks. The quality audit database has been provided to the council as part of the Open Space Study. A summary of the play spaces (children and youth) included within the quality audit is also provided within the Locality Play Improvement Frameworks.

7.2 Overview of play provision

This section provides an overview of the existing level of provision of play space and youth facilities across the borough.

Provision of play spaces and youth facilities

There is a total of 200 children's play areas and 90 youth facilities/play areas within the borough.

They have been grouped into three categories of priorities for improvement (high, medium and low), based on the prioritisation process/scoring criteria set out within the Locality Frameworks (see section 7.5 below).

Large scale maps and a GIS database of sites have been provided as an electronic database to the council.

7.3 Spatial Planning Standards

Quantity

The Play Strategy adopts the quantity standards for play space developed in the Cheshire West and Chester Open Space Study. These are summarised in table 4.

Table 4: Quantity standards for play space (from Cheshire West and Chester Open Space Study)

Typology	Quantity standards (ha/1000 population)
Play Space (Children)	0.05
Play Space (Youth)	0.03

Current quantity of play space within the borough

The Open Spaces Study concluded that overall across the borough there is an under supply of both children's play space and youth play space. To address this identified shortfall provides a huge challenge within the context of current funding constraints.

Table 5 Existing supply of children's and youth play space across the borough

Typology	Existing Provision (Ha)	Existing Provision (Ha/1000)	Required Provision (Ha)	Required provision (Ha/1000)	Supply (Ha)	Supply (Ha/1000)	Overall Supply
Play Space (Children)	15.89	0.05	16.48	0.05	-0.59	0.00	UNDER SUPPLY
Play Space (Youth)	4.89	0.01	9.89	0.03	-5.00	-0.02	UNDER SUPPLY

Table 6 shows how the provision varies within individual wards. The majority of wards do not meet the quantity standard for youth play space. There are also many wards that fall below the quantity standard for children's play space.

Table 6 Existing Supply of children's and youth play space by ward against the CWAC Standard (ha)

WARD	Play Space (Children)	Play Space (Youth)
Blacon Ward	0.44	-0.24
Boughton Ward	-0.01	-0.16
Chester City Ward	-0.09	-0.1
Chester Villages Ward	-0.02	-0.12
Davenham and Moulton Ward	-0.33	-0.31
Dodleston and Huntington Ward	0.62	0.1

Ellesmere Port Town Ward	-0.15	0.02
Elton Ward	0.16	-0.11
Farndon Ward	0.01	-0.08
Frodsham Ward	-0.15	-0.04
Garden Quarter Ward	-0.09	-0.01
Gowy Ward	0.09	-0.12
Grange Ward	-0.09	-0.07
Great Boughton Ward	0.17	0
Handbridge Park Ward	0.11	0.08
Hartford and Greenbank Ward	0.08	-0.22
Helsby Ward	-0.16	-0.13
Hoole Ward	0	0.04
Kingsley Ward	0.16	-0.11
Lache Ward	-0.23	-0.08
Ledsham and ManorWard	-0.39	-0.23
Little Neston and Burton Ward	-0.16	-0.24
Malpas Ward	-0.06	-0.07
Marbury Ward	0.29	-0.18
Neston Ward	0.04	0.01
Netherpool Ward	0.12	-0.07
Newton Ward	-0.36	0.05
Parkgate Ward	-0.11	-0.11
Rossmore Ward	-0.09	-0.07
Saughall and Mollington Ward	-0.07	-0.12
Shakerley Ward	0.4	-0.13
St Pauls Ward	0.02	-0.15
Strawberry Ward	-0.25	-0.15
Sutton Ward	-0.15	-0.23
Tarporley Ward	-0.17	-0.12
Tarvin and Kelsall Ward	-0.15	-0.2
Tattenhall Ward	-0.17	-0.04
Upton Ward	-0.21	-0.24
Weaver and Cuddington Ward	-0.11	-0.19
Whitby Ward	-0.03	-0.09
Willaston and Thornton Ward	0.08	-0.11
Winnington and Castle Ward	-0.15	-0.17
Winsford Ove rand Verdin Ward	0.18	0.07
Winsford Swanlow and Dene Ward	-0.21	-0.21
Winsford Wharton Ward	0.45	-0.08
Witton and Rudheath Ward	0.31	-0.16

Quality

The Open Spaces Study makes reference to Play England guidance on play provision which suggests that the following range of provision should be aimed for in urban areas:

A Door-step spaces close to home - these may simply be small areas of public playable open space rather than designated equipped play areas
B Local play spaces – larger areas within easy walking distance specifically designed for play
C Neighbourhood spaces for play – larger play spaces within walking distance incorporating outdoor youth play provision
D Destination/family sites – accessible by bicycle, public transport and with car parking.

Moving forward, Play England would like their new Design Guide; '*Design for Play*' to be referenced and added as a Supplementary Planning Document (SPD) in standard configuration. Disability access is also an important issue for Play England and they would like local authorities to adopt the KIDS[11] publication; '*Inclusion by Design*' as an SPD[12].

Play England also highlight a potential need for a different approach for smaller settlements and rural areas where the doorstep, local, neighbourhood, and destination hierarchy is unlikely to be appropriate.

The Play Strategy adopts specific design quality and inclusivity guidance to clarify the quality standards established in the Open Spaces Study: *See Section 9 below*.

The Play Strategy audit revealed that while most play equipment across the borough is well maintained and in fairly good condition, there is a large variation in the quality of play space in terms of size, design quality and play value.

A summary of the play spaces (children and youth) included within the quality audit is provided within the Locality Area Frameworks.

Access

The Play Strategy adopts the access standards for play spaces and youth facilities set out in the Open Spaces Study as summarised in Table 7 below:

[11] KIDS, is a charity which in its 40 years, has pioneered a number of approaches and programmes for disabled children and young people.
[12] Play England have also developed a '*Quality Assessment Tool*' which can be used to judge the quality of individual play spaces.

Table 7: Cheshire West and Chester Open Space Study - Access Standards for children and youth play space

Typology	Access standard
Play Space (Children)	480 metres or 10 minutes' walk time
Play Space (Youth)	600 metres or 12-13 minutes' walk time

Analysis of access to play spaces and youth facilities needs to be considered at local level and this analysis is included in the Locality Area Frameworks.

7.4 Play provision in rural areas - standards and reasonable levels of provision

The Play Strategy also acknowledges the views of Play England and Fields in Trust who note that while the quantity and access thresholds within spatial planning standards work well for cities, towns and larger villages they are not always so of direct help to parish councils and local organisations looking to address the need/aspiration for play and outdoor youth spaces in small rural parishes

Small rural parishes need a different approach as many simply do not have the required population for the application of the above standards to meet children and young people's need for local play space. However, children and young people within these areas still need access to play spaces.

These issues are taken into account in the Locality Play Improvement Frameworks which, for rural areas, suggest a reasonable level of play provision for smaller parishes to aim for, appropriate to population size (these suggested levels of provision complement and remain consistent with the local standards of the Open Spaces Study).

It is important to note that the "reasonable levels of provision" approach used in the rural locality frameworks is a strategic means of identifying how provision could be prioritised and not a spatial "standard" for provision.

In addition, practical solutions to transport to facilities out of small settlements and outreach programmes can facilitate access to play opportunities for smaller settlements.

Application of spatial planning standards

It is worth, finally, noting the need for flexibility, care and oversight in relation to the application of spatial planning standards. If the quantity and access elements of standards are applied too rigidly without due consideration of the quality element the approach can have certain disadvantages. For example, the process:

- May be inflexible and not take local circumstances into account
- May be difficult to apply in areas where land uses are largely fixed

- May be applied automatically without checking against local needs or wishes. It may not involve adequate local participation
- May discourage creativity
- May not fully take into account some important factors (such as location)

The approach taken in the Play Strategy aims to address these risks by placing emphasis on the role of local consultation within the recommended play space improvement process. It is important in all cases to fully embrace community consultation, providing sufficient flexibility to ensure that provision is in line with the needs and aspirations of local children, young people, and residents.

The Play Strategy provides additional guidance and clarification of the Quality element of the Open Spaces Study standards which minimise the potential risks noted above. This could involve, for example, a greater emphasis upon planning for playable space through landscaping and imaginative design, rather than simply providing formal play equipment; or developing locally designed meeting places for young people rather than off-the-shelf youth shelters (in an appropriate location as determined in liaison with young people).

7.5 Prioritisation of Play Improvement Projects - Locality Play Improvement Frameworks

Locality play improvement frameworks

The framework documents provide a valuable evidence based resource that can be used by all partners with an interest in play and youth facilities. The frameworks list all designated play spaces and youth facilities within the locality i.e. those managed by the borough council, town and parish councils, housing associations, recreation trusts etc. In addition they provide a strategic play profile for the locality; and a guide to making prioritising choices in relation to potential improvement works.

Prioritisation framework

'Planning for Play' suggests that prioritisation for play space improvements should be based on an objective assessment to determine where improvements are most needed. The strategy follows this guidance by applying needs criteria to all sites (the criteria were developed following consultation via four locality area play workshops)[13].

The criteria are based on:

- Current quality of sites and their potential for improvement
- Proximity/access to other play areas; and proximity to community facilities
- Demographics e.g. numbers of children and young people in the area/catchment

[13] Full details of the criteria and the rationale for their selection can be found in Appendix 5

- Child health and wellbeing
- Levels of child/youth deprivation
- Geographical barriers to play - rural access

The principal behind the prioritisation approach is illustrated by the diagram below.



As a result of this process the framework categorises all sites in the locality under four broad headings:

- High priority for improvement
- Medium priority for improvement
- Low priority – no significant improvement action needed
- Consider alternative open space use

It is important to understand that the latter option refers to the specific designation as a play area meaning that the space could be considered for other uses or be adapted as unequipped playable space where it may well provide useful "doorstep" type provision.

Why a Framework?

It is called a framework document rather than a plan because it does not aim to produce a prescriptive play area delivery plan that partners must follow; rather it provides evidence that partners can use in reviewing, developing and implementing their own individual delivery plans.

The framework simply provides an overview of all sites in the locality area and applies objective needs based criteria to all those sites - to arrive at the strategically determined site categorisation classifications.

How can it be used?

Some examples are provided below:

- As a reference in relation to developing or reviewing individual partners' delivery plans
- Reference to the Framework can help partners to decide which of many potential improvement projects could be most effectively targeted in relation to need and external funding bids
- Where sites are identified as priorities in the Framework this identification, along with providing details of the objective means by which they were highlighted, will add significant weight to any potential funding bids
- It can help partners to decide which projects to focus resources on in terms of further investigation and in relation to providing advice and guidance to local community play space initiatives
- If there are a high number of small poor quality sites in an urban area, say, the Framework's identification of potential sites for alternative open space use can help in deciding options for the future e.g. to consider the viability of some sites and consider the option of providing a smaller number of accessible higher quality sites
- By reference to the External Funding Appendix 2 to check if this includes potential external funding sources that could be applied for

The Play Strategy recognises that in terms of the different partners' own delivery plans there are key additional practical factors that need to be considered, most notably in relation to the availability of capital funding and management/maintenance sustainability[14].

In practice this may mean that in certain circumstances the strategic priority classification will take second place to practical achievability. To illustrate by way of some examples:

- A site that is identified as a medium strategic priority may in practice have attracted capital or S106 funding and demonstrable sustainability that makes it's improvement achievable. This project is therefore included in the partner's delivery plan
- A strategically identified high priority site is able to secure capital/S106 funding but cannot demonstrate ongoing sustainability. This project is not included in the partner's delivery plan (until the sustainability issue is overcome)
- A site that is identified as a medium priority has strong active community support including a commitment to raise capital funds and to demonstrate long-term sustainability. This project is added to the partner's delivery plan

[14] This relates primarily to the need to be able to show that there is sufficient capital funding to implement the scheme; and that there is also a clear and robust plan to demonstrate how the play area will be maintained in the future e.g. is there confirmed revenue funding sufficient to maintain the site long term; a long term commuted sum from a developer ongoing community commitment to manage the site etc.

8. Working together – partnerships – roles and responsibilities

8.1 Introduction

The potential for building on existing partnership work in relation to developing, managing and maintaining play spaces and youth facilities; and for the implementation and monitoring of the play strategy has been highlighted in much of the play strategy consultation.

Some of the key players are:

1. Cheshire West and Chester Council - various departments
2. Town/parish councils and local recreation trusts
3. Housing Associations
4. Strategic voluntary sector organisations
5. Local voluntary groups
6. Housing Developers (Play Area Management)

8.2 Current roles

A summary of the various roles and function of the above in relation to play are noted in the table below:

Cheshire West and Chester Council

Department	Key Functions re Play space and outdoor Youth Provision
Place Operations	Overall Operational management, operational maintenance and health and safety role for Borough Council play areas and where appropriate under contract, maintenance and health/safety inspection role for other play areas . Advice to local groups and play space initiatives. Developing the Council's Play Strategy and its monitoring/review
Total Environment	In partnership with Council's Spatial Planning Team, Strategic support role: assistance with improvement programmes; and planning development work e.g. S106/CIL – Advising and monitoring developer play provision whether it be on-site or off-site contributions, informal open spaces and playing pitches and liaison with Place Operations. Wider Local Plan Policy, Other Strategy input, e.g. Playing Pitch Strategy, Facilities Strategy, Rights of Way Improvement Plan. TE also provide design services as a delivery function.
Locality Teams	Local contact/engagement, support, signposting, funding advice and community consultation in relation to play spaces and youth facilities. Ward Plan development and monitoring – linking with play strategy and site projects/improvements. Member engagement.

Many other Borough Council services have links with play spaces and youth facilities including:

- Youth Services - mainly in relation to helping with consultation with young people
- Children's services - in relation to preschool age play in particular
- Education and schools - in relation to community use of play areas, MUGAs, pitches etc. and engagement with schools to assist with local school community consultation
- Spatial Planning - planning policy and development control - open space play area standards and planning applications – on-going co-ordination of S106 for Play Provision with Total Environment Team. Local Plan link
- Regeneration teams - in relation to new areas of development, funding opportunities, planning for play and open spaces –engagement with Parish and Town Councils and Localities Teams, community consultation
- Community Safety wardens and park rangers - engagement with adults, children and young people; support with community consultation
- Legal and regulatory services e.g. potential asset transfer of play spaces to parish councils, recreation trusts etc. Dog Control Orders (Review 2017)

Town/parish councils and recreation trusts

Many play areas and youth facilities are owned and/or managed by town and parish councils, particularly in the rural areas; and some are managed by local recreation trusts (often in close contact with their town or parish council).

Many of these sites are managed and maintained with little or no contact with the Borough Council. However with the development of the Borough Council Locality Teams there is an increasing level of communication with town and parish councils, leading to greater calls for technical and funding advice particularly in relation to the potential development of new or refurbished play spaces and youth facilities.

The Council Plan notes that the Borough Council will "support Town and Parish Councils and community groups to take on local services and assets that contribute to clean attractive neighbourhoods where appropriate"[15].

As regards play spaces there is therefore potential, where appropriate, for town and parish councils entering into dialogue with the Borough Council to consider taking additional responsibility for the ownership and/or management of Borough Council play and youth facilities situated within the parish.

In should also be noted that some Town and Parish Councils are more proactive than others and this largely depends of levels of resources, expertise and funding.

[15] The Council Plan 2016-20 - Page 22 - What we will do to make a difference - bullet point 7.

Housing Associations

There are a number of housing associations working within Cheshire West and Chester of which two, Weaver Vale and Muir, manage some local play areas/youth facilities. In addition, there have been discussions between the Borough Council and Sanctuary Housing/Avenue Services relating to the possibility of Sanctuary taking responsibility for some play and youth facilities within the estates they manage.

Some of the Housing Associations have their own play development plans and policies.

All the housing associations take an interest in the availability of play and youth facilities for children and young people within or adjacent to their estates and many have community/resident liaison officers who engage with children and young people. It is important that these officers liaise closely with Borough Council Officers in terms of looking at partnerships and sharing of resources/expertise/best practice.

Strategic Voluntary Sector Organisations

The two main strategic voluntary sector organisations with specific interests in developing play and youth facilities are Groundwork and Mersey Forest, both of these have well established relationships with the Borough Council. Mersey Forest have particular expertise in the development and delivery of well designed natural play spaces; and Groundwork provide a wide range of services from the production of local play strategies to the development and project management of specific play area improvements. Mersey Forest are currently working in partnership with the Borough Council's Total Environment Team

Active Cheshire have also expressed support in relation to the development of play spaces and youth facilities in relation to their "Great Outdoors" strand of interest. They see the development of such informal open access outdoor facilities as being in direct support of their aim to encourage more children and young people to take part in regular exercise (in relation to tackling childhood obesity and improving health and wellbeing).

Local voluntary groups

There are a number of local voluntary groups with an interest in play areas and youth facilities such as "Friends of" groups, community/residents organisations and play/youth organisations. These are active to varying degrees but can be extremely valuable in many ways e.g. helping with local consultation, taking on practical maintenance tasks, reporting damage to play spaces, feeding into possible designs for play areas, submitting funding bids to sources not open to the Borough Council etc. The Borough Council encourages the formation of Friends of Groups to supplement Council Play Area Management.

8.3 Future roles and partnership development

Broadly speaking stakeholders indicated general satisfaction with the extent of partnership working but that there were opportunities for development and further clarification of roles and responsibilities. Some suggestions for the future are noted below:

Internal Borough Council roles

Department	Clarification/development of role
Place Operations	• Overall management, including responsibility for maintenance and Health and Safety of Borough Council play areas • Delivery of the Borough Council's Play Improvement Plan from 2016 onwards. • Responsible overall for delivery and monitoring and review of the Play Strategy in liaison with partners (internal and external) • Annual review of the Play Improvement Plan in relation to Borough Council sites (taking into account the Locality Play Improvement Frameworks). • Liaison with and advice to town/parish councils, community organisations/Friends of Groups in relation to Borough Council Sites. • Technical advice re play as requested from Locality Teams, TE and direct from other partners e.g. parish councils. (new and existing sites)
Total Environment	• Delivery of Green Infrastructure strategies such as the Playing Pitch Strategy; the Rights of Way Improvement Plan (ROWIP); Outdoor Facilities Strategy and the Open Spaces Audit in partnership with Spatial Planning Team (Local Plan Process) • TE liaise with Planning in relation to the development and implementation of S106 agreements and the allocation of commuted sums arising from residential development. TE to provide regular monitoring information on new developments in relation to play, open space and playing pitch provision to inform annual reviews • TE provide advice and guidance to non-borough council managed play spaces in relation to new facilities and refurbishments • Assisting with the delivery & implementation of improvement schemes eg design services • TE are currently progressing collaborative working with Mersey Forest with the view to providing an extensive range of products and services relating to the natural and built environment. This will encompass outdoor play, youth provision and natural play
Locality Teams	• Local point of contact with play space managers and community organisations in their locality (Borough Council and partners) • Support to TE and Place Operations in relation to local consultations on play space and youth facilities • Co-ordination and signposting role between local partners and other Council services involved with play. • Support with the regular review of the Locality Play Improvement Frameworks in liaison with internal and external partners • Provide advice and guidance to local partners and community organisations e.g. funding opportunities re potential play area improvements

Other council services with interests in play will continue to be involved as appropriate.

Schools

Many stakeholders highlighted the potential for greater community use of outdoor spaces on school sites for play and youth activity. Some schools have play areas on site, others have MUGAs or artificial turf pitches but relatively few of these facilities are available for community use after school, at weekends or during school holidays. Schools often site health and safety, security and caretaking issues as reasons why their facilities cannot me made more accessible for community use.

The Play Strategy suggests that schools review the potential for community use of outdoor play and youth facilities and work in partnership with the borough council and other providers to provide greater community use.

Schools can also play a useful role in relation to local consultation relating to nearby play areas and outdoor youth facilities and related user surveys. Greater links with schools in terms of securing school community volunteers to work on play improvement projects, whether it be consultation and eco related work, i.e. planting and opportunities to tie in with curricular study.

Town/parish councils and recreation trusts

Potential options include:

- Further development of partnership links re play between Town/parish Councils and Recreation Trusts and the Borough Council locality teams
- Potential for working together to jointly commission services such as play area improvements, grounds maintenance, play area inspections and insurance
- Town/Parish Councils and Recreation Trusts to use the Locality Play Improvement Frameworks to review improvement delivery plans and to support funding bids and to ensure continuity with adjacent provision by others
- Some Town/Parish Councils and Recreation Trusts may consider whether they wish to enter dialogue with the Borough Council in relation to taking on responsibility for managing local play spaces and youth facilities currently managed by the Borough Council

Housing associations

Potential options include:

- Potential for further developing partnership working with the Borough Council to improve play spaces and youth facilities within or adjacent to their housing areas

- Housing Associations can use the Locality Play Improvement Frameworks to review improvement delivery plans and to support funding bids to ensure continuity with adjacent provision by others
- Some Housing Associations may consider whether they wish to enter dialogue with the Borough Council in relation to taking on responsibility for managing local play spaces and youth facilities currently managed by the Borough Council

Strategic voluntary sector organisations

Potential options include:

- Further development of partnership working between Mersey Forest and the Borough Council relating to play spaces that are suitable for a "natural play" approach to design
- Groundwork offer a wide range of services in relation to play, providing opportunities for partners such as town and parish councils to work with them on strategic analyses of provision and/or specific play area improvement programmes
- Active Cheshire may be able to work with the Borough Council and local partners in relation to developing child and young people participation programmes utilising outdoor play and youth facility sites
- The Strategic Voluntary Sector Organisations may be able to advise partners and community organisations in relation to potential funding programmes, and provide support in putting bids together

Local voluntary groups

Potential options include:

- Further developing the roles of such groups (if support is provided by the Borough Council or partners re capacity building): e.g. helping with local consultation, taking on practical maintenance tasks, reporting damage to play spaces, and feeding into possible designs for play areas
- Some funding streams are open to community and voluntary groups that are not available to local authorities. With support, local organisations could be encouraged to apply for appropriate funding as part of a play area improvement project
- Some local voluntary groups may consider whether they wish to enter dialogue with the Borough Council in relation to taking on responsibility for managing local play spaces and youth facilities currently managed by the Borough Council

9. Good practice and guidance – quality and risk

This section provides guidance in 3 key areas:

- Play space design
- Risk and challenge
- Inclusion

9.1 Play space design principles - spatial planning quality standards

The Play Strategy adopts the Play England publication 'Design for Play: a guide to creating successful play spaces' as its guide to good practice in play space design. The full document can be downloaded from http://www.playengland.org.uk/resources/design-for-play.aspx

The Play Strategy recommends that this guidance is used as part of the quality element of the local spatial planning standards proposed in the 2016 Open Spaces Study.

This resource provides detailed guidance on all aspects of design as well as recommending a 6 stage "design cycle" process:

The design cycle:

- Prepare
- Design
- Construct
- Use
- Maintain
- Review

The key design principles:

Creating inspiring places for play

Creating natural and imaginative play settings requires a fresh design-led approach to commissioning, based on ten principles, encapsulated in one golden rule.

The golden rule
A successful play space is a place in its own right, specially designed for its location, in such a way as to provide as much play value as possible.

The ten design principles

Successful play spaces should:

1. Be site-specific - designed for their site
2. Be well located
3. Make use of natural elements
4. Provide a wide range of play experiences

5. Be accessible to both disabled and non-disabled children
6. Meet community needs (based on consultation)
7. Have an element of flexibility built into the layout e.g. can be used by varying ability and age groups in different ways
8. Build in opportunities to take risks and challenges
9. Be sustainable, and appropriately maintained
10. Allow for change and evolution

Sustainability

It is important to emphasise that sustainability and maintenance considerations are a key element of the above design principles. For example, this means that the site specific "golden rule" may take into account that some urban sites may be particularly prone to vandalism and a key consideration may be the robustness of play equipment provided.

9.2 Designing for inclusive play - spatial planning quality standards

The Play Strategy adopts the guidance provided in 'Inclusion by Design - a guide to creating accessible play and childcare environments' published by KIDS - the disabled children and young people's charity.

The Play Strategy recommends that this guidance is used as part of the Quality element of the local spatial planning standards proposed in the 2016 Open Spaces Study.

The 1995 Disability Discrimination Act aims to ensure that all those who are disabled have the same access to public services (and by implication, public parks and playgrounds) as those who are not disabled.

Successful play spaces should, as far as is reasonably possible, offer the same quality and extent of play experience to disabled children and young people as is available to those who are not disabled, whilst accepting that not all equipment can be completely accessible to everyone.

'Inclusion by Design' sets out the following six principles, established by the Disability Rights Commission, which form the foundation of inclusive design:

1. Ease of use
2. Freedom of choice and access to mainstream activities
3. Diversity and difference
4. Legibility and predictability
5. Quality
6. Safety

The principles are also informed by an understanding of a **process** of inclusive design - a process that:

- Begins at the beginning
- Sees the design and management of the built environment as inextricable partners
- Takes account of user experience at every stage of the development
- Is equally applicable to the development of landscapes, structure, materials and finishes, fixtures and fittings, management and information
- Brings together functional and aesthetic considerations
- Is regularly monitored and evaluated

'Inclusion by Design' also looks at how these principles have been applied in practice on a number of sites.

Most importantly, play space should feel welcoming to all children. The publication 'Can Play, Will Play' shows that social barriers to disabled access can be greater than physical ones.

There are now a number of specially designed pieces of 'accessible' equipment that are often popular with both disabled and non-disabled children, however equipment which is specially designed for disabled children can encourage segregation so should be used with care.

Equipment allowing flexible use, such as a swing, which can take many forms, or a 'wobble dish', can be preferable. 'Inclusion by Design' offers more detailed advice.

9.3 Managing risk in play provision

The Play Strategy adopts the High Level Statement from the Play Safety Forum and Health and Safety Executive : 'Children's play and leisure: Promoting a balanced approach'.

It also adopts the associated detailed approach recommended in the Play England Document 'Managing Risk in Play Provision: implementation guide'. This is endorsed by the Health and Safety Executive. The full guide can be downloaded at: http://www.playengland.org.uk/resources/managing-risk-in-play-provision-implementation-guide.aspx

Issues relating to how to manage risk in relation to the provision and management of play spaces are often a key concern of owners and managers of play spaces. It is therefore important to ensure that the foundation of any recommended approach is well researched and justified.

The general approach recommended in the statement in relation to balancing risk and the benefits of providing challenging play opportunities is summarised in the key "High Level Statement" jointly adopted by the national Play Safety Forum and the Health and Safety Executive.

High Level Statement from the Play Safety Forum and Health and Safety Executive : Children's play and leisure: promoting a balanced approach (2012 - in full)

1. Health and safety laws and regulations are sometimes presented as a reason why certain play and leisure activities undertaken by children and young people should be discouraged. The reasons for these misunderstandings are many and varied. They include fears of litigation or criminal prosecution because even the most trivial risk has not been removed. There can be frustration with the amounts of paperwork involved, and misunderstanding about what needs to be done to control significant risks.

2. The purpose of this statement is to give clear messages which tackle these misunderstandings. In this statement, the Health and Safety Executive (HSE) makes clear that, as a regulator, it recognises the benefits of allowing children and young people of all ages and abilities to have challenging play opportunities.

3. HSE fully supports the provision of play for all children in a variety of environments. HSE understands and accepts that this means children will often be exposed to play environments which, whilst well-managed, carry a degree of risk and sometimes potential danger.

4. HSE wants to make sure that mistaken health and safety concerns do not create sterile play environments that lack challenge and so prevent children from expanding their learning and stretching their abilities.

5. This statement provides all those with a stake in encouraging children to play with a clear picture of HSE's perspective on these issues. HSE wants to encourage a focus on the sensible and proportionate control of real risks and not on unnecessary paperwork. HSE's primary interest is in real risks arising from serious breaches of the law and our investigations are targeted at these issues.

Recognising the benefits of play

Key message: 'Play is great for children's wellbeing and development. When planning and providing play opportunities, the goal is not to eliminate risk, but to weigh up the risks and benefits. No child will learn about risk if they are wrapped in cotton wool'.

6. HSE fully recognises that play brings the world to life for children. It provides for an exploration and understanding of their abilities; helps them to learn and develop; and exposes them to the realities of the world in which they will live, which is a world not free from risk but rather one where risk is ever present. The opportunity for play develops a child's risk awareness and prepares them for their future lives.

7. Striking the right balance between protecting children from the most serious risks and allowing them to reap the benefits of play is not always easy. It is not about eliminating risk. Nor is it about complicated methods of calculating risks or benefits. In essence, play is a safe

and beneficial activity. Sensible adult judgements are all that is generally required to derive the best benefits to children whilst ensuring that they are not exposed to unnecessary risk. In making these judgements, industry standards such as EN 1176 offer bench marks that can help.

8. Striking the right balance does mean:

- Weighing up risks and benefits when designing and providing play opportunities and activities.
- Focusing on and controlling the most serious risks, and those that are not beneficial to the play activity or foreseeable by the user.
- Recognising that the introduction of risk might form part of play opportunities and activity.
- Understanding that the purpose of risk control is not the elimination of all risk, and so accepting that the possibility of even serious or life threatening injuries cannot be eliminated, though it should be managed.
- Ensuring that the benefits of play are experienced to the full.

9. Striking the right balance does not mean:

- All risks must be eliminated or continually reduced.
- Every aspect of play provision must be set out in copious paperwork as part of a misguided security blanket.
- Detailed assessments aimed at high-risk play activities are used for low-risk activities.
- Ignoring risks that are not beneficial or integral to the play activity, such as those introduced through poor maintenance of equipment.
- Mistakes and accidents will not happen.

What parents and society should expect from play providers

Key message: 'Those providing play opportunities should focus on controlling the real risks, while securing or increasing the benefits – not on the paperwork'.

10. Play providers should use their own judgement and expertise as well as, where appropriate, the judgement of others, to ensure that the assessments and controls proposed are proportionate to the risks involved.

11. They should communicate what these controls are, why they are necessary and so ensure everyone focuses on the important risks.

12. It is important that providers' arrangements ensure that:

- The beneficial aspects of play – and the exposure of children to a level of risk and challenge – are not unnecessarily reduced
- Assessment and judgement focuses on the real risks, not the trivial and fanciful

- Controls are proportionate and so reflect the level of risk

13. To help with controlling risks sensibly and proportionately, the play sector has produced the publication 'Managing Risk in Play Provision: implementation guide' which provides guidance on managing the risks in play. The approach in this guidance is that risks and benefits are considered alongside each other in a risk-benefit assessment. This includes an assessment of the risks which, while taking into account the benefits of the activity, ensures that any precautions are practicable and proportionate and reflect the level of risk. **HSE supports this guidance, as a sensible approach to risk management.**

If things go wrong

Key message: 'Accidents and mistakes happen during play – but fear of litigation and prosecution has been blown out of proportion'.

14. Play providers are expected to deal with risk responsibly, sensibly and proportionately. In practice, serious accidents of any kind are very unlikely. On the rare occasions when things go wrong, it is important to know how to respond to the incident properly and to conduct a balanced, transparent review.

15. In the case of the most serious failures of duty, prosecution rightly remains a possibility, and cannot be entirely ruled out. However, this possibility does not mean that play providers should eliminate even the most trivial of risks. Provided sensible and proportionate steps have been taken, it is highly unlikely there would be any breach of health and safety law involved, or that it would be in the public interest to bring a prosecution.

9.4 Playable Space

Children and young people should be able to play freely in their local neighbourhoods. Providing play opportunities is as much about creating general public space that offers play opportunities, as it is about designing and developing designated play spaces.

What is 'playable' space?

Playable space is one expression of 'shared' public space, which meets the needs of different people at the same time. Support for playable spaces can greatly extend the range of play opportunities offered to children and can be highly cost effective. A positive attitude towards children and young people and their play is a key feature of good playable spaces, and helps create a more child-friendly society.

What characterises playable space?

Good playable spaces are welcoming to children and young people. Children and young people need to feel welcome in playable spaces. Most public open spaces and parks have enormous potential for play and children and young people should be encouraged and supported in playing in these spaces. The use of, for example 'No ball games' and 'Keep off the grass' signs should be routinely questioned and avoided unless there are strong safety reasons for their use. The assumption that most structures should be designed with

- Good playable space can include informal play features
- Good playable space should be monitored for unexpected hazards
- Good playable space is shared space, which respects the needs of all users

Public space is generally shared space and the different groups of users may have differing needs for the way the space is designed. Often it is possible to meet many of these different needs by careful design that clarifies the potential use.

9.5 Play equipment, natural play and boundaries/fencing

Play equipment

Children really enjoy using play equipment and all the challenges it offers. Playground equipment is particularly good at providing for more active play, including movement such as climbing, swinging, sliding and rotating, which are not easy to provide through other means.

Good play spaces will provide a setting which enhances equipment and makes it even more fun to use. The presence of play equipment signals that children are welcome and that their play is encouraged and supported.

Questions about play equipment

- What play experiences do we want the equipment to offer?
- How will the equipment attract and engage disabled children?
- Are there any ways the flexibility of use can be extended?
- Is there scope for improving existing equipment, or its setting, to provide greater play value?

Careful choice is required in order to get equipment that offers a range of play opportunities and can be used flexibly by children of different ages and interests. When buying unfamiliar equipment it helps to get an understanding of its play value and potential if the designer and commissioner visit sites where it is already in use and can see how the equipment is being used by children. Equipment manufacturers can also advise on the best types of

equipment for different play experiences and many are keen to try new designs and combinations of equipment.

The Association of Play Industries (API) is the trade association of equipment suppliers and manufacturers. Members of the API have been checked for reliability and offer a wide variety of types of products, as well as design advice. Manufacturers should be able to help the designer understand the role of industry standards, working with the designer on a risk/benefit assessment, especially when items in a play space do not comply strictly with the standards or are not covered by them.

The design-led approach to play space development helps ensure that each play space is unique, sometimes also including structures and equipment that are 'non-prescriptive' in their design, allowing for flexible use and creative, imaginative play.

Things to remember in choosing equipment

- Locate equipment carefully in its setting as the right setting will enhance a piece of equipment considerably. Use the spaces between equipment positively
- Include some equipment which can be used flexibly and is 'non-prescriptive' in its use
- Choose equipment which helps make the play space inclusive: hammock swings, 'accessible roundabouts' and equipment which accommodates companion or helper, such as wide slides or big circulation platforms
- Ensure that final equipment choices have been subject to local consultation

Natural Play

Not all designated play spaces need traditional fixed play equipment. When thinking of site specific design, landscaping and the inclusion of natural elements such as boulders, tree trunks and mounds can enhance play spaces. Natural play design can fit well within the wider open space and increase the scope for creative play and imaginative games.

Natural playable space can also be encouraged within country parks, nature areas etc, where the provision of traditional play equipment may be regarded as inappropriate.

Natural play design can be suitable for both urban and rural settings but careful consideration needs to made in relation to sustainability and maintenance.

Boundaries and fencing

The decision about whether or not to put a fence or boundary round a play space will depend on many factors specific to the location and potential use of each site. Fenced boundaries around play spaces tend to make them feel segregated from their surroundings and there is a growing view that the presence of fencing can discourage some children from using the play space.

Fencing can also imply that this is where children are meant to be – and that they only belong here, rather than elsewhere in the public domain. Internal fencing which separates different age groups is rarely needed and the removal of this will usually improve the feeling of the play space.

On the other hand, although there is no legal requirement or recommendation for fencing in industry standards, a barrier may sometimes be desirable. Parents and carers – especially of younger children – may appreciate the sense of security which a fenced boundary creates to keep their children safe from straying outside the play space or from dogs. However, there may be other more satisfactory ways of creating boundaries that add to the play value of the space and make it feel more pleasant to use. Planting a hedge; creating a change in level; siting the whole space in a shallow hollow in the ground; surrounding it with a low wall where people can also sit; the possibilities are numerous.

Though fences can be effective in keeping dogs out, on some sites owners have even taken advantage of the fencing to let their dogs run free inside the play spaces; on one site in east London, the training of fighting dogs inside play spaces was stopped quickly by the removal of the boundary fencing.

In many locations it should be possible to adopt a much more positive attitude to the management of dogs, than trying to fence them out.

Questions about fencing:

- Does the site really need to be fenced in? If so – what is the purpose of the fence?
- Is a fence necessary or might another type of boundary be effective?
- What type of boundary would add play value and complement the look of the setting?
- How could the presence of dogs be dealt with positively on the site?

The use and type of gates are also important considerations. Some play space inspectors recommend not using gates unless these are essential, as self-closing hinges can cause accidents.

Many older play spaces are located in the middle of an open space, surrounded only by a bare fenced boundary, with no tree or shrub planting. Sometimes the most useful way of improving an existing play space like this is to make improvements to its setting, especially the boundary treatment, rather than making changes to the play space itself.

In locations where there is a busy road or other potential hazard, or where the space is catering for younger children or those who find it difficult to stay in one place and may be in danger if they do not, fencing or secure boundaries may be essential, but it is still possible to design this in a way that suits both the site and the needs of the children.

10. The Play Strategy Action Plan and Locality Play Improvement Frameworks

10.1 The Play Strategy Action Plan

The Action Plan covers broad strategic actions relating to the Tier 1 Play Strategy. The Locality Play Improvement Frameworks supply detailed evidence in relation to the development of site-specific options for new and improved play and outdoor youth facilities at local delivery plan level.

The plan is structured within the framework of the Council Plan and is focussed on two of its main themes - Thriving Residents and Thriving Communities. It shows how each action point links to specific priority objectives within those two themes.

The plan highlights specific tasks relating to each individual policy statement in the Play Strategy. For each action point a lead role is assigned thereby identifying responsibility for delivery.

The Action Plan is produced as a separate document and will need to be reviewed on an annual basis.

10.2 The Locality Play Improvement Frameworks

The framework documents provide a valuable evidence based resource that can be used by all partners with an interest in play and youth facilities. The frameworks list all designated play spaces and youth facilities within the locality i.e. those managed by the borough council, town and parish councils, housing associations, recreation trusts etc. In addition they provide a strategic play profile for the locality; and a guide to making prioritising choices in relation to potential improvement works.

The Play Strategy recommends that the Borough Council and strategy partners make use of the frameworks, particularly the prioritisation recommendations, to review their own detailed play space improvement delivery plans to take into account the framework findings.

10.3 Funding and delivery plans

In terms of the Action Plan and the implementation of any prioritised improvement projects identified through the frameworks, securing capital funding and ensuring sustainability are crucial. Each of the partners will therefore need to review their own internal levels of funding available for implementation of their own individual delivery plans.

In the case of the Borough Council this will include review of capital and revenue budgets, S106 funds, access to New Homes Bonus funds, potential for contributions from delegated council members budgets etc.

In many cases, for all strategy partners there will be a need to secure external funding to enable implementation. The strategy process therefore also included a review of potential external funding opportunities (Appendix 2).

This appendix supplies a list of potential funding opportunities relating to the development of play and youth facilities; and for playable space and natural play within parks, public open spaces etc. The material is split into funding available to differing sectors of partners involved in play developments namely:

- The Borough Council
- Town and parish councils
- Housing Associations
- Recreation Trusts
- Voluntary Sector/community organisations

There is considerable overlap in the sector lists as some funds are open to applications from more than one sector. Some sources, however, are only open to one sector. This reinforces the importance of partnership working as, for example, for a Borough Council owned site it may be possible for an associated voluntary sector organisation to apply for funds to implement a jointly agreed project.

In relation to funding it is also suggested that the Borough Council officers eg. Locality Teams, may be able to provide support to strategy partners in developing and submitting funding bids.

It is important to note that in terms of potential new play spaces covering gaps in provision, the current financial constrains within local authority budgets must be taken into account when looking at priority planning. For example, the Borough Council currently is not committing to any new play areas and is prioritising its existing play assets in terms of improvements.

10.4 Monitoring and review: the play partnership

In discussions with stakeholders and at the locality play workshops interest was expressed about the feasibility of developing ongoing networking groups to share information and experiences; and to review progress in relation to the Play Strategy and the Locality Play Improvement Frameworks.

There will also be a need to monitor and review the Play Strategy. It is therefore recommended that a play partnership be formed with a membership including the three

main Borough Council services noted above (Place Operations, Total Environment and Locality Teams) plus other council services as appropriate; and a range of representatives from the other partners noted e.g. town/parish council, housing associations, strategic voluntary sector organisations and local voluntary groups.

The play partnership would also be informed by existing support mechanisms within each of the four Localities to review and update the Play Strategy and the Locality Play Improvement Frameworks.

The Play Partnership is key to the successful delivery, monitoring and review of the Play Strategy up to 2020 and its establishment is a key short-term action of the Tier 1 Action Plan.

Document 6

Frodsham Masterplan, AECOM [May 2019]

FRODSHAM NEIGHBOURHOOD PLAN











FRODSHAM MASTERPLAN

May 2019

locality

AECOM Imagine it. Delivered.

Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by
Frodsham Masterplan	60571087 DR- 10224	FNPSG	Bramastra Prabowo, AECOM	April 2019	Wei Deng, AECOM

Revision history

Revision	Revision date	Details	Authorised	Name	Position
A	15/04/19	Updated to the FNPSG comments	BM	Becky Mather, AECOM	Regional Design Director
FINAL	28/05/19	-	BM	Becky Mather, AECOM	Regional Design Director

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Introduction

01

Background

Locality is a national membership network for community organisations which empowers communities to lead and influence decision-making in their area.

Local communities can use neighbourhood planning as a means of changing their neighbourhoods for the better. Through Locality's support programme, the Frodsham Neighbourhood Plan Steering Group (FNPSG) have appointed AECOM to undertake a number of studies which will underpin their emerging Neighbourhood Plan. A Site Assessment Report was produced in September 2018 which identified sites appropriate for allocation for housing in the Neighbourhood Plan. Since the completion of this exercise the FNPSG have narrowed down their preferred development sites to 8 sites in Frodsham for future housing delivery, together with 2 sites for potential commercial land use enhancement and one site for open space and leisure land use.

To provide a further detailed study of these sites, AECOM is instructed to carry out a masterplan exercise, working closely with the FNPSG.

Purpose and Approach

The purpose of this report is to provide design guidance for new development in Frodsham Parish, with focus on the 11 identified sites for study.

The process that was undertaken in order to produce this Masterplan report is as follows:

- The FNPSG selected potential housing sites from AECOM's Site Assessment study (2018).
- AECOM representatives attended an inception meeting and sites walkover in Frodsham with FNPSG to define the brief and direction for this Masterplan report.
- AECOM produced a draft Masterplan report.
- The draft report was reviewed by the FNPSG.
- After capturing the feedback from the review, AECOM issued the final Masterplan report.

Document Structure

This Masterplan report is broken up into 4 sections:

1. The introduction section outlining the background, purpose, approach, study area, and the document structure.
2. Understanding Frodsham: Section two analyses parish-wide local context and designations, which appreciates the important aspects that should be considered in the design process.
3. Urban Design Principles and Concept Masterplan: A section where a more focused understanding of Frodsham's identified potential development sites is gained. The concept masterplan and design principles are identified within the character areas and applied to the suggested potential development sites.
4. Recommendation: This section will provide a summary of the findings and provide an indication of the next steps.

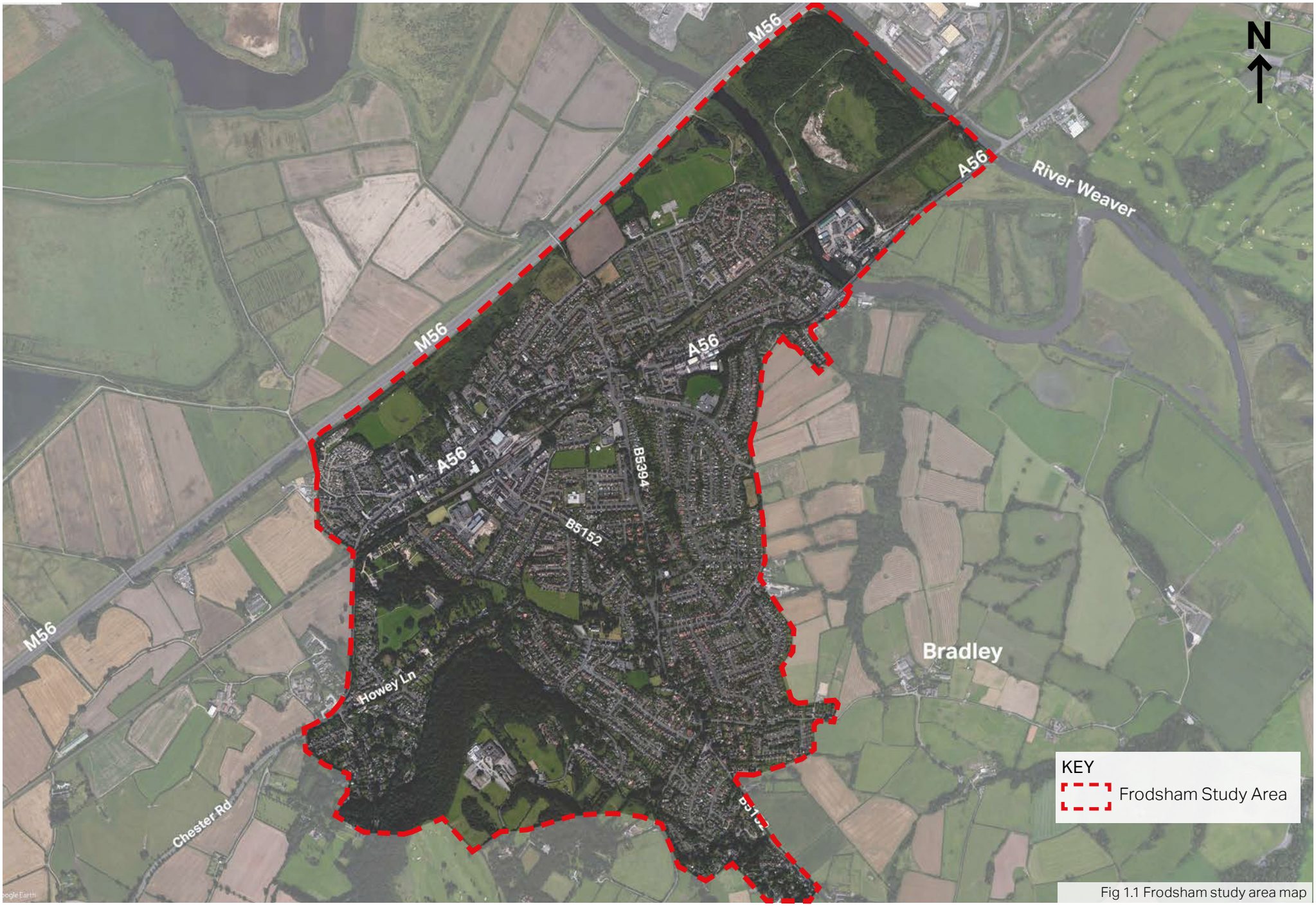


Fig 1.1 Frodsham study area map



Understanding Frodsham

02

Policy Review

Cheshire West and Chester Local Plan (2015)

The Local Plan, adopted in 2015, sets out the overall vision strategic objectives, spatial strategy and planning policies for the borough to 2030.

The key policies which will guide development in Frodsham include:

- Spatial strategy: STRAT 1, 2, 8, 9, 10, 11;
- All economic and social policies;
- Environmental : ENV 1, 2, 3, 4, 5, 6, 8

Frodsham is identified as a settlement within policy STRAT 8, with a housing delivery target of 250 units within the planning period.

Frodsham Neighbourhood Plan

Frodsham Neighbourhood Plan is a community-led planning framework which aims to serve as a guide for Frodsham's future development, regeneration, and conservation. Once it is accepted, the Neighbourhood Plan will become a part of the statutory plan, which is a legal document mandatory for consideration in any planning application. The Frodsham Neighbourhood Plan is built from the input and views of the community, creating a map of what Frodsham's people want for its future and a set of criteria for Frodsham's future developments.

The Neighbourhood Plan focuses on future local land use, with no authority to change anything set in national policy, such as fracking, wind farms, or highways. The location, type, density, and look of any new development are the aspects that can be specified by the Plan. The Plan is considered a legal planning document when it is in force, and any planning applications must take it into consideration.

Frodsham Town Design Statement (2010)

The purpose of the Frodsham Town Design Statement is to manage change in both landscape and buildings, whether large or small, in a way which reflects and harmonises with the local character of a settlement's buildings, spaces and landscape setting.

Frodsham Town Design Statement also provides guidance to householders and local businesses, planners, builders and architects and any other organisation or individual wishing to undertake development within the Frodsham Town Policy Boundary . Any new development is expected to contribute and maintain the local character and distinctiveness of the town and its setting.

This comprehensive document is important and very helpful to formulate understanding of Frodsham's character, contributing to considerations in the analysis process. It is used as a baseline document by AECOM to understand the local identity of Frodsham in the process of formulating masterplans.

Housing Needs Report for Frodsham (2018)

The purpose of the Housing Needs Report for Frodsham is to build a profile of the parish, its population, and identify housing needs to inform housing policies within the Neighbourhood Plan.

This report indicates that the existing housing stock in Frodsham are typically detached properties, which tend to be more expensive, with only a few flats and apartments. This type of housing mix therefore suggests more flats and apartments, one or two beds units in particular, might be needed to balance the housing market.

The population in Frodsham is ageing, with the over-65 age group rapidly increasing, making it a significant aspect of Frodsham's population structure. Suitable accommodation is needed, such as down-sized options and home assistance to cater to care needs and provide accessible services and interiors.

Despite 12% of housing stock being social / affordable housing, it is observed that the number of available social / affordable housing is not sufficient to meet local needs. Only small-scale housing developments can be delivered in the area, due to restrictions.

Active Design Ready Assessment (2018)

This document is produced to help inform how landscape design could facilitate or hinder physical activity in daily life in Frodsham.

In conclusion, Frodsham is a generally healthy community with an ageing population. The town is already a strong advocate of physical activity with the Sandstone Trail and the Festival of Walks. The town centre of Frodsham is described as 'very walkable' and this is reflected by the presence of frequent pedestrian cut-throughs that significantly reduce journey distance, compared to the normal road routes. The landscape of Frodsham is hilly; therefore, it can be difficult for parts of the community to engage in active travel. The residents of Frodsham have suggested that the quality of pavements could be improved to increase the likelihood of them walking around town more often.

Frodsham Cycle Strategy (2018)

The aim of this strategy is to provide a variety of suggested improvements to make Frodsham a sustainably connected and cycle friendly town, in order to satisfy the needs of those cycling to places of education, employment and leisure.

Overall, this document indicates all areas in Frodsham need improved cycle routes and connections from all over Frodsham, improved surfaces and signage, and redesignation of footways and footpaths.

Frodsham Neighbourhood Plan, Site Assessment by AECOM (2018)

AECOM was commissioned to undertake an independent site assessment for Frodsham Neighbourhood Plan on behalf of the FNPSG in 2018. The assessment includes sites from the 'Call for Sites' undertaken in May 2018 and sites identified through the Cheshire West and Chester Housing and Economic Land Availability Assessment (2017).

The purpose of this report is to produce an assessment of the identified sites and to advise which ones might be appropriate for allocation, in particular whether they comply with National Planning Policy Guidance and the strategic policies of Cheshire West and Chester Council's adopted and emerging Local Plan. This has given the FNPSG material to consider in their plan to ensure that the Neighbourhood Planning site selection process is robust and transparent and will meet the basic conditions considered by the independent examiner, as well as any potential legal challenges by developers and other interested parties.

The 11 sites identified as appropriate development sites are shown on the plan opposite (Figure 2.1). The current and proposed uses are also listed in the table 2.1.

Site FRO/0005
Brereton House, Bradley lane
Site area: 0.1ha
Current use: Single storey house
Proposed use: Residential

Site FRO/0010
64 Main Street
Site area: 0.1ha
Current use: Restaurant
Proposed use: Residential

Site FRO/0038
Land off Greenfield Lane
Site area: 0.37ha
Current use: Frodsham Sea Scouts building and parking area
Proposed use: Residential

Site FRO/0039
Land to Rear of 15-23 St Hilda's Drive
Site area: 0.11ha
Current use: Scrubland
Proposed use: Residential

Site FRO/0040
29 Main Street
Site area: 0.14ha
Current use: Cheshire Cheese Pub
Proposed use: Residential

Site FRO/0060
Land off Ship Street
Site area: 0.43ha
Current use: Greenfield
Proposed use: Residential

Site 1
Land at Frodsham Health Centre, Princeway
Site area: 0.84ha
Current use: Unused brownfield land
Proposed use: Residential

Site 6
Eddisbury Square
Site area: 0.53ha
Current use: Commercial and surface parking
Proposed use: Commercial

Site 7
Brook Works
Site area: 0.32ha
Current use: Residential and business use (small workshops)
Proposed use: Residential and live/work units

Site 9
Riverside
Site area: 28.2ha
Current use: Disused open land (ex-industrial), boathouse
Proposed use: Leisure/open space

Site 10
Land at Penkmans Lane
Site area: 0.1ha
Current use: Open garden land
Proposed use: Residential

Table 2.1 Current and proposed land uses of 11 potential development sites (Source: Frodsham Neighbourhood Plan, Site Assessment by AECOM (2018)

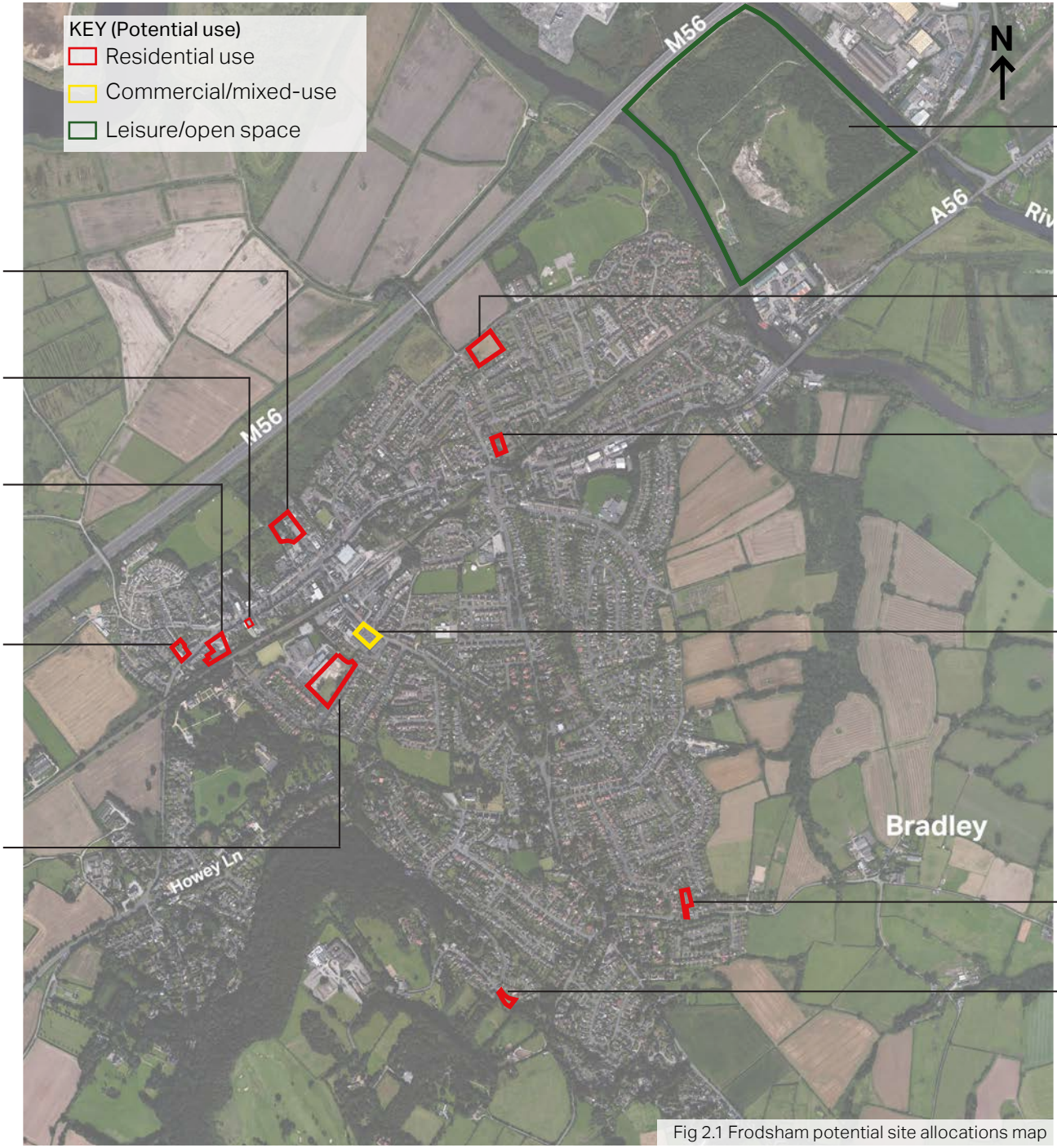


Fig 2.1 Frodsham potential site allocations map

Local Context and Designation: Historic Assets

Frodsham consists of a large number of historic assets, including four Conservation Areas and one Grade I, one Grade II*, over 40 Grade II Listed Buildings (see table 2.2). All historic designations form an essential part of local character. Any future development should look to enhance the historic value of Frodsham.

There are four Conservation Areas within Frodsham Town area, which generally join together and cover the west part of the town. Below is the list of Conservation Areas within Frodsham:

- Frodsham (Town) Conservation Area
- Frodsham (Castle Park Locality) Conservation Area
- Frodsham (Overton, St Lawrence's) Conservation Area
- Frodsham (Overton, Five Crosses) Conservation Area

Four potential sites for allocation (FRO/0010, FRO0038, FRO/0040, Site 7) fall within Frodsham (Town) Conservation Area. The site FRO/0010 is next to the Grade II Listed Building Entrance to Army Premises Adjoining Number 52 Main Street. The Grade II Listed Building Frodsham War Memorial Gates and Railings lies to the east of Site 11. The Brook House (Grade II Listed Building) forms the northern corner of Site 7. Any potential impact from new development on these historic assets should be carefully considered and relevant historic organisations should be consulted.



Frodsham Hill War Memorial Gates



Frodsham Viaduct



Brook House



Entrance to Army Premises

Listed Buildings

Grade I	
Church of St Laurence	Church Road
Grade II*	
The Old Vicarage	Vicarage Lane
Grade II	
Bradley Hall Farmhouse	Bradley
Brook Farmhouse	Bradley
Five Crosses Farmhouse	Kingsley Road
Folly Tower (SW of Fox Hill)	Tarvin Road
Frodsham Bridge (partly in Sutton)	Bridge Lane
Frodsham Lock, Weir & Sluice Gates (River Weaver)	Frodsham Cut
Frodsham Railway Station & Stationmaster's House	Church Street
Godscroft Hall Farmhouse	Godscroft Lane
House No 44 & 67	High Street
House No 56	Hillside Road
Rock Cottage & Rock Farm	Chester Road
Telephone Kiosk 'K4' (North of Railway Bridge)	Church Street
War Memorial	Overton Hill
Grade II with Group Value	
Bear's Paw Hotel	Main Street
Boundary Stones - Rows of 4, N & S Bank, Water Meadow	Frodsham Cut
Church House Farmhouse	Church Road
"Drill Hall" Entrance (Next to No 52)	Main Street
Frodsham Viaduct (Chester-Warrington Railway)	
House No 1	Church Street
House No 1, 47–51, 53-59, 83-89, 101-103	Main Street
House No 38, 46-48, 52, 84, 90-92, 108-110	Main Street
House No 4	High Street
Lower Riley Bank Farmhouse & Hand Pump at front	Manley Road
Millbank Cottages No 1 & 2	Main Street
Manor Farmhouse (cottage, shed, stable, barn & 2 shippons)	Bridge Lane
Old Hall Hotel (No 81)	Main Street
Old Hall Hotel – 2 Tide Stones & Walls W&N of rear garden	Main Street
Overton House	School Lane
Queen's Head Hotel and Stable	Main Street
Riley Bank Farmhouse - Farm Building and Shippon	Manley Road
Ring O'Bells Inn	Bellemonte Road
Sundial, Church of St Laurence	Church Road
Telephone Kiosk 'K6' (Outside No 101/103)	Main Street
The Golden Lion	Main Street
The Paddocks	Manley Road
Trustee Savings Bank	Main Street
'Wright' Tomb, Church of St Laurence	Church Road

Table 2.2 List of Listed Buildings
(Source: Frodsham Town Council leaflet)

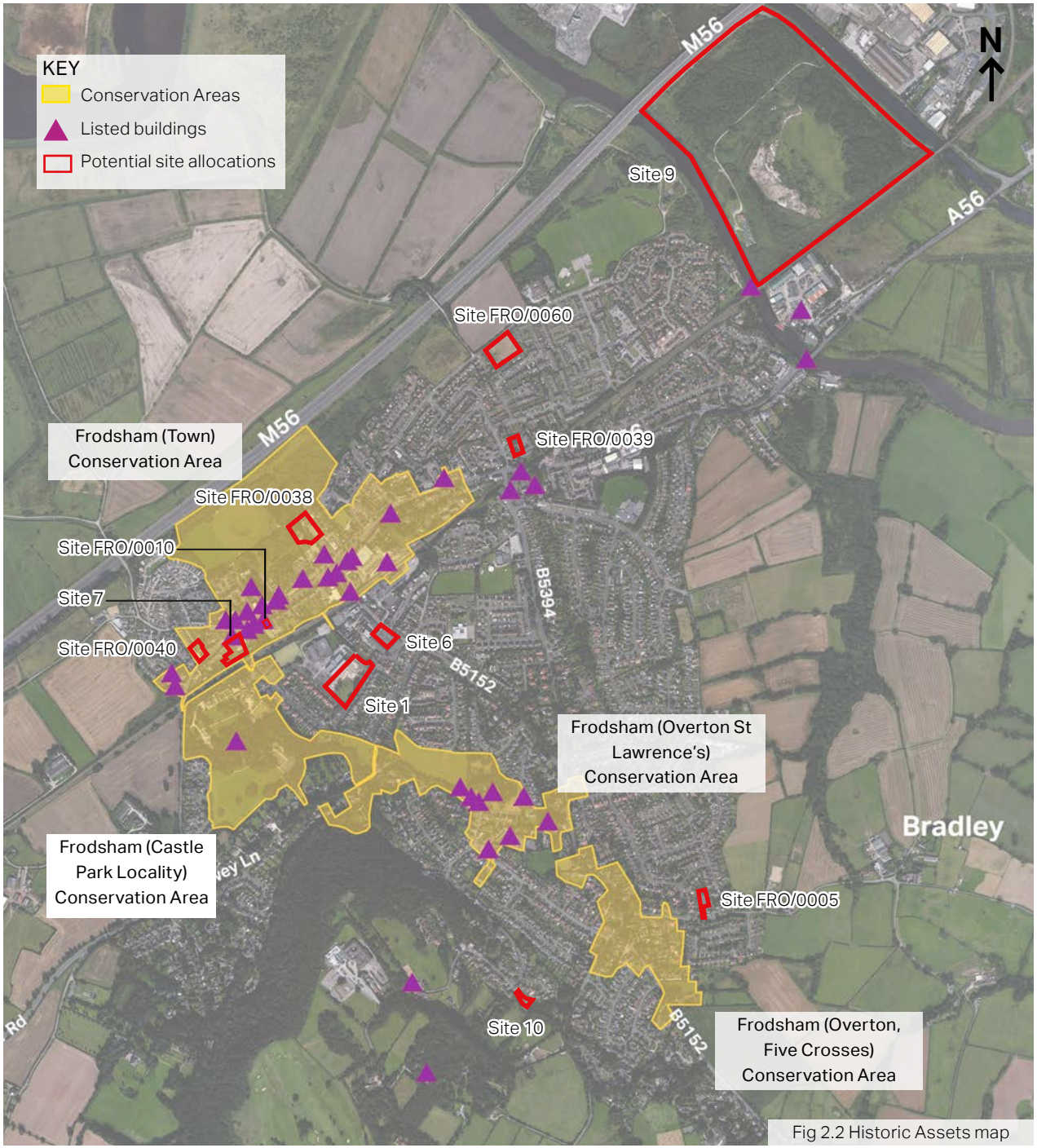


Fig 2.2 Historic Assets map

Local Context: Topography and Views

Frodsham sits to the north and beneath the imposing wooded escarpment of Frodsham Hill, and its top is just over 152m AOD.

Frodsham Town lies on a north facing slope covering the area between the Beacon Hill and the River Weaver Valley, which predominantly lies within Flood Zone 3.

Frodsham Hill War Memorial is one of the most important local features. This point overlooks Frodsham Town Centre and the Mersey Estuary. There are also a number of key views of the hill which should be maintained and protected. Of these, there are some long distance views which will be particularly sensitive to development.



View from the Frodsham Hill War Memorial



View from Fluin Lane



View from the A56



View from the Brook Furlong

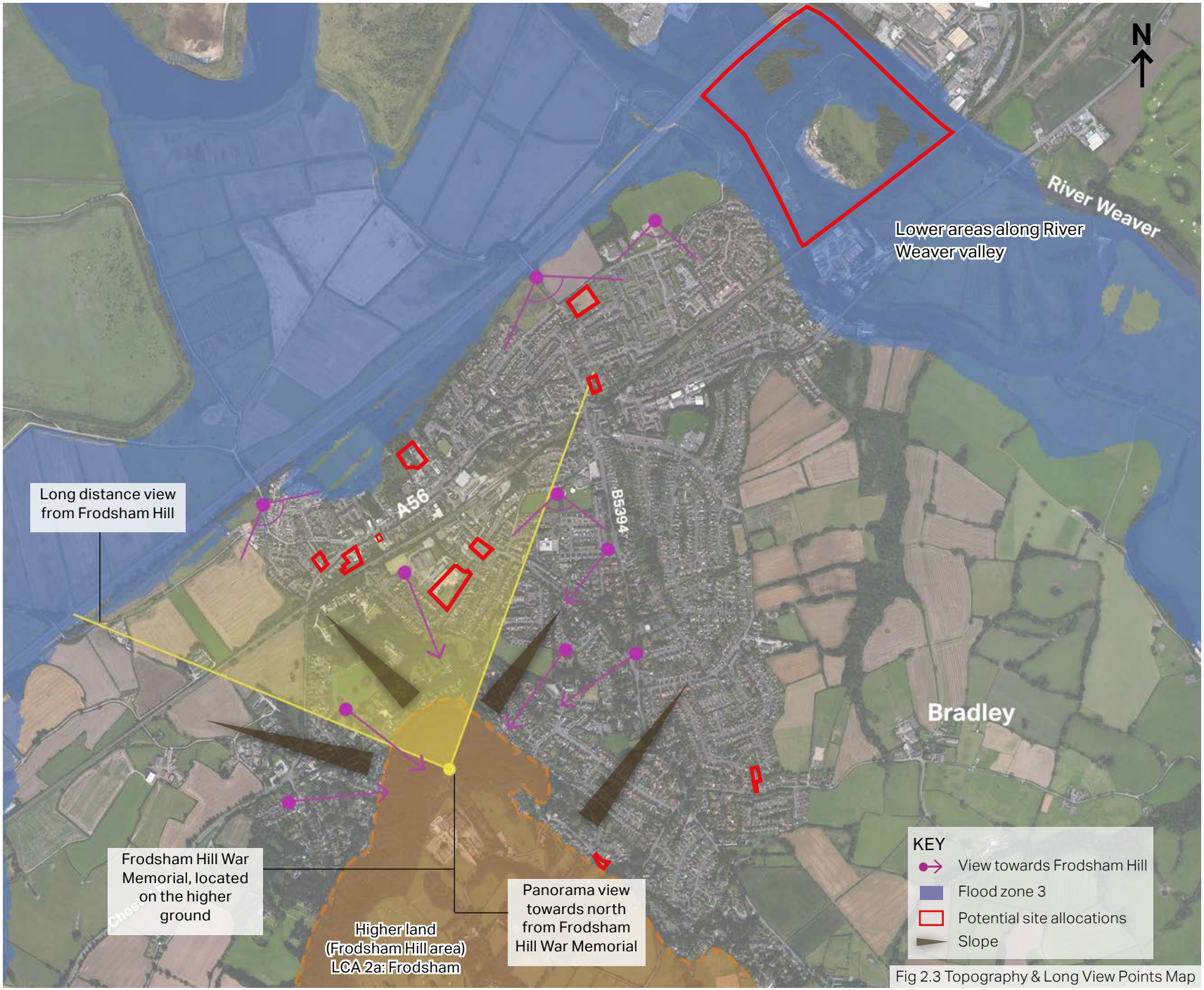


Fig 2.3 Topography & Long View Points Map

Local Context and Designation: Green Space and Environmental Designations

A number of environmental designations can be found within or around Frodsham Town. There are several Local Wildlife Sites located around Frodsham. Frodsham and Overton Woods Local Wildlife Site (part of Frodsham/ Overton Hill green space), Hob Hey Wood Local Wildlife Site and East Clifton Tip Local Wildlife Site are located within the Parish.

Site 9 Riverside area is part of the East Clifton Tip Local Wildlife Site, thus only low-impact developments could be considered.

Frodsham Railway and Road Cuttings of Special Scientific Interest (SSSI) are located in Frodsham Town Centre and Overton area. In the town centre, the sandstone exposures northeast of the railway station and on High Street and The Rock, form part of this area's SSSI. Meanwhile, the rock exposures on Howey Lane are part of the Frodsham Railway and Road Cuttings SSSI in Overton area. Any development within or in close proximity, should consult with Natural England to ensure negative impacts are minimised.

The FNPSG has studied the existing green spaces within Frodsham. A list of green space names are shown in the plan (Fig. 2.4) and their detailed functions are shown in the table 2.4.

	List of Green Spaces	Key Function
1	Salt Works Play Area and Skateboard Park	Outdoor sport
2	Hawthorne Rd Community Orchard	Community orchard
3	Ashton Drive Allotments	Allotment
4	Hob Hey Wood and Commuity Orchard	Natural green space and community orchard
5	Marshlands Tree Garden	Amenity greenspace
6	Ship Street Bowling Green & Community Orchard	Community orchard
7	London Rd Allotments	Allotment
8	London Rd & Fluin Ln (Community Centre) Field	Outdoor sport
9	Townfield Lane Park	Amenity greenspace
10	Castle Park House and Arts Centre	Amenity greenspace
11	Kingsway Allotments	Allotment
12	Churchfields Recreation Area & Community Orchard	Community orchard
13	Tarvin Road Cemetery	Cemeteries
14	Frodsham/ Overton Hill Area	Natural
15	Manley Road Copse	Natural
16	Top Road Play Area	Play area
17	Crow Mere	Amenity greenspace
18	Marl Pitts Wildlife Area	Natural

Table 2.4 Frodsham Green Space list



Fig 2.4 Green Space & Environmental Designations map



Urban Design & Conceptual Design Principles

03

Urban Design & Conceptual Design Principles

This section provides a series of urban design and conceptual design principles for 11 allocated sites in Frodsham.

Frodsham's Townscape Area

This townscape study is divided into 15 townscape areas, using physical boundaries that border each area, such as roads and railways. Each area has distinctive characteristics. Several of the allocated sites are located within Frodsham Townscape Area, which need to respect the area's characteristics in their development.

A general description of character areas is provided in the "Frodsham Townscape Area". The future development should respect the existing local characteristics and carefully consider how to respond to these. The five character areas in which potential allocation sites located are:

Townscape Area 01 (Marsh Lane)

This area is predominantly residential, with Marsh Lane as the main route. Properties range in age from early 18th century to 21st century on Meadowside, and parts of the townscape has a distinctively compact character due to the terraces built during 19th to 20th century. Recurring design features, include use of contrasting brick colours and decorative brickwork on property walls and chimney and distinctive coursed sandstone boundary walls.

Townscape area 03 (Commercial Core)

This area's key roads are Main Street, High Street and the northern half of Church Street. Almost all of this townscape area lies within a Conservation Area, with a number of listed buildings. A Site of Special Scientific Interest (SSSI) is present within the townscape area. The area is the commercial core, a vibrant and visually attractive town centre with a range of small businesses, many of which are family run. Narrow lanes and alleys lead to backland development of variable quality, and a variety of open spaces, on the site of former burgage plots. This area is characterised by the surviving historic buildings with a variety of contrasting materials and styles.

Townscape Area 04 (Ashton Drive)

This townscape area is predominantly residential, with small nodes of amenities. A panoramic view towards Merseyside is present from Ship Street. A focal point in the southwest is provided by The Trinity Church Spire. The area around Ship Street is characterised by buildings from the 20th century. Most of the older properties in this area lack provision for cars, which contributes to on-street parking congestion.

Townscape Area 08 (Doric Avenue)

This area is predominantly residential. Development has taken place since pre-Victorian times to the late 20th century, providing the area with a variety of properties. The western part of the area mainly comprises of older property which display Georgian, Victorian, and Edwardian architectural style. The western part of the townscape area is in the Frodsham Area of Archaelogical Potential and Frodsham (Overton, Five Crosses) Conservation Area.

Townscape Area 10 (Overton)

Overton Townscape Area has developed from the medieval settlement that grew around the Parish Church, to become a diverse, mixed-age mainly residential area. Large parts of this townscape area lie within Frodsham (Overton, St Lawrence) Conservation Area, which includes a Grade I Listed Building. Most dwellings are brick built and older properties have decorative brickwork detail and distinctive local design features.

Townscape Area 13 (Kingsway)

This townscape area is tree-lined and bound by the railways. Most of the area is residential, with a small part located within the Frodsham (Castle Park Locality) Conservation Area. The properties are mostly medium sized semi-detached houses, with styles ranging from Victorian to 21st century.

The allocated sites within the Townscape and Landscape Character Area are:

Site FRO/0040 (29 Main Street) and Site 7 (Brook Works) are located within **TA01 (Marsh Lane)**

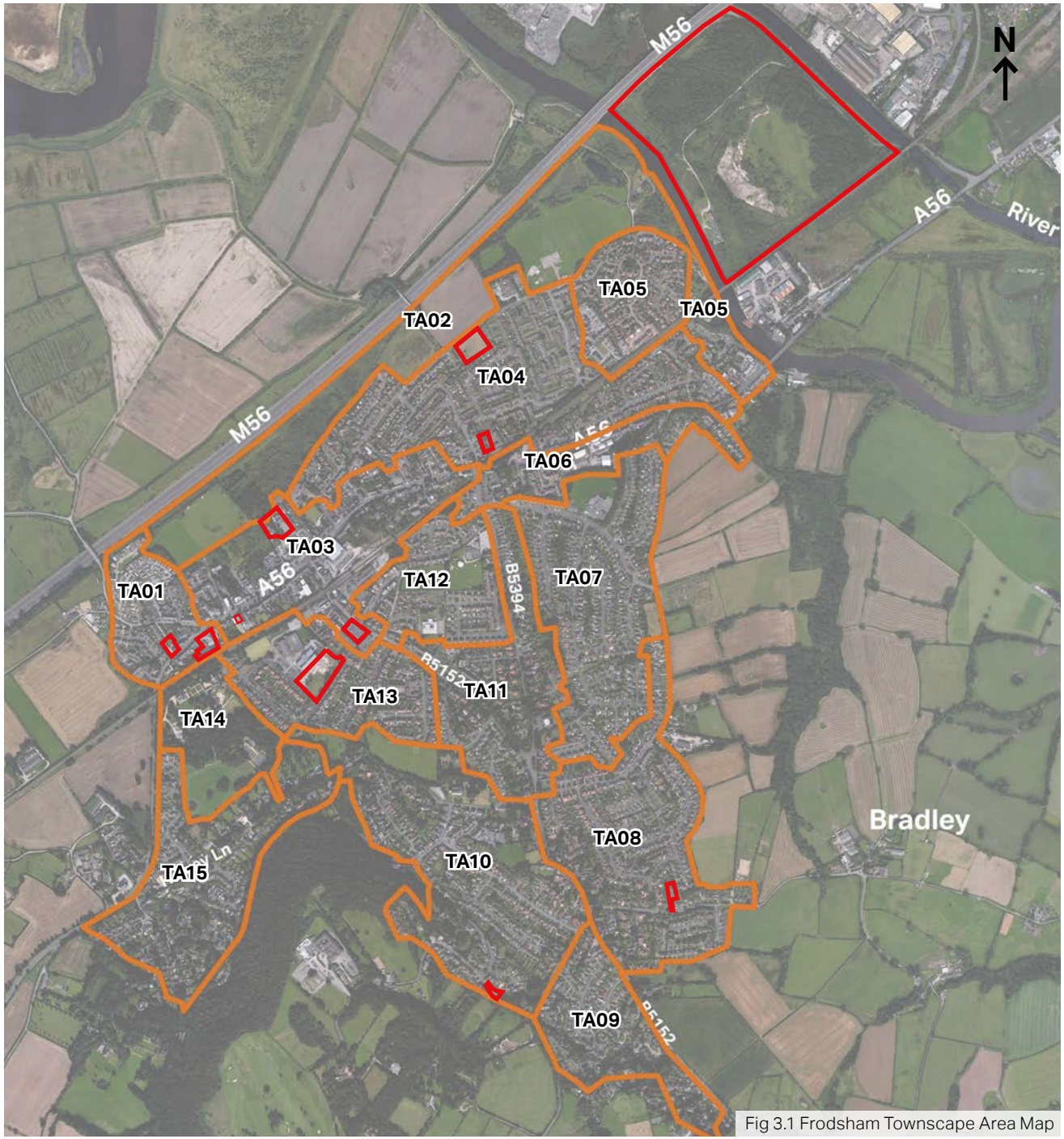
Site FRO/0010 (64 Mains Street), Site FRO/0038 (Land off Greenfield Lane) and Site 6 (Eddisbury Square) are located within **TA03 (Commercial Core)**

Site FRO/0039 (Land to Rear of 15-23 St Hilda's Drive) and Site FRO/0060 (Land off Ship Street) are located within **TA04 (Ashton Drive)**

Site FRO/0005 is located within **TA08 (Doric Avenue)**

Site 10 (Land at Penkman's Lane) is located within **TA10 (Overton)**

Site 1 (Land at Frodsham Health Centre) is located within **TA13 (Kingsway)**



Potential site allocations

Frodsham Townscape Area
Source: Frodsham Town Design Statement, Cheshire West and Chester Council, adopted July 2010

Fig 3.1 Frodsham Townscape Area Map

Site FRO/0005: Brereton House, Bradley Lane

Description of Site

Site area: 0.1ha

Current use: Single storey house

Proposed use: Residential

Indicative no. of dwellings: 2

Townscape Area 08 (Doric Avenue)

The site is located within Frodsham's residential area, and is accessible via Bradley Lane. It is 1.52 km away from Frodsham Town Centre and is adjacent to the Frodsham (Overton, Five Crosses) Conservation Area. The site is located behind existing properties on Bradley Lane, so it is not visible from the street. Rear gardens of the existing residential properties surround the site, which mainly consist of 2 storey semi-detached houses. The gradient of the site's surrounding land is relatively flat. Currently, the site comprises a bungalow. The previous site assessment indicates that the site has a potential to accommodate two dwellings.

A number of design principles for future development are suggested below to ensure good quality design can be achieved.

Design Principles

- Two storey building is appropriate for new development in the site;
- The minimum distance between the proposed and existing properties should be carefully considered (see figure 3.2);
- The rear garden area of new developments should be located to the north where it responds to other existing properties well;
- Careful boundary treatments should be applied to provide privacy between the existing and proposed buildings.

Existing Images



Existing bungalow within the site

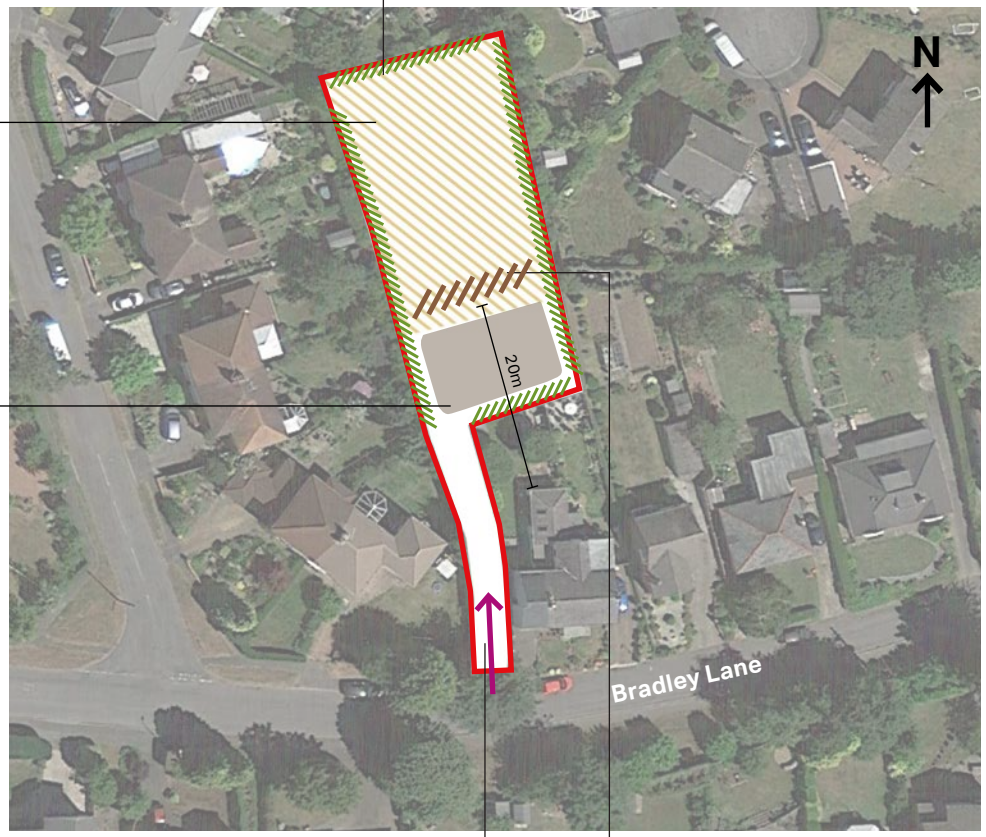


Existing view to the site from Bradley Lane



Bradley Lane boundary treatments

Conceptual Design Principles



Location Plan



Key

- Site boundary
- Building frontages
- Building footprint and rear garden area

Fig 3.2 Site FRO/0005 concept masterplan and design principles

Site FRO/0010: 64 Main Street

Description of Site

Site area: 0.1ha

Current use: Restaurant

Proposed use: Residential

Indicative no. of dwellings: 1

Townscape Area 03 (Commercial Core)

This site is centrally located and highly accessible from Main Street. The building is currently used as a restaurant. It sits next to the Grade II Listed Building, Entrance to Army Premises adjoining number 52 Main Street, and lies within Frodsham (Town) Conservation Area. Therefore, any redevelopment that could have potential impact on historic designations need to be sensitive to and respect this setting. The retail function on the ground floor is suitable to be retained, in line with the local plan policy which seeks the retention of retail uses in Frodsham Town Centre.

In order to deliver good quality design, several design principles are suggested below.

Design Principles

- The existing building should be retained, and converted in the same scale;
- Materials and architectural styles applied by any new developments should respect the existing character area and Conservation Area setting, including minimising any work that may affect the Grade II listed buildings adjacent to the site;
- The commercial use of the ground floor should be retained, while the upper floor has potential to be converted into residential units;
- The site's design and management should consider the impact on the adjacent back gardens of the existing properties.

Existing Images



Existing building used as a restaurant



Existing image of the Grade II Listed Building (Entrance to Army Premises adjoining number 52 Main Street)



Existing view to the site from Main Street

Conceptual Design Principles

The existing building to be retained/ converted in the same scale

A key frontage should face Main Street, with the ground floor utilised as a commercial space and upper floor used for residential

Consent from local authority/ Heritage England may be needed for any type of work that has an effect to the Listed Building



Preferred rear garden area

Careful boundary treatments should be considered, subject to further study

Location Plan



Key

- Site boundary
- Building frontages
- Building footprint and rear garden area

Fig 3.3 Site FRO/0010 concept masterplan and design principles

Site FRO/0038: Land off Greenfield Lane

Description of Site

Site area: 0.37ha

Current use: Frodsham Sea Scouts building and parking area

Proposed use: Residential

Indicative no. of dwellings: 10

Townscape Area 03 (Commercial Core)

This site is located along northern edge of Frodsham and can be accessed via Greenfield Lane from Main Street. Currently, it functions as a parking space with the 3rd Frodsham Sea Scouts building present on the site. It lies within the Frodsham (Town) Conservation Area. Therefore, any redevelopments that could have potential impact on historic designations need to be carefully considered and respect this setting.

The design of future developments is guided by the principles below.

Design Principles

- Access to the site via Greenfield Lane;
- Materials and architectural styles applied by new developments should respect the existing character area and Conservation Area setting;
- Good quality mature trees within the site should be retained where possible;
- Minimum distances between proposed residential units and existing properties should be carefully considered;
- Careful boundary treatments between the proposed properties and the adjacent properties should be considered;
- Any development should respect Frodsham (Town) Conservation Area Appraisal (2006).

Existing Images



Existing view to the site from Greenfield Lane

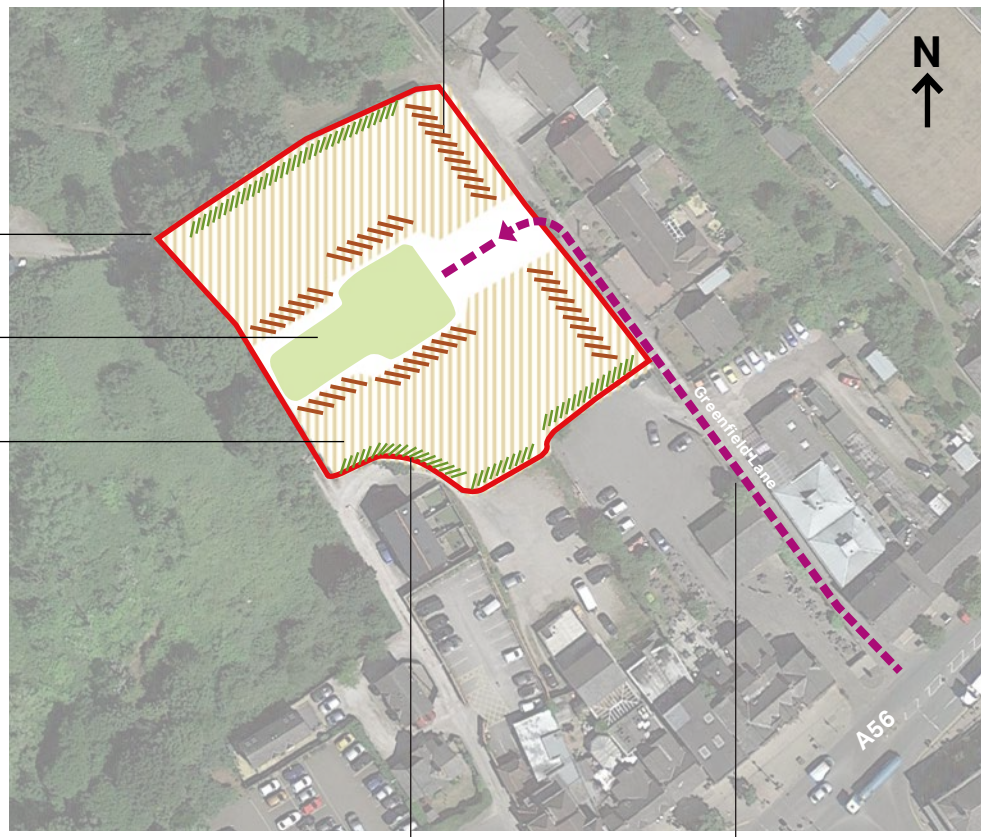


Existing parking area on the site



Existing 3rd Sea Scouts building within the site

Conceptual Design Principles



Location Plan



Key

- Site boundary
- Building frontages
- Building footprint and rear garden area

Fig 3.4 Site FRO/0038 concept masterplan and design principles

Site FRO/0039: Land to Rear of St Hilda's Drive

Description of Site

Site area: 0.11ha

Current use: Scrubland

Proposed use: Residential

Indicative no. of dwellings: 5

Townscape Area 04 (Ashton Drive)

The site is located on relatively flat ground, currently unused and is surrounded by residential properties. An L shaped two storey block of flats lies to the east of the site. Rear gardens of several semi-detached houses define the northern and western boundaries of the site. The site is less visible, with no important existing features. The site is centrally located, 640m away from Frodsham Town Centre. Access maybe an issue as it has to be obtained via the adjacent property.

Existing Images



Existing condition of the site

To achieve good quality design, a number of design principles are proposed below.

Design Principles

- The frontages of new developments should be facing south/ the access road;
- Minimum distances between proposed residential units and existing properties should be carefully considered;
- Privacy between the new and existing properties should be ensured by placing careful boundary treatments where appropriate;
- The developments should adhere to the contextual use of materials, and building



Existing access via Chinese Delight restaurant



Existing access to the site

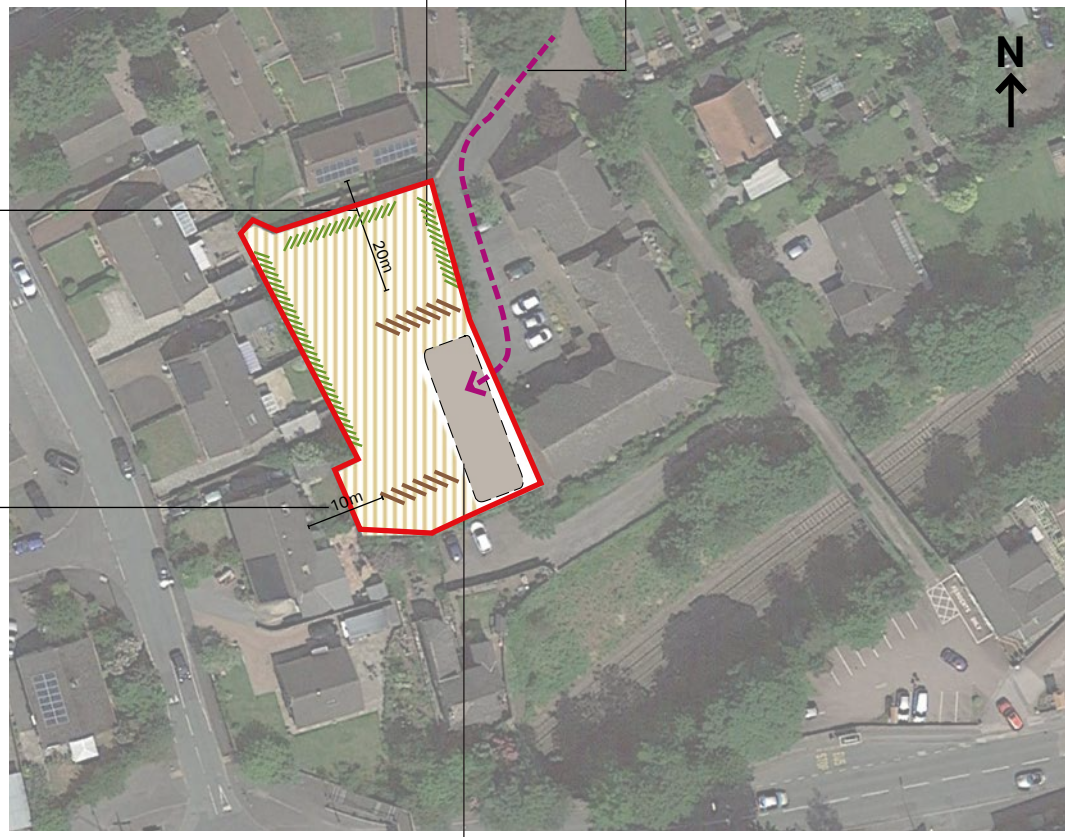
Conceptual Design Principles

Boundary treatment between courtyard parking from the existing properties with the site

Access to the site via adjacent properties is determined by future agreements

Minimum 20m distance from habitable window to habitable window between two buildings

Minimum 10m distance between the proposed blank elevation and existing building



Opportunity to create a private drive for new development

Location Plan



Key

- Site boundary
- Building frontages
- Building footprint and rear garden area

Fig 3.5 Site FRO/0039 concept masterplan and design principles

Site FRO/0040: 29 Main Street

Description of Site

Site area: 0.14ha

Current use: Cheshire Cheese Pub

Proposed use: Residential

Indicative no.of dwellings: 7

Townscape Area 01 (Marsh Lane)

The site is centrally located, within the Frodsham Town Centre area and has good access to social facilities. The planning application to erect nine dwellings within the site is submitted with the conversion of the pub into two dwellings and closure of the pub. The site includes the Cheshire Cheese pub, which is a locally Grade II Listed Building and should be retained. The entirety of the site lies within the Frodsham (Town) Conservation Area.

A number of design principles for future development are suggested below to ensure good quality design can be achieved.

Design Principles

- The Grade II Listed Building Cheshire Cheese Pub should be retained; it has potential to be converted into residential units. Any work that has an effect on the building should obtain consent from the local/ heritage authority, and new developments should respect the listed building;
- The existing access should be retained where possible;
- In order to create positive streetscape, new developments should provide key frontages facing the main street;
- The existing characteristics of the surrounding area should be taken into account;
- Careful boundary treatment should be applied between new developments and existing properties.

Existing Images



Existing site access via Main Street



Existing Cheshire Cheese Pub outdoor area



Existing parking courtyard

Conceptual Design Principles

Careful boundary treatment between the existing and proposed buildings

Proposed residential units within the site, fronting the courtyard

Potential parking courtyard for proposed residential development

Provide key frontages facing the Main Street to create a positive streetscape



Existing access from main street to be retained

Grade II Listed Building Cheshire Cheese Pub to be converted into residential property, subject to the consent from local authority

Location Plan



Key

- Site boundary
- Building frontages
- Building footprint and rear garden area

Fig 3.6 Site FRO/0040 concept masterplan and design principles

Site FRO/0060: Land off Ship Street

Description of Site

Site area: 0.43ha

Current use: Playing field

Proposed use: Residential

Indicative no. of dwellings: 12

Townscape Area 04 (Ashton Drive)

This site is located on relatively flat ground with a gentle slope falling north, currently it is used as a playing field and accessible via Ship Street. The area around the site mainly consists of 1-2 storey semi- detached and terraced houses. The Housing and Economic Land Availability Assessment states that the site has a potential to accommodate 12 dwellings. The site will form part of key view overlooking open countryside. Therefore, careful consideration of the potential visual impact on the open countryside might be needed.

Future development could take guidance from the following design principles in order to achieve good quality design.

Design Principles

- In order to create positive streetscape, new development should provide key frontages facing the Ship Street;
- The development should adhere to the contextual use of materials, and building heights should respect the heights of adjacent buildings;
- Boundary treatments should be applied carefully between the proposed development and surrounding residential area;

Existing Images



Existing site condition



A gentle slope covers majority of the site



Public Rights of Way (RB85) located on the east of the site

Conceptual Design Principles

Key frontages facing the Ship Street to create positive streetscape

Proposed vehicular access from Ship Street



Provision of potential longer rear garden for the proposed residential units

Existing trees within the site to be retained where possible

Careful boundary treatments to existing residential properties

Front garden and courtyard parking to serve proposed development

Location Plan



Key

- Site boundary
- Building frontages
- Building footprint and rear garden area

Fig 3.7 Site FRO/0060 concept masterplan and design principles

Site 1: Land at Frodsham Health Centre, Princeway

Description of Site

Site area: 0.84ha

Current use: Brownfield (former school)

Proposed use: Residential

Indicative no. of dwellings: 60-65 dwellings

Townscape Area 13 (Kingsway)

The site is gently sloping and appears free from major development constraints. It is located immediately adjacent to the Princeway Health Centre and within 200m of the prime shopping and service areas on Church Street and Main Street. The site has three road frontages, Queensway, Princeway and Martin Road. A potential density around 50-75 dwellings per hectare which could deliver mostly apartments, might be appropriate on the site and could make a major contribution to the housing needs of the community within Frodsham.

A number of design principles are suggested below.

Existing Images



Existing site condition

Design Principles

- New developments should ensure that the site is well connected to the leisure and health centre area;
- Access to be obtained from Martin Road;
- Positive frontages facing Princeway and Queensway should be achieved;
- Mature trees within the site should be retained, where appropriate and possible;
- Higher density development (50-75dph), such as townhouses and apartments, is thought to be appropriate for the development of the site considering the significant role of the site to Frodsham's housing needs;
- Development should provide sufficient number of parking following the guidance from the local council and the location of the parking area should be thoroughly considered to not dominate the view from Princeway and Queensway ;
- The slope of the site should be utilized to maximise potential whilst retaining the views and vistas from the site;
- The materials should be in keeping with those used in the surrounding area;
- Development of 2-3 storey is considered appropriate where contextual scale and massing is respected.



Existing boundary treatment between the site and Health Centre

Conceptual Design Principles

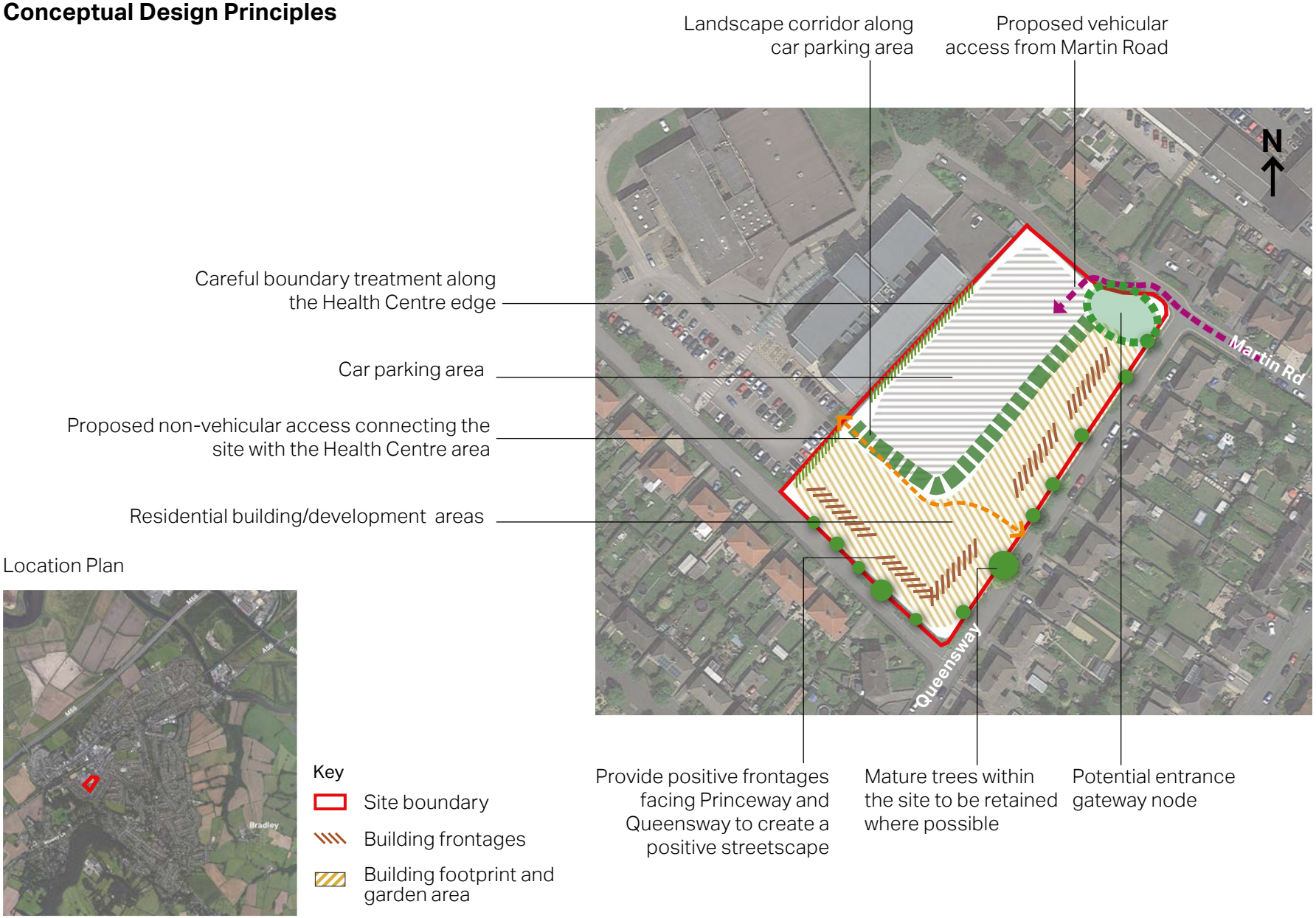


Fig 3.8 Site 1 concept masterplan and design principles

Site 6: Eddisbury Square

Description of Site

Site area: 0.53ha

Current use: Residential and commercial

Townscape Area 03 (Commercial Core)

The site is centrally located on the Church Street, highly accessible and well connected to the rest of the town. It can be accessed from Church Street. It is currently active as a shopping parade, with significant social and community value, but the community feels that the site could be enhanced in terms of architectural and placemaking quality. The current building lacks of architectural quality, and enhancement to the building appearance is suggested.

Existing Images



Existing photos of car parking area in Eddisbury Square

Below are design principles which future developments should adhere to.

Design Principles

- The group would support the use of S106 funds from development in the Neighbourhood Plan Area to upgrade public realm, and in negotiation with the centre operator, the betterment of the shop frontages;
- Building facade should be improved and upgraded. Any upgrade to the building appearance should respect to the local character area surrounding;
- Public realm enhancement between Eddisbury Square and Church Street is needed to create a positive streetscape on the site.



Out of date architectural style of existing building



Higher quality public realm might be needed

Conceptual Design Principles



Location Plan



Key

Site boundary

Fig 3.9 Site 6 concept masterplan and design principles

Site 7: Brook Works

Description of Site

Site area: 0.32ha

Current use: Residential and business use (small workshops)

Proposed use: Residential and business use

Indicative no. of dwellings: 7-12 dwellings

Townscape Area 01 (Marsh Lane)

The site is located at the prominent corner site fronting on to Main Street with a secondary frontage to Fountain Lane. The Grade II Listed Building Brook House lies to the northern corner of the site. It is located within the Frodsham (Town) Conservation Area. The site is suitable for residential and business use (workshops and offices). It has a potential to deliver small units, such as 1-2 beds, with a higher density development and could make a major contribution to the housing needs in Frodsham. The merits of several alternatives should be carefully considered with the objective of maximising the potential of the site whilst respecting its prominent location in the Conservation Area. Two options are suggested in the report.

A number of design principles are suggested below.

Design Principles

- Management of access to the site between residential and business uses should be carefully considered;
- The Grade II Listed Building Brook House should be retained, and any associated development with potential effects should be carefully considered;
- The site sits within a Conservation Area and changes to the frontage to Main Street must be particularly well designed to match the listed building adjacent;
- Encourage blended uses while still respecting the character of the area;
- The heights and materials applied to the development should respect the existing setting and the Conservation Area; and
- Careful boundary treatment should be provided between the proposed development and existing properties.

Existing Images



Existing workshop building within the site



Grade II Listed Building Brook Works

Conceptual Design Principles

Existing building next to the Grade II Listed Building with potential to be retained/ refurbished/replaced and converted into residential property, subject to the consent from local authority

Proposed key frontage facing Main Street to create a positive streetscape

Preferred rear garden area for the potential residential development

Segregation of access to the site between residential and business uses should be carefully considered

Grade II Listed Building Brook Works to be retained

Option 1



Business use to the rear of the site

Square node to serve as a parking area for the development within the site

Grade II Listed Building Brook Works to be retained

Option 2



Existing building next to the Grade II Listed Building with potential to be retained/ refurbished/replaced and converted into business use, subject to the consent from local authority

Proposed key frontage facing Main Street to create a positive streetscape

Segregation of access to the site between residential and business uses should be carefully considered

Residential use to the rear of the site

Square node to serve as a parking area for the development within the site

Location Plan



Key

- Site boundary
- Residential building frontages
- Business use building frontages
- Residential use developable area
- Business use developable area
- Careful boundary treatment

Fig 3.10 Site 7 concept masterplan and design principles

Site 9: Riverside

Description of Site

Site area: 28.2ha

Current use: Disused open land (ex-industrial), boathouse

Proposed use: Leisure/ recreation

The site is located outside the core urban area, to the east side of the River Weaver. It is currently only accessible via a track from a Public Rights of Way along the eastern boundary of the site. The site falls within the East Clifton Tip Local Wildlife Site, which could restrict its potential for development. A detailed ecological survey will be required for development proposals within this area.

Below are design principles which future developments in this site should adhere to.

Design Principles

- The development should strive to improve and enhance the existing woodland, grassland, and wetland habitats, and to preserve designated and undesignated heritage assets;
- Potential to provide a marina along the river;
- Access should be provided to the site via existing track, and a possible emergency access might be provided via the commercial area;
- Areas of lower flood risk have potential to be leisure or recreational areas, and associated car parking areas.

Existing Images



Existing access to the site



Existing site condition



Existing building within the site

Conceptual Design Principles

Woodland to be retained and enhanced. Potential to provide wildlife habitat

Main access via existing track along northern edge

Most of the site lies within Flood Zone 3. Potential development needs to submit a flood risk assessment for its application

Potential wetland area and wildlife watching facilities along existing water courses

Potential marina to the River Weaver



Existing reeds bed area to be retained, potential wildlife habitat area

Possible emergency access via commercial area

Areas of lower flood risk, potential for leisure/ recreation activities, and car parking areas

Location Plan



Fig 3.11 Site 9 concept masterplan and design principles

Site 10: Land at Penkman's Lane

Description of Site

Site area: 0.1ha

Current use: Open garden land

Proposed use: Residential

Indicative no. of dwellings: 2

Townscape Area 10 (Overton)

The site is a greenfield which can be accessed from Penkmans Lane, and 1.75 km away from the town centre. The site is about 1m lower than Penkman's Lane and edged with well managed hedgerows along all boundaries. The area around the site, primarily residential, is mainly made up of 2 storey detached houses.

A number of design principles for future development are suggested below to ensure good quality design can be achieved.

Design Principles

- The site is suitable for up to two dwellings;
- The existing access from Penkmans Lane should be retained;
- Provision of a rear garden should respond to existing properties around the site;
- Boundary treatments should be carefully considered to provide privacy between the proposed development and existing properties;
- Future developments should be adequately setback from the street and should provide key frontages to create positive streetscape along Penkmans Lane.

Existing Images







Conceptual Design Principles



Fig 3.12 Site 10 concept masterplan and design principles



Recommendation

04

Recommendation

This document provides a series of design principles and recommendations for the potential site allocations in Frodsham. The report is based on high level reviews regarding the context, constraints, history, and characteristics of the town. The reviews suggest that any future development should be in line with the local town characteristics and the existing context. The general design principles and concept masterplan within the report will guide future developments in Frodsham to respect the area, conserve the existing setting, heritage, links, and townscape character.

The FNPSG is recommended to use this document to embed design policies within the Neighbourhood Plan to achieve the objectives set out in this document. Developers should also observe this document to understand the design quality they are expected to achieve.

Overall this document sets a holistic set of design principles, conceptual masterplans for development in Frodsham, which will allow Frodsham to protect and enhance its character and appearance for future development.

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Document 7

Active Design Ready Assessment (ADRA) Summary [Draft 2018]

FRODSHAM NEIGHBOURHOOD PLAN

Draft - Active Design Ready Assessment (ADRA) Summary

FAO: Gill Hesketh

Active Design at Active Cheshire

2018

Active Design ADRA Summary

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Introduction

The Active Design Ready Assessment (ADRA) has been created specifically for the Cheshire and Warrington region through the adaption of pre-existing evaluations from the National Health Service, Maine Rural Health Research Centre, Los Angeles County Metropolitan Transport Authority, Healthy Eating and Active Living New Hampshire, and the World Health Organisation.

This document provides a summary to the answers provided within the ADRA as well as the results of the public consultation with some example solutions to some of the highlighted areas of improvement. This document should be returned to the council member who attended the ADRA walkthrough. An oral presentation version of this document will be provided by a member of the Active Design team at the convenience of the town/parish council, which will allow time for questions and further discussion.

If anything within the document is immediately unclear, then please contact the Active Design representative who carried out the ADRA.

Town:	Frodsham
Region of Interest:	Health Centre
Council Member:	Gill Hesketh
Active Design Assessor:	D. Ryan
Date:	16.5.18
Touch Point 1:	TBC
Touch Point 2:	TBC
Reassessment Date:	16.5.20

Disclaimer

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Scope

This document is a summary of the Active Design Ready Assessment for the Frodsham Neighbourhood Plan Steering Group, which Active Cheshire was appointed to undertake. This summary has been produced for the purpose of appraising the accessibility of the client's requested Area of Interest, which was the Health Centre, to help inform how landscape design could facilitate or hinder physical activity in daily life. The information within this document is drawn from discussions with the Frodsham Neighbourhood Plan Steering Group, a narrowed public consultation, and external resources but is not a comprehensive assessment of Frodsham as a whole.

Methodology

Active Cheshire and the Frodsham Neighbourhood Plan Steering Group spent an hour discussing the strategies and objectives of the Steering Group on 16th May 2018. Active Cheshire enquired about the demographics, perceptions, and progression of the Neighbourhood Plan within Frodsham. The Steering Group selected an Area of Interest to conduct a walk-through within. The walk-through of the approaches to the Area of Interest was used to highlight facilitators or hindrance to physical activity, which was supported with photo evidence. A small public consultation (21 participants) was held within the Area of interest on 17th May 2018 between 09:00 – 11:00, to gain an understanding of the residents' travel choices to the Area of Interest and their recommended changes to Frodsham to encourage more physical activity. The Information to populate the mapping images within this summary came from OpenStreet Map, 2015 English IMD Explorer, Google Maps, Breezometer, Crash Map, and the Frodsham Air Quality Action Plan Update January 2018.

Understanding the Council's Strategies and Objectives

Frodsham is a small market town with over 900 years of history, famous for the weekly market, which has been running since 1661. The town has a strong and proud community with over 90% of residents feeling satisfied with the area (Cheshire West & Chester Council, Ward Snapshot, 2017). Frodsham has lower levels of deprivation compared to the rest of the Borough but to the north east of the town is one of the more deprived communities within Frodsham. Deprived communities often engage in less physical activity and are at risk of more health complications therefore, it is essential that this community can easily access key service centres (schools, health centres, shops) with sustainable modes of transport (walking, scooting, cycling), as more 'walkable' neighbourhoods have been associated with lower levels of deprivation and improved health (Su et al., 2017, *Land Use Policy*). Frodsham is a generally healthy town with lower levels of obese adults compared to the rest of Cheshire West and Chester and similar levels of self-reported 'very good health' status however, Frodsham does have an older adult community that accounts for over 25% of the population, which is larger than the rest of England (17.9%) (Cheshire West & Chester Council, 2017, Ward Snapshot).

Frodsham already attracts thousands of visitors to its' festivals and attractions, such as the Festival of Walks, Weekly Market, Christmas Festival, the Sandstone Trail, and the Arts Centre. It is important to recognise what makes these events successful and determine how they could be factored into future building developments.

With the recent ‘Call for Sites’ it is pertinent to acknowledge the term ‘Sprawl’. Sprawl is the creation of new housing which pushes communities further away from key service areas. Sprawling towns are often less ‘walkable’ and therefore, there is a greater likelihood of increased traffic issue. Future housing plans could consider their distance from key service areas whilst also considering the demographic of home owner that they are building for. If there will be large family homes, then there will need to be schools and shops within walking distance. Further details of housing plans will be outlined in the Cheshire West and Chester Local Plan.

Parking charges are a hot topic of discussion within Frodsham and it will be a difficult challenge to get right. If parking charges were introduced, then an alternative method of travel may need to be introduced to facilitate a change in transport choice and or you may need to carefully target your parking charges to the demographic you are looking to deter the most. The money generated from parking charges could be invested into sustainable modes of transport and therefore, creating a self-driving culture change away from car use.

The policies within the Neighbourhood Plan are looking at Health, Transport, Built Environment, and Visiting Economy. It is important to recognise that these areas are co-dependent and therefore, can influence one-another. If you continue to improve the walkability of Frodsham through the design of the Built Environment then Health could improve, Transport issues, such as traffic, could reduce, and it could increase the attractiveness to the Visiting Economy. It could be suggested that you look at these policy areas as a whole, rather than individually as in reality they will behave as a whole.

Town Mapping

Within a town's landscape, it is suggested that a half mile radius (illustrated by the red circles) is the catchment distance that a member of the public will be willing to walk to a key service area (green area in the centre of each red circle). Within Frodsham, six key service areas were highlighted with red circles: Main Street, The Marshes, Train Station, Castle Park, Health Centre, and the Forrest (Figure 1). Where these circles overlap, pedestrians are within the catchment range to walk to multiple key services and therefore, are more likely to walk from one key service to another. The average time to walk half a mile is 10 minutes; to maximise the chance of the public reaching the outer perimeters of the red circles (Figure 1) within that time, it is important that walking routes are direct and uninterrupted. Notably, the walking catchment area of Main Street, Train Station, and the Health Centre (partly) fall within the small community that has a higher deprivation index (red filled area). Enhancing the connections between the community in the higher deprivation index and the key service areas is essential as health issues, lower economic status, and lack of private vehicle are more common within this index. Therefore, improving the ease of sustainable travel access could improve the health status and access to jobs. Additionally, the 10-minute walking distance is the recommended time by Public Health England for someone to engage in a continuous brisk walk. If this walk is completed daily, it could reduce the risk of early death by 14%.

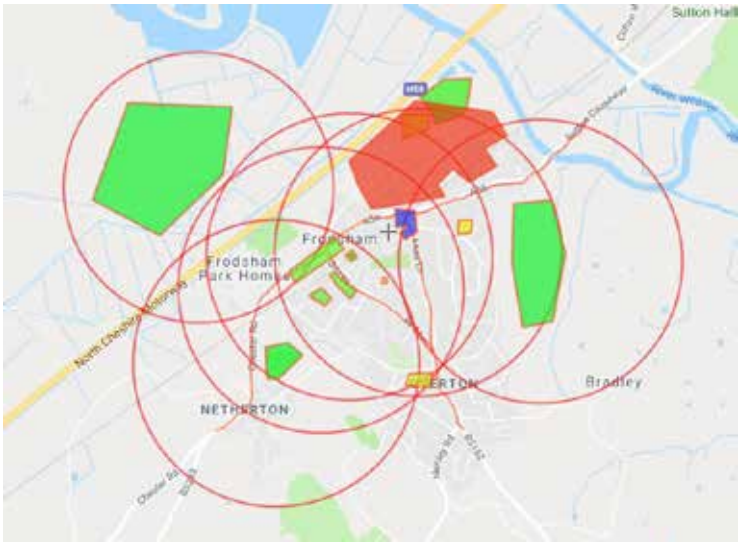


Figure 1. Key service areas (green), walking catchment areas (red circles), schools (yellow squares), high deprivation index communities (red area), major road routes (red lines), high pollution area (blue areas).

Figure 2 outlines the distance and travel time (not considering traffic) from Main Street to the other key service areas by car, bike, and walking. Notably, the walking routes are a shorter distance than the cycling and driving routes due to the pedestrian cut-throughs that are available. During our walk-through it was clear that many of these cut-throughs are local knowledge and therefore, there is a need for these routes to be highlighted to non-local residents and to remind people who may struggle with memory or route planning. Increasing awareness of the routes may lead to more people choosing not to use the car, which could also lead to an economic gain as people tend to spend more time within an area (sticking time) if they are on foot and therefore, may be more likely to spend money in local stores.



Figure 2. Main transport route distances, times, and transport mode from Main Street (Bears Paw Pub) to key service areas. ***BP*** *– Bears Paw Pub.* ***M*** *– Marshes.* ***HC*** *– Health Club.* ***F*** *– Forrest.* ***CP*** *– Castle Park.*

Accessibility and Convenience of Area of Interest

The Health Centre was selected as an Area of Interest to focus on as it includes multiple services such as the General Practice, Library, and Leisure Centre. Within the 'maximum' walking catchment area (Figure 3 Left, red circle) there are 11 Public Transport Stops, 9 of which fall within the 'reality' walking catchment area (Figure 3 Right, green area). The 'reality' walking catchment area is the maximum distance people can walk from to The Health Centre in 10-minutes due to the street layout. Public Transport is seen as a facilitator of physical activity as it is anticipated that people will walk to and from Public Transport Stops. This could be further encouraged by ensuring 'live' travel information is provided around the town as well as directional signage to keys services at the Public Transport Stop. There is an apparent cluster of road traffic collisions involving pedestrians on Main Street, which may act as a walking deterrent due to safety fears. It could be worth looking into the design of this junction to understand why this cluster of incidents exist. Common reasons can be: wide roads, lack of pedestrian islands or crossings, restricted vision, and slow changing pedestrian crossings. The local Crime Prevention Design Advisor, Alison Gabbott, may be able to assist with future design considerations that could impact the level of public safety. Notably, the deprived community within Hawthorne Road, Hayes Crescent, and the A56 does not fall within the 'reality' walking catchment area for the Health Centre. This is concerning as it could mean the residents of the deprived area cannot access the General Practice, Leisure Centre, or Library and therefore, could lead to further levels of deprivation. Pop-up health promotion events within the deprived area could help to reduce the equity and equality gap in this community.

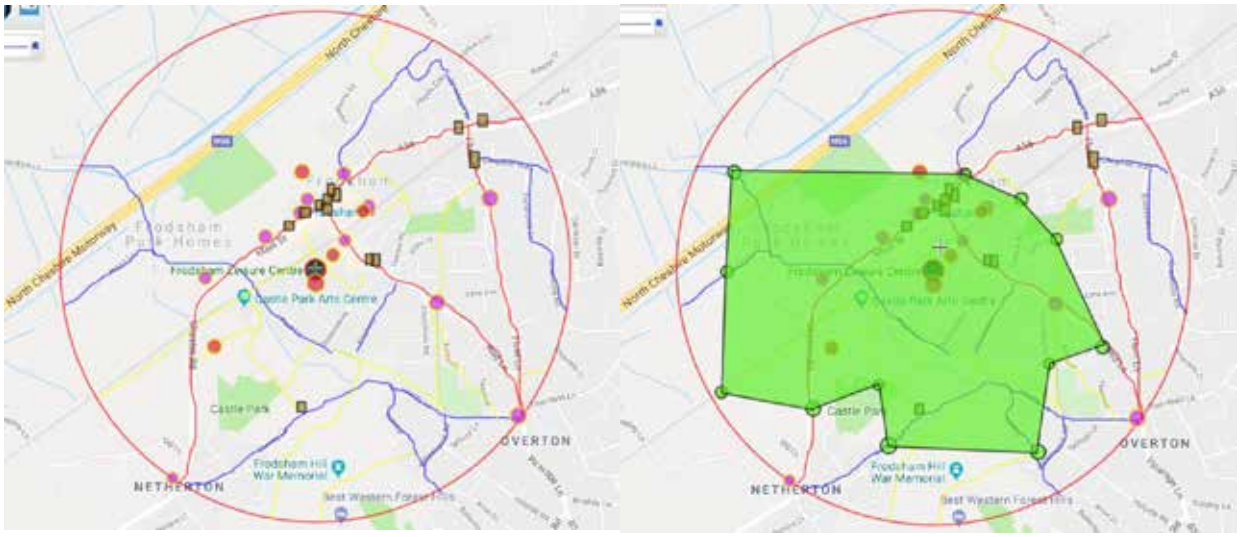


*Figure 3 (Left) The **Health Centre (black circle)** was highlighted as an area of interest. The red circle illustrates the 0.5-mile radius catchment area. This 0.5-mile radius from the edge of the circle to The Health Centre would take 10-minutes to walk if the route was a straight line. **Purple circles** – public transport stops. **Red Filled Circles** – car parking. **Orange Squares** – road traffic collisions involving pedestrians or cyclists since 2015. **Red lines** – main artery roads. **Blue lines** -connecting roads. **Yellow lines** – pedestrian pathways. (Right) The **Green Area** is the distance people can walk in 10 minutes, in reality, to The Health Centre (without considering waiting at crossings) due to the structure of the street layout.*

Entrance 1 – Castle Park via Fountain Lane

- The exit from Castle Park's drive forces pedestrians to cross the road. This is currently risky as the visibility for the pedestrian is limited, which requires them to edge out into the road to see around the existing building (left image below). Safety concerns are one of the main deterrents for active travel.

- The pedestrian entrance to the Health Centre guides pedestrians to an untarmacked road that they must cross, which also has no drop curbs. Frodsham has a higher than average older adult population who are at a greater fall risk than younger adults and therefore, this uneven surface and curb could lead to a perceived risk of falling and therefore, avoidance of the area (meaning they must walk across the car park) or an avoidance of walking altogether (centre image).

- Bike parking is provided at the Fountain Lane entrance point, which is in view of windows and could therefore, deter theft. These bike racks could be further improved by providing a shelter from rain (centre image).

- The second pedestrian entrance, which provides access for a resident walking down the hill has the required drop curbs, paving for visually impaired, refuge islands for pedestrians, and zebra crossings to prioritise pedestrian movement across the car park. This is encouraging to see and could be a template to consider for any area where pedestrians naturally cross the road (right image).



Entrance 2 – Kydds Wint

- Directional signs help guide pedestrians and make them aware of surrounding facilities. These signs could be implemented throughout the town by keeping colour schemes consistent (e.g. any signs directing to the Health Centre are blue). The time needed to walk to a key service area can encourage more people to walk if it is located on the sign as people associate easier with time-based information (left image).

- The pedestrian cut-through makes the route significantly shorter than the road route and therefore, could encourage more people to walk from the Town Centre to the Health Centre. However, the lack of drop curbs and unclaimed road means there are uneven surfaces to navigate, which could be difficult for people with mobility issues (centre images).

- The pedestrian cut-through is not visible from the entrance to Kydds Winnt therefore, members of the public may not be aware that the route exists. Short, direct, convenient, and safe routes are a main determinant of walking and therefore, any cut-throughs could be highlighted to members of the public (right image).



Entrance 3 – Main Street

- The presence of signage on Main Street highlights Frodsham's history whilst helping the public find their way around the town. These signs encourage walking by creating a tourist attraction (left image).

- A pedestrian cut-through to the Health Centre is accessible through The Queen's Head courtyard however, this route is not advertised to members of the public (centre image).

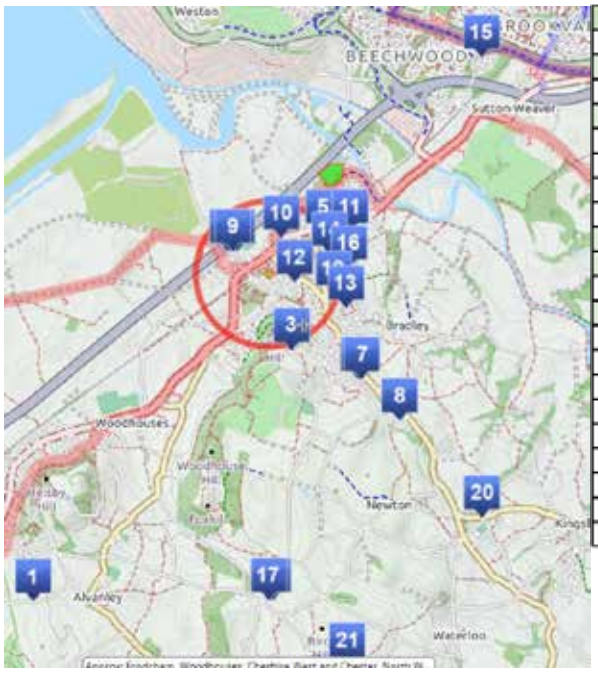
- The court-yard creates a social space for members of the public to meet. Social spaces can encourage physical activity and improve mental health by offering an opportunity to interact with friends (centre image).

- Tunnels can be intimidating to members of the public as they are often dark and hidden away. However, the tunnel in Frodsham is short and both entrances are clearly visible, offering members of the public opportunity to check for risks before entering the tunnel (right image).



Public Consultation

Five members of the public consultation lived within a 0.5-mile (10-minute walk) radius of The Health Centre (figure 4), of which, only one member used the car for their journey. Participants listed 'convenience' as their main reason for choosing their mode of transport (8 out of 21 responses), followed by 'no other option' (4 out of 21 responses). Eight of the 21 participants found walking around Frodsham easy however, a further 8 participants listed uneven pavements as an issue due to tripping risks. When participants were asked 'what changes would make active travel a more common travel choice for them?' respondents suggested that the pavements could be improved, traffic calming measures could be installed (e.g. lower speed limits, more pedestrian crossing options, narrower roads), and more public transport options could be available for residents in the 'hilly' areas of Frodsham.



Participant	Distance from Health Centre	Mode of Transport
1	11.1 miles	Car
2	0.45 miles	Car
3	0.8 miles	Car
4	0.45 miles	Walk
5	0.75 miles	Car
6	1.24 miles	Car
7	1.24 miles	Car
8	1.67 miles	Car
9	0.45 miles	Walk
10	0.5 miles	Walk
11	0.86 miles	Car
12	0.35 miles	Walk
13	0.8 miles	Car
14	0.68 miles	Car
15	2.73 miles	Car
16	0.93 miles	Car
17	3.35 miles	Car
18	3.35 miles	Car
19	0.61 miles	Car
20	2.85 miles	Car
21	3.48 miles	Car

Figure 4 Distance travelled, and mode of transport used by the participants to travel to The Health Centre. ***Red circle*** *– 0.5-mile walking radius of the Health Centre.* ***Blue numbers*** *– Participant location that they travelled to the Health Centre from.*

Conclusions

In conclusion, Frodsham is a generally healthy community with an ageing population. The town is already a strong advocate of physical activity with the Sandstone Trail and the Festival of Walks. The landscape of Frodsham is hilly and therefore, can be difficult for parts of the community to engage in active travel. The town centre of Frodsham is described as 'very walkable' and this is reflected with the presence of frequent pedestrian cut-throughs that significantly reduce journey distance, compared to the normal road routes. The residents of Frodsham have suggested that the quality of pavements could be improved to increase the likelihood of them walking more often in the town.

Active Design Goals

In preparation for your next meeting with Declan from the Active Design Team, please consider three possible goals that you believe will progress physical activity within Frodsham. Below are some suggestions.

- Conduct a larger public consultation to determine the most common walking routes and gain insight into the residents' opinions of the quality of these routes. This will allow you to determine what features make the route so popular and therefore, could implement into future planning requests. – Medium Timeline
- Conduct a larger walkability assessment in communities where the 'Call for Sites' has identified potential development sites to investigate the current 'walkability' and how further development might impact the 'walkability'. – Short Timeline
- Conduct an audit of infrastructure improvements that could be funded through the Community Infrastructure Levy when the Neighbourhood Plan is Adopted. – Long Timeline
- Develop a 'Walking Route to Key Services' map and supporting signage and or guidance for inclusion in future developments that could further advocate the use of active travel and public transport within Frodsham and align with the Local Plan – Medium/Long Timeline

For Completion by Frodsham Neighbourhood Plan Steering Group

Short Term Goal:

What Needs to Happen:

How Will It Happen:

When Will It Happen:

Who Will Be Involved:

How Will It Be Measured:

How Can Active Cheshire Help:

Medium Term Goal:

What Needs to Happen:

How Will It Happen:

When Will It Happen:

Who Will Be Involved:

How Will It Be Measured:

How Can Active Cheshire Help:

Long Term Goal:

What Needs to Happen:

How Will It Happen:

When Will It Happen:

Who Will Be Involved:

How Will It Be Measured:

How Can Active Cheshire Help:

Activate your place.

Contact the Active Design Team:

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E: Declan.Ryan@activecheshire.org
Tweet: @AC_ActDesign

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CW7 1AU

small steps. **big impact.**

Active Cheshire

Document 8

Strategic Environmental Plan for Frodsham [March 2018]

FRODSHAM
NEIGHBOURHOOD
PLAN



Strategic Environment Plan for Frodsham

March 2018

Cheshire West and Chester

THE MERSEY FOREST
more from trees

Executive Summary

The Mersey Forest Team have worked with partners to develop a business plan for a strategic approach to the delivery of a programme of environmental improvement in and around Frodsham, focussed on environmental improvements and health and wellbeing gains for local communities.

The local community will benefit from increased funding for projects and programmes making the area a better place to live and work.

The plan has focussed on the opportunities provided by the windfarm fund (Marshes Community Benefit Fund), but has also looked more widely for match-funding and other funding strands that can maximise the value of the wind farm fund. The plan is long-term, aspirational and not everything will be put into action all at once. The plan has identified a range of funding sources, deadlines and timescales and potential lead partners – an action plan to take the work forward.

Through discussions with organisations and two consultation events in the town local people had the opportunity to comment on specific proposals as plans progressed.

1. Background

The business was commissioned by Councillors Lynn Riley and Andrew Dawson in 2017 with the aim to:

- Develop a business plan for a strategic approach to the delivery of a programme of activity in and around Frodsham, focussed on environmental improvements and health and wellbeing gains for local communities.

- The plan will focus on the opportunities provided by the Community Benefit Fund, and will look more widely for match- funding and other funding strands that can maximise the value of an initial investment.

- The Business Plan will provide costings for a range of projects, with more detailed costings for improvements along the Weaver footpath/ cycle way.

- The plan will also identify a range of funding sources, deadlines and timescales and potential lead partners – an action plan to take the work forward.

- The Plan will link to THRIVE priorities and local plan policies

- An agreement on how activities in the area can be co-ordinated

2. Strategic Context

This sets out the key national documents, strategies, plans and policies considered that can provide the framework to the plan.

25 Year Plan for the Environment

This was announced in January 2018 which commits the Government to championing sustainable development and sets out the following 25-year goals which the Government aims to achieve:

- Clean air
- Clean and plentiful water
- Thriving plants and wildlife
- A reduced risk of harm from environmental hazards such as drought and flooding
- Using resources from nature more sustainably and efficiently
- Enhanced beauty, heritage and engagement with the natural environment

This includes references to the Northern Forest, the role of the Community Forests in delivery of the strategy, as well as featuring the work of The Mersey Forest Partnership as a case study to illustrate the goal of increasing green infrastructure in urban areas.

The Northern Forest

The Northern Forest was announced on 6 January 2018 to plant 50 million trees across the North of England, stretching from Liverpool to Hull. The Northern Forest builds on the work of the Mersey Forest Partnership to date and supports future delivery. The announcement of new funds and focus will help the Partnership to achieve the Mersey Forest Plan.

Industrial Strategy Green Paper

The Industrial Strategy green paper sets out the long-term direction of infrastructure policy, including, where relevant, how we use and improve our stock of Natural Capital. 'Natural capital' refers to those elements of nature which either directly provide benefits or underpin human wellbeing. It encompasses a wide variety of different assets, such as rivers, lakes, woodlands, clean air, soils, plants and wildlife; and systems such as the water cycle, nutrient cycles, gas exchange in the atmosphere and ecosystems. These provide us with valuable benefits such as water, crops, food and clean air.

National Planning Policy Framework

The National Planning Policy Framework was published in March 2012 and is designed to consolidate and simplify guidance for the preparation of development plans and assessment of planning applications. In relation to green infrastructure the document encourages local authorities to: "set out a strategic approach in their local plans, planning positively for the: *"creation, protection, enhancement and management of networks of biodiversity and green infrastructure."* Approved Community Forest Plans such as the Mersey Forest Plan are highlighted as material considerations.

Natural Environment White Paper – The Natural Choice: Securing the Value of Nature

The White Paper aims to halt biodiversity loss by 2020 by supporting healthy functioning ecosystems and establishing coherent ecological networks. It is informed by the NEA and the Lawton Report - Making Space for Nature which sets out the case for improving our ecological network. It highlights the ethical case for biodiversity conservation and also clearly sets out the value of the natural environment in providing services and benefits critical to the wellbeing of individuals, communities and the economy.
Urban green infrastructure is cited as being an effective tool for managing environmental risks such as flooding and heat waves and advocates green spaces being factored into all development.

Localism Act 2011

The Localism Bill was introduced to Parliament in December 2010 with the underlying aim of shifting power from central government to individuals, communities and councils. Provisions in the Bill include:

- A duty to cooperate that requires local authorities and other public bodies to work together on planning matters.
- A requirement for communities to draw up neighbourhood development plans consistent with the Councils local plan and national guidance.
- The ability to use community infrastructure levy funds on maintaining infrastructure, creating new infrastructure.

3. Regional context

The policies, strategies and programmes that enable delivery on the ground are crucial, as well as the wider partnership of public, private and voluntary sector organisations:

Sub Regional Economic Plans

LEPs role is to "provide the clear vision and strategic leadership to drive sustainable private-sector led growth and job creation".
Growth Plans set out the sub-regional priorities for the economy. With a strong focus on jobs and growth, these Plans have little to say specifically about the environment. They do however identify locations where investment will be targeted.

Local Nature Partnerships

Local Nature Partnerships (LNPs) are partnerships of a broad range of influential organisations, businesses, and people, and from a range of sectors, charged by the government with the task of bringing about improvements in their local natural environment in England. To achieve this, they are expected to ensure that consideration for the environment is put right at the heart of local decision-making.

Local Nature Partnerships originated in a vision set out in the UK government's 2011 'Natural Environment White Paper', which identified the need to take greater account of the value of the environment when strategic decisions are made that affect people and the local economy.
The overall purpose of an LNP is to:

- Drive positive change in the local natural environment, taking a strategic view of the challenges and opportunities involved and identifying ways to manage it as a system for the benefit of nature, people and the economy.
- Contribute to achieving the Government's national environmental objectives locally, including the identification of local ecological networks, alongside addressing local priorities.
- Become local champions influencing decision-making relating to the natural environment and its value to social and economic outcomes, in particular, through working closely with local authorities, Local Enterprise Partnerships (LEPs) and Health and Wellbeing Boards.[1]

With a role set in the Environment White Paper, the LNP can provide the "environmental arm" for the local economic and heath strategic partnerships. In Cheshire West there is the Cheshire and Warrington LNP

4. Local context

Whilst the statutory planning system is an important policy hook, local authorities set the context for development in their area within their Local Plans. Through mechanisms such as developer contributions, the Community Infrastructure Levy (CIL), and the duty to cooperate, resources can be secured to match with other funds to achieve a greater outcome. The role of area based and neighbourhood plans are increasingly being used to support delivery of environmental and social benefits.

Cheshire West and Chester Local Plan

Strategic Objectives include:
Economic: SO4 – Provide and develop reliable, efficient transport networks that support sustainable growth and improve accessibility to jobs and services
Social: SO8 – Create stronger, safer and healthier communities by enabling access to leisure, recreational and community facilities and promoting walking and cycling
Environmental: SO3 – Manage, expand and improve GI and waterways networks, recognising their importance in delivering local environmental social, economic and health benefits

Cheshire West and Chester Council Local Transport Plan 2011-2026

The Local Transport Plan sets out a number of goals and objectives, including:

- Reduce carbon emissions from transport and takes to adapt our transport networks to the effects of climate change
- Contribute to safer and secure transport in West Cheshire to promote types of transport which are beneficial to health

Cheshire West & Chester Council Health and Wellbeing Strategy 2015- 2020

Strategy Vision: To reduce health inequalities and improve the health and wellbeing of people in the borough, enabling our residents to live more fulfilling, independent and healthy lives. We will do this by working with communities and residents to improve opportunities for all to have a healthy safe and fulfilling life.

Cheshire West Rights of Way Improvement Plan

The Countryside and Rights of Way Act (CROW) 2000 places a duty on highway authorities to prepare Rights of Way Improvement Plans (ROWIPs). Guidance on producing ROWIPs is provided by DEFRA.ROWIPs are intended to be a mechanism for improving the local network of public rights of way for all users – walkers, cyclists, horse riders, vehicular users and those with mobility problems.

Each ROWIP must assess:

- The extent to which local ROW meet the present and likely future needs of the public.
- The opportunities provided by local ROW for exercise and other forms of outdoor recreation and the enjoyment of the area.
- The accessibility of local ROW to the blind or partially-sighted people and people with mobility problems. They must also state how the local authority proposes to manage its ROW network and improve it in the future.

Cheshire West and Chester Cycling Strategy

Sets out the Council's plans and proposals to make cycling easier, cheaper, safer, attractive and more convenient over the next 15 years

Cheshire West & Chester Sustainable Community Strategy

By 2026 West Cheshire will be even more prosperous and attractive; a really great place to live, work, learn and visit. The borough will play a full role in the region and beyond, fulfilling our challenging responsibilities and enabling our residents to benefit from the opportunities in the twenty first century.

The Council Plan (2016 – 2020) – Helping the Borough Thrive

A key theme throughout the vision is to help the borough – including residents, communities and the local economy - to thrive by 2020.

The Mersey Forest Plan – More from Trees

The Vision is to get more from trees to help make Merseyside and North Cheshire one of the best places in the country to live. One of the policies is to increase access, recreation and sustainable travel opportunities.

Frodsham

Frodsham is a town of around 9,200 residents with an aging population; 17% of population is aged between 0-15 compared to England average of 19%), and with a quarter of the population aged over 65 – again much higher than the average of 17% in England.

Frodsham Neighbourhood Plan (in development)

The Neighbourhood Plan is a community-led planning framework for guiding the future development, regeneration and conservation of Frodsham; it is a legal document which must be considered for any planning application. Frodsham Town Council tasked a steering group to manage the process of producing the plan which sets out what the people of Frodsham want the town to look like in the future.

1. Stakeholder Engagement

A series of one to one stakeholder meetings were held between February and April 2017. These included:

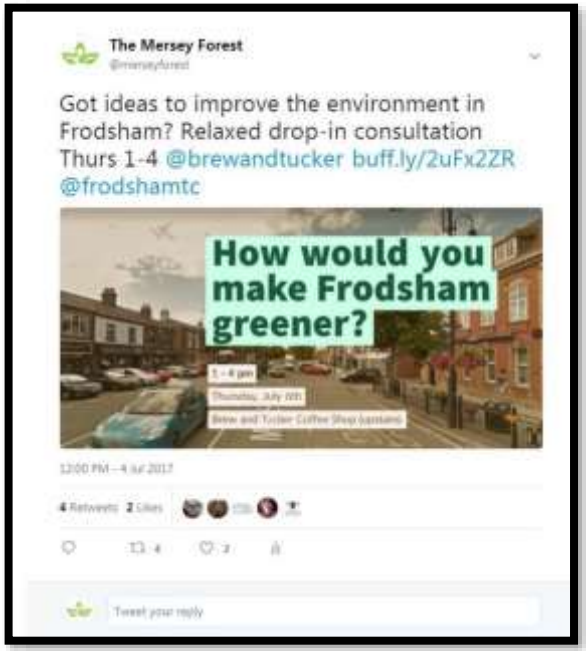
- Cllr Lynn Riley, Frodsham
- Cllr Andrew Dawson, Frodsham
- Locality Officer, CWAC
- Locality Officer CWAC
- Low energy manager CWAC
- Representatives from Weaver and Sandstone Cycling Forum
- Transition Frodsham
- Frodsham Town Council Environment committee
- Frodsham Festival of Walks
- Weaver Gowy
- Groundwork/Saltscape
- Canal & River Trust
- Cheshire Wildlife Trust
- Frodsham History Society
- Faith groups
- Environment Agency
- Peel
- Frodsham Neighbourhood Plan

Two half-day drop-in information sessions in Frodsham were organised:

- Thursday 6 July , Brew & Tucker Coffee Shop
- Saturday 8 July , Brew & Tucker Coffee Shop

To ensure maximum numbers of residents were able to attend, these events were spread across daytimes and evenings, weekdays and weekends. In order to maximise coverage within budget, information was disseminated in the following ways:

- Web site postings
- Social media
- Direct letters and e-mail





2. Feedback from information sessions





Feedback from the information sessions was collated and analysed. The response was very positive; with each participant time was taken to explain the background of the project and the aspirational nature of the plan.

There was interest in the process; the way it can inform funding decisions and the relationship with the statutory planning system. There was good acknowledgement of the cross-border working and the joined-up approach to the whole project. Residents were supportive of the wide range of organisations working together in partnership.

The main themes arising from the consultation included:

Access - Within Frodsham

- Poor footpath access to Frodsham Station – reduces use in winter. FP 110, ping pong between CWAC and to FTC to sort. Opportunities with Rail Partnership
- Poor sustainable access - Fluin Lane. Need to connect with the right officers in CWAC Transport.
- Safe access to Helsby High School – many drive. Pinch point around footpath/bridge. Mark's heat map. Findings from Youth provision questionnaire.
- Manley Road dangerous for walkers and cyclists
- Better linkages between footpaths as back on main road and v dangerous.
- Support for new footpaths and request for all existing footpaths to be kept open

Access - Recreational Routes

- Access alongside the Weaver – footpath and multi-use
- Access along the Weaver: Canoe; kayak
- Support for new footpaths and request for all existing footpaths to be kept open
- Cycle route to Mouldsworth; links to Delamere.
- Frodsham's Festival of Walks

Food

- Celebrating food heritage: honey, cheese, milk, jam, potatoes, salt
- Permanent orchard
- Incredible Edible
- Ship Street- mainly apples, pears, one cherry and one plum

Low Carbon

- Community owned wind turbine
- Opportunities for community heat with Protus
- Aquaponics
- Tidal lagoons

- Micro algae
- Electricity generation/battery storage
- Electric bikes at the station
- Frodsham Transition initiatives –eg. Reusable bags; trade association
- Wood allotments

Play

- Top Road playground – issue over boundaries resolved - owned by FTC
- Natural Play

Reconnecting with nature:

- Orchard tree planting
- Forest school
- Biodiversity: pollinators, wildlife friendly areas

Tourism Economy

- Marina
- New opportunities for the Bunker/Archives
- Access to Beechwood Swimming Pool, Runcorn suggestion of CWAC to subsidise rather than build new swimming pool in Frodsham. Possible free train to Runcorn East
- Runcorn Rowing Club, proposals for development (outside project area)

Social

- More social than physical needs.
- Queen Charlotte's Wood – Frodsham Sea Scouts
- Good gardening club – volunteers, individuals; scouts; world challenge badge; Forestry badge

3. Delivery Plan Summary

	Project	Area	Funding	Cost estimates	Delivery Mechanisms	Time Frame
1	Footpath improvements within Frodsham	Access; low carbon; health; tourism	MCBF; ESIF Low Carbon call; members' budget		Frodsham Town Council; CWAC	Short term
2	Safe access to Helsby High School	Access; low carbon; health;	Transport funding; ESIF Low Carbon call; members' budget		CWAC; Weaver & Sandstone Cycle Forum;	Short/ Medium term
3	Increased recreational use of Weaver	Access; health; tourism	S106; Bags of Help; Lottery; MCBF		Canal & River Trust	Medium term
4	Natural Playgrounds	Access; low carbon; health; tourism	S106; Bags of Help; Lottery; MCBF; members' budget	£10,000-£40,000	CWAC; TMF	Short term
5	Orchard Planting and management	Access; low carbon; health; tourism	Bags of Help; Lottery; TMF; MCBF	£7,000	FTC; TMF	Short term
6	Wood Allotments with Hob Hey Woods and around	Access; low carbon; health; tourism	Woodland Trust; Defra; TMF	£10,000	Mersey Forest; Frodsham Town Council	Short term
7	School Landscape Improvements	Health	Defra; Awards for All Tesco's Bags of Help; Section 106		The Woodland Trust; Mersey Forest	Short term
8	Food heritage – celebrating and promoting local food	Access; low carbon; health; tourism	LEADER; MCBF		Transition Frodsham; Marketing Cheshire; Mid Cheshire Development Board	Medium term

9	Volunteer Co-ordinator	Access; low carbon; health; tourism	Saltscape continuation funding		Saltscape legacy team; Frodsham Town Council; CWAC	Short Term
10.	Information Campaign	Tourism; access	MCBF	£10K - £40K	Frodsham Town Council; CWAC	Short Term
11	Forest Schools	Access; low carbon; health; tourism	MCBF		The Mersey Forest	
12	Footpath along Weaver	Access; low carbon; health; tourism	Landfill Tax	£52,000 per km	CWAC; TMF	Medium - Long
13	Weaver Hydro	Low carbon	ESIF Low Carbon call		CRT	Medium - Long
14	Deliver cycle way improvements in Frodsham	Access; low carbon; health; tourism	ESIF Low Carbon call		Weaver & Sandstone Cycle Forum; CWAC	Short-Medium
15	Development of Frodsham Forest Park	Access; low carbon; health; tourism			TMF; CWAC	medium - Long term
16	Community wind turbine	Low carbon	ESIF Low Carbon call		CWAC	Long term
17	Marina on Weaver Navigation	Access; low carbon; health; tourism	Private finance		Private Sector	Long term

18	Multi-user route to Delamere via Mouldsworth	Access; low carbon; health; tourism	MCBF; ESIF Low Carbon call		Weaver & Sandstone Cycle Forum; CWAC;	Long term
19	Electric bikes at the station	Access; low carbon; health; tourism	MCBF; ESIF Low Carbon call			Long term
20	Electric buses	Access; low carbon; tourism	ESIF Low Carbon call			Long term
21	Battery Storage	Low carbon	MCBF; ESIF Low Carbon call			Long term

4. Key Projects

1. Footpath Improvements within Frodsham

Footpaths: work with Frodsham Town Council and CWAC officers and local people in setting up new or supporting volunteers to become Footpath Wardens (see 9 Volunteer Co-ordinator). Link with Frodsham Festival of Walks; Heritage: Cheshire's Lost Paths; Poor footpath access to Frodsham Station (FP110) reduces use in winter, currently subject of discussion between CWAC and FTC. Opportunities exist with Rail Partnership.

2. Safe access to Helsby High School

Members of Weaver & Sandstone Cycle Forum http://www.cyclenorthcheshire.comhave produced a report which details the issues around safe routes to school, the nature of the A56 discourages school children from cycling along the road. The report proposes quick wins:

- Reclamation of existing footway and re-designation as 'share with care'
- Buffer painting the existing cycle lanes to IAW Sustrans recommendations
- Installation of signage along the route from FP59 through Castle Park to Howey Lane
- Implementation of connections from FP59 to the town centre

In the longer term it proposes construction of a segregated asphalt path.

3. Increased recreational use of River Weaver

This project will maximise opportunities for water based recreation and tourism, with potential to attract visitors from further afield. The project could take the form of a grant scheme to local entrepreneurs to encourage them to set up water based recreation and tourism businesses, including boat hire (canal boats, rowing, canoeing), boating lessons, fishing, campsites and accommodation next to waterways which can cater for people on boating tours. Frequently updated maps will show where different types of boats are allowed to go, campsites, areas reserved for wildlife, tourist attractions, etc.

4. Natural Play

Natural play areas in green spaces help to reconnect children with nature. Projects have breathed life into under-used parks, previously described by residents as "not very interesting", many of which had an uninspiring play area and a lack of accessible pathways. Research demonstrates that providing natural play facilities means greater opportunities for imaginative recreation, reduced risk of injuries, enhanced social interaction between children and higher levels of physical activity.

In Warrington working with Grappenhall and Thelwall Parish Council, the Mersey Forest team has transformed a local park into a natural wonderland to benefit people and wildlife alike. New features included wildflower meadows, logs for children to scramble over, a community orchard, picnic benches, accessible pathways, and ornamental trees. Residents were actively involved in the project from the start, shaping the plans by attending a community open day, where they voted for the features they wanted to see. Use of the park has rapidly increased, with parents having to drag eager kids off the logs:



Euclid Park, Warrington



Consultation day, Cheyney Road, Chester



Willow Dome and log play, Cheyney Road, Chester

Following the success of Euclid Park, The Mersey Forest has been commissioned to create similar spaces in Warrington and Cheshire including Cheyney Road, Chester which included natural play features such as a willow dome, den building area and den building areas.

5. Frodsham Orchard Project

Cheshire once had a great name for the fruit, supplying Liverpool and Manchester. Work started in 1994 by the Cheshire Landscape Trust supported the heritage of fruit trees in Cheshire. The Mersey Forest supported the community orchard project in Frodsham. Sentiment and history are further spurs to the project: they are important too as part of our heritage and culture and many varieties were named after local places. Intergenerational project working with local history society and schools. Opportunities for grafting classes; tree planting and apple juicing will give future generations more chances to try the flavour of apples. Orchards are at Ship Street- mainly apples, pears, one cherry and one plum; Hawthorn oad – planted 12 trees on 121/121/2012. New orchard planting took place in Autumn 2017 funded through the Mersey Forest.

6. Wood Allotments

'Wood allotments' is a scheme developed in The Mersey Forest which enables woodland owners to engage local communities and manage their woods at the same time. The concept is simple. Local wood burning stove and fire owners pay a small fee to the landowner for the chance to harvest logs from carefully marked trees within a young woodland. They get fresh air, exercise and a cheap, locally sourced renewable fuel, while the woodland receives important thinning to ensure its future health.

There are now wood allotments in Cheshire West, Warrington and Sefton with new ones planned across The Mersey Forest. Wood allotments offer a good way to engage new audiences with local woodlands, and the schemes can work in a variety of ways, with flexibility for site owners to adapt the core idea to fit local circumstances. The Mersey Forest team has developed an online hub for wood allotments in the region: woodallotments.com, where potential "allotmenteers" are be able to browse existing wood allotments and contact the landowner, or suggest where they would like to see new wood allotments, helping to build up a map of demand.







7. School Landscape Improvements: Trees for Learning

This project aims to provide support for schools that wish to improve their outdoor environment, linking to the wider landscape to promote habitat connectivity and increase environmental awareness of young people. Using match funding there is the opportunity over the next few years to develop a flexible tree planting and forest enhancement programme for school children from the local schools to create improved settings for

outdoor learning. Through working with the schools and pupils this could create new forest settings by planting in their school/ local community land where they have owner's permission or adapting and adding to existing tree cover within these areas to create inspiring settings for outdoor learning. The aim is to connect children with nature, inspiring this generation to love and understand the outdoors.

8. Food heritage – celebrating and promoting local food

Frodsham was the birthplace of the Rev William Charles Cotton, former vicar of Frodsham, who was noted for introducing honey bees to New Zealand in the 19th Century); Warburton's potatoes; Natural Veg Man (now moved to Malpas). This project is concerned with supporting local food initiatives such as 'Made in Cheshire', farmers markets, etc, seeking in particular to connect food producers with their local markets, including tourist attractions. One initiative could involve staging a local food festival within a market town. Mapping orchards within the environs of Frodsham.

9. Volunteer Co-ordinator

Supporting projects to avoid cycle of create and not maintained; raised beds at Ship Street. The issue in past is lack of long term management yet at the same time long *"huge"* waiting list for allotments on Townfield Lane. Can we connect the keen gardeners who have yet to get an allotment to the raised beds? Or try Good Gym https://www.goodgym.org/. Possible links with Helsby Running Club; youngsters undertaking their Duke of Edinburgh awards, fire service.

To encourage greater social interaction and community engagement, eg. encourage local people to become volunteer footpath wardens within Frodsham and encourage parishioners to adopt paths with a view to keeping them 'walkable' way. Support intergenerational projects eg. gardening. Linking physical assets of the town with volunteers eg. Sea Scouts; Gardening Clubs; those on waiting list for allotments; Duke of Edinburgh participants.

10. Information campaign

A quick, high impact action would be to produce a map leaflet linking sustainable travel routes and attractions to business locations and offers (See also 14 Developing the Visitor Potential of Frodsham's Woodlands). The map should also highlight Frodsham's green spaces and heritage assets, and promote attractions. It is important that any interventions dovetail with other organisations' efforts.

There are many examples of these types of map, both printed and web based. Below is a selection of examples: Bold Forest Park – paper based map. Bold Forest Park attracts over 300,000 people each year. The Bold Forest Park is developing the links between business and these green infrastructure assets. A map was produced that promoted access routes, green infrastructure assets and local businesses.





Northwich Woodlands - an Explorer Guide exists for Northwich Woodlands. A similar plan could be developed for Frodsham highlighting the links to the town more clearly and potentially promoting local business in the same way as the Bold Forest Park map.

11. Forest School Activities

The new government 25 Year Plan for the Environment emphasises the value of green spaces for health and wellbeing. There is a growing evidence base supporting the role that green space plays in helping to improve wellbeing and also reducing health inequalities. Good quality natural environment and access to green spaces are part of the wider range of determinants of health. It is not to suggest that on their own green spaces keep people well, but reduced access or poorer quality green space add to the burden of factors that impact on wellbeing. Forest-play activities include shelter-building, active group-games, healthy outdoor cooking, planting/growing and coppicing, tree-climbing, building rope structures, whittling and tool-use, bug-hunting. This project will also promote healthy eating through practical engagement in preparing/cooking healthy food outdoors. Delivered over eight weeks a Family Forest School could offer forest-play programmes for families in a local woodland setting to encourage parents to engage in active outdoor play with their children. Learning in the outdoor environment can have huge benefits in terms of children's health and wellbeing. Forest School is already active in many local schools and community groups.







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12. Recreational path along the Weaver

Part of the Weaver Way, a 40 mile long distance footpath along the River Weaver from Frodsham down to Audlem. Parts of the Weaver Way have already received substantial funding and improvements as part of the Weaver Valley Regional Park programme, however the footpath nearest to Frodsham is now in need of better definition and upgrading. The land on which the footpath runs is in private ownership and is used for agriculture. Cost estimates to upgrade to a cycle way have been calculated by a qualified landscape architect. These are based on a nominal 1000m length of footpath 2m wide and range from £52,000 and £66,000 per kilometre depending on material used and ground conditions.



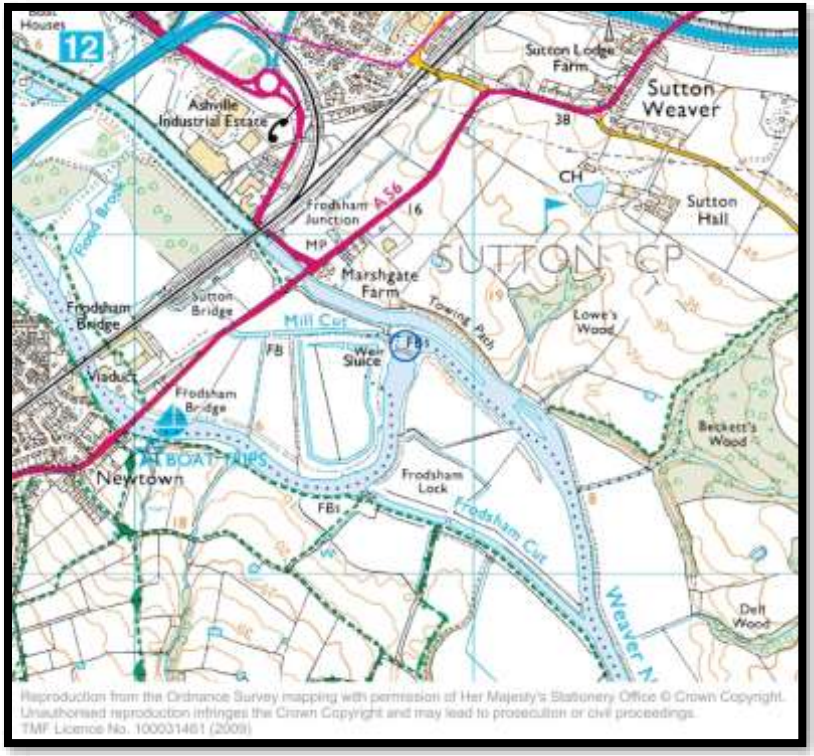
River Weaver access

13. Hydro power generation on Weaver

In 2008 a Weaver Valley Climate Change Action Plan for the Weaver Valley, was commissioned by the Weaver Valley board. As part of this electricity generation through hydroelectric power was considered. Through consultation with key hydro-power stakeholders, including British Waterways and the Environment Agency, five sites on the River Weaver were identified as potential locations for hydro generation. These are 'Dutton Locks', 'Locks', 'Saltersford Locks' and 'Vale Royal Locks'. A further site on the River Weaver at Frodsham and two more close to Barnton where there are weirs that flow into the old channel were not been assessed.

Whilst it is possible to generate electricity from these sites, hydro power on this scale can be difficult to make cost effective. Capital costs can be high for grid connections and often access is only by boat. Furthermore, 'head' height is generally low on the River Weaver, but conversely may flood in wet weather.

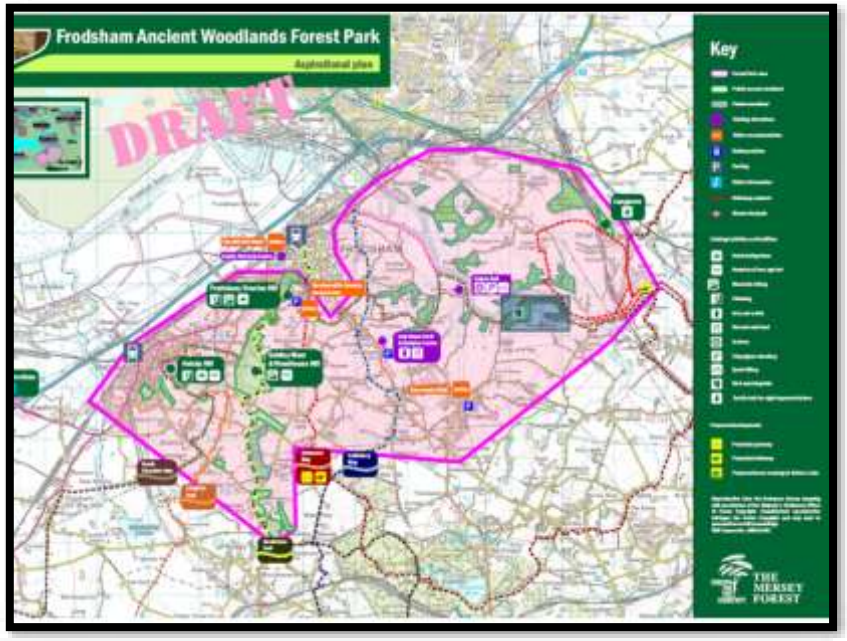
Technical hydro energy potential of around 11,527 GJ (3 GWh) per annum, to the overall energy supply in the WV, is rather small equivalent to around 0.05% of the estimated annual energy demand in the Weaver Valley.


12
Houses
Ashville Industrial Estate
Sutton Lodge Farm
Sutton Weaver
38
CH
Sutton Hall
A 56
Frodsham Junction
16
M6
Flood Brook
SUTTON CP
Marshgate Farm
Frodsham Bridge
Sutton Bridge
Towing Path
Lowe's Wood
Mill Cut
FB
Weir Sluice
Viaduct
Frodsham Bridge
Beckett's Wood
Newtown
Frodsham Lock
Frodsham Cut
Weaver N
Delf Wood
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Frodsham
512 MWh
Dutton Lock Sluices
973 MWh
Saltersford Lock Sluices
845 MWh
Winnington Works
258 MWh
Saltersford Lock Upper Sluices
127 MWh
Winnington 1
65 MWh
Hunts Lock
446 MWh
Vale Royal Lock Sluices
395 MWh
Vale Royal Upper Sluices
963 MWh
150 MWh
Possible hydroelectric sites (with estimated annual energy yield)

14. Developing the Visitor Potential of Frodsham Woodlands

Frodsham's Ancient Woodlands are part of The Mersey Forest's 'Active Woodlands' project which seeks to identify the opportunity for sport, recreation and tourism in a number of key sites within the Mersey Forest area. A previous study identified the potential to develop the visitor aspects of the Frodsham Woodlands in Cheshire.



5. Funding Plan

Funding source	Timescale for applications	Indicative scale	Risk	Capital/ revenue	Longevity	What can be funded?	Criteria	Timeline
Tesco Bags of Help Scheme	Application windows publicised	Up to £12k	Medium	Capital & revenue	1-12 months	The money raised by Tesco customers paying 5p for bags will be used to pay for a large number of local projects to improve green spaces in communities	Programme coordinated by Groundwork who can provide details	1-3 months
Sainsbury's Community Grants						Charitable groups in the local community, is funded by sales of Bags for Life.	Local charities, community and environment projects	1-6 months
Interreg	September 2017 and at other times up to 2020	£50k - £1m	high	Revenue	3 years	General green infrastructure projects and programmes	This is a competitive EU fund. Partners in at least two Other EU countries are required to develop a proposal. There is good local experience of this funding stream.	6 months

Landfill Tax Credit Scheme	Continuous	£1k - £50k	medium	Capital	3 years	This fund can provide money for improvements to parks and open spaces and/or for the conservation of wildlife habitats.	Project within 10 miles of a landfill site, funding applied for through an Environmental Body such as local authority, Groundwork or Mersey Forest 10% match funding required.	1-6 months
Lottery Funds – Reaching Communities	Continuous	£500k	medium	Capital & revenue	5 years	The lottery operates a range of community and heritage programmes that are currently open. There are elements of the BID GI programme that would be eligible to apply for these funds.	Engaging communities, safeguarding and celebrating heritage (including natural heritage)	6 months
Trusts	Variable	£250 £50k	medium	Capital & revenue	1 year	Trusts vary enormously in what they will fund, from environmental improvements to community engagement, innovative products to cultural events	Each trust has different rules and criteria.	1-6 months
Marshes* Community Benefit Fund	Twice/year: 30 Nov & 28 Feb	£250 - £60K per app	low	Capital & revenue	25 years	Open to any community project which is for the benefit of community residents.	Local charities and community organisations, incl. CWAC	6 months

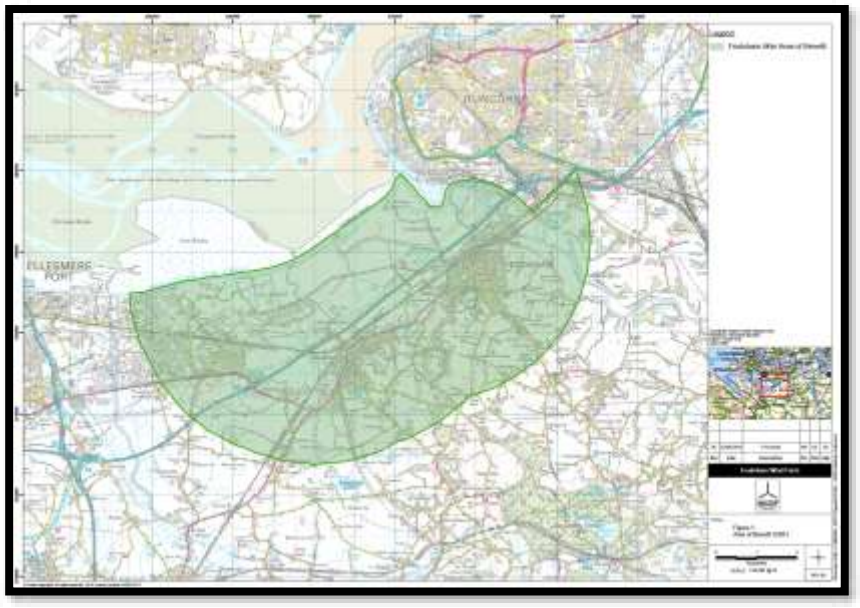
Section 106/ Community Infrastructure Levy	Variable	£5k-£50K +	medium	Capital & revenue	1 year	Contributions can be sought from developers towards the costs of providing community and social infrastructure, the need for which has arisen as a result of a new development taking place.	Close working with Cheshire West and Chester Planners	Up to 1 year depending on the complexity of the scheme
EU Structural and Investment Funds IP4E	Variable	£20k-£100K	high	Capital & revenue	5 years	The European Structural and Investment Funds (ESIF) are the EU's main funding programmes for supporting growth and jobs across the EU. There is funding for business support and development of low carbon projects for which GI businesses or projects could be eligible	This is not an easy fund to access, and administration of the funding can be offputting. However, developing businesses and job creation are important outputs for the programme, as well as reducing greenhouse gas emissions and so there may be scope for the BID to be involved in a proposal	Up to 1 year

Horizon 2020	Variable	£500k	High	Capital & revenue	5 years	Horizon 2020 is the financial instrument implementing the Innovation Union, a Europe 2020 flagship initiative aimed at securing Europe's global competitiveness.	This is a very competitive fund with a 10% chance of success. However, the funding does provide opportunities for implementation, monitoring and provides high profile for successful cities.	Up to 1 year

Marshes Community Benefit Fund* (summary)

The Mashes Community Benefit Fund was created in 2016 by Frodsham Wind Farm Ltd. The fund is managed by a panel drawn from the local community. The fund will invest up to a total of £3m over 25 years. Two tranches of grants will be made per year to local projects of up to £60,000 per tranche. The fund is specifically for the benefit of the community in the local area of the wind farm located on the marshes close to the villages of Frodsham, Helsby and Elton.

Applications will be open three months prior to the closing dates 1st December and 1st June. Applications therefore need to be submitted before the 28th February and 31st August each year. For applications seeking grants in excess of £2,000, priority will be given to organisations that can demonstrate that they will also be making a contribution towards the project. This contribution might be money from the group itself, a grant from another fund that has been secured or another pending grant application. It may also be a benefit-in-kind of labour and / or materials. In the event that no eligible awards are received the money will be rolled into the next award round.



Eligible Area to apply for MCBF

The MCBF is intended to be open to any community project which is for the benefit of local community residents.

Examples of projects:

- Projects to improve public amenities (e.g. community sports halls)
- Footpath improvements, cycle paths
- Environmental and wildlife projects (e.g. public park improvements)
- Energy efficiency or sustainability projects such as additional insulation/generation/storage
- Activities / events to engage the local community

Relevant exclusions include

- to make payments to individuals
- for making speculative investments
- to co-fund statutory activities carried out by the Local Authority
- by Parish or Town Councils for purposes solely connected with their day-to-day business
- to promote political views or to finance election campaigns by prospective candidates in local and / or general elections
- to cover retrospective payment for events or services that have already taken place or been delivered
- for projects with the sole purpose of promotion or feasibility studies
- for projects that may endanger the natural or built environment

Successful Funding Applications 2017

- Frodsham Women's Institute – £250 towards the cost of the Frodsham Show
- Frodsham Junior Volleyball Club – £1,000 for training and development for their coaches
- Girl Guiding Frodsham – £1,500 towards the cost of an accessible toilet
- Alvanley Village Hall – £5,000 for cladding and insulation of the Hall
- 1st Helsby Scout Group – £30,000 towards refurbishing the Scout Hut
- Frodsham Cricket Club – £10,000 for a lawnmower and storage
- Elton Primary School & Nursery – £12,000 for a community garden

6. Next Steps

- Support activity aligned to the business plan which sets out a strategic approach to the delivery of a programme of activity in and around Frodsham, focussed on environmental improvements and health and wellbeing gains for local communities.
- Continue to work with stakeholders to ensure agreement on how activities in the area can be co-ordinated and funding bids developed
- Continued discussion with stakeholders to confirm projects for future submissions to MCBF and those which are more suitable to other funding strands that can maximise the value of the wind farm fund

11. For further information

For further information please contact:

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Document 9

Housing Needs Report for Frodsham (Parish) [January 2018]

FRODSHAM
NEIGHBOURHOOD
PLAN

Housing Needs Report for Frodsham (Parish)

This report is funded by Cheshire West & Chester Council
and produced by Cheshire Community Action
FINAL VERSION January 2018

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Executive Summary (1)

Cheshire Community Action (CCA) was commissioned by Cheshire West & Chester Council (CWCC) to carry out an independent housing needs assessment of Frodsham.

The following documents and data sets were analysed:

- Planning policy constraints referring to the CWCC Local Plan part 1 (LP1)
- CWCC Strategic Housing Market Assessment (SHMA) 2013
- Cheshire and Warrington Local Enterprise Partnership Economic Plan (CWLEP)
- West Cheshire Economic Growth Strategy 2013-18
- West Cheshire Rural Growth Strategy
- Commuting patterns for the Borough
- Dwelling completion data compared to housing numbers in the SHMA, CWCC Local Plan part 1 (LP1) and the West Cheshire Rural Growth Strategy.
- Affordability – by comparing house price and rental data with income
- CWCC Housing and Self-build Registers
- CWCC Private Sector Stock Condition Survey
- CWCC Vulnerable Older People's Accommodation Plan

2001 and 2011 census data including:

- accommodation type and tenure
- occupancy ratings
- household composition
- concealed families
- population age structure (up to 2015 mid-year estimates)
- net migration
- economic activity
- distance travelled to work
- rates of long term health problems.

The following points summarise the key findings of the assessment:

- Frodsham's population was estimated at 9,460 in 2015
- In 2015, the age structure was: 0-19: 20.4%, 20-64: 53.3% and over 65: 26.3%
- The population is aging with the proportion of over 65's increasing more rapidly than other age groups and this trend is accelerating with the baby boomer generation moving into retirement.
- Frodsham's population is increasing solely due to inward migration.
- Net migration was approximately 80 new residents per year since 2011.
- From 2001-2015 an estimated 26 new households formed per year in Frodsham.[1]
- Household composition is similar to that of CWCC however, there is a trend showing that Frodsham has an increasing number of people living in single person households / smaller household units.
- Existing housing stock is 37.2% detached, 33.4% semi, 16.5% terraced, 10.6 flats / apartments and 2.3% caravans / mobile homes.
- 12% of Frodsham's housing stock is social / affordable housing.

Compared to the Borough, Frodsham has:

- a higher proportion of homes owned outright
- a slightly lower proportion owned with a mortgage
- the same levels of shared ownership
- a lower proportion of social and private rented stock
- a higher proportion of 1-2 bed bungalows
- a lower proportion of 1 bed flats
- a higher proportion of 2 bed flats
- a lower proportion of 1-3 bed terraced houses
- a lower proportion of 3 bed semi-detached houses
- a significantly higher proportion of detached houses of all sizes from 1-4+ beds.

[1] Please go to page 25 for a full explanation of how this figure was calculated.

Executive Summary (2)

Further key findings include:

- Frodsham's occupancy ratings are broadly in line with those of the Borough and under-occupancy and overcrowding are also decreasing in line with Borough trends.
- A lower proportion of the private sector housing stock in Frodsham meets the decent homes standard compared to CWCC and nearly double the proportion of private stock has category 1 hazards in the home.
- Fuel poverty levels are higher in Frodsham's private sector housing stock than in CWCC.
- Median and lower quartile house prices in Frodsham have consistently been approximately £20k above the Borough median prices since 2011 and affordability ratios (5.9 in Frodsham) are similar to that of CWCC (6.1).
- Median income is slightly higher in Frodsham than the Borough, but lower quartile is roughly the same therefore the lower quartile affordability ratio is worst in Frodsham (8.3 compared with 7.2 in CWCC).
- When looking at median incomes compared to private rents, Frodsham is more affordable than the Borough and 1-2 bed rents are less expensive in Frodsham than CWCC. However, anyone on lower quartile incomes could not reasonably afford market rents in Frodsham or CWCC.
- Frodsham has delivered 142 dwellings (of which 67 (47%) were affordable and 75 (53%) were market homes) between April 2010 to March 2017, meaning that it is performing well when measured against the LP1 target of 250 dwellings (with a 30% affordable target).
- The wider rural area and market towns in Cheshire West are also exceeding dwelling completion targets, although affordable housing is currently 23% of new development, which is short of the 30% target.
- Frodsham's desirable location in Cheshire countryside with easy commuter access to Chester, Manchester and plans to have a direct train service to Liverpool means that the town is under pressure in terms of house prices. Therefore, Frodsham's already unaffordable housing market is likely to become more so over the plan period up to 2030.

Future requirements:

- New developments need to provide more for an aging population. The baby boomer generation is moving into retirement and there is, and will continue to be, a growing demand for a range of good quality market downsizing options during the plan period up to 2030. Providing downsizing options will bring new families into the area by freeing up existing large family properties and help unlock the market and balance the local population. Provision of Lifetime Homes, bungalows and Extra Care housing are also needed to meet the long term needs of the increasing older population.
- A range of affordable rented 1, 2 and 3 bed starter / family homes are needed to help keep the balance in the local population to sustain services and the local economy.
- Frodsham's housing register shows a heavy leaning towards 1 and 2 bed need: 61% 1 bed under 55's, 34% 2 bed under 55's, 92% 1 bed over 55's.
- A third (207) of all bids for social housing in Frodsham were for 2 bed flats. 22% (140) were for 3 bed houses, 16% of bids were for 1 bed flats and the same for 2 bed houses. 9% were for studios.
- The majority (300 or 57%) of all bids for sheltered social / affordable housing in Frodsham were for 1 bed bungalows. 22% (114) were fore 2 bed bungalows, and 15% (77) were for 1 bed flats. 6% (30) were for 2 bed flats.

Introduction

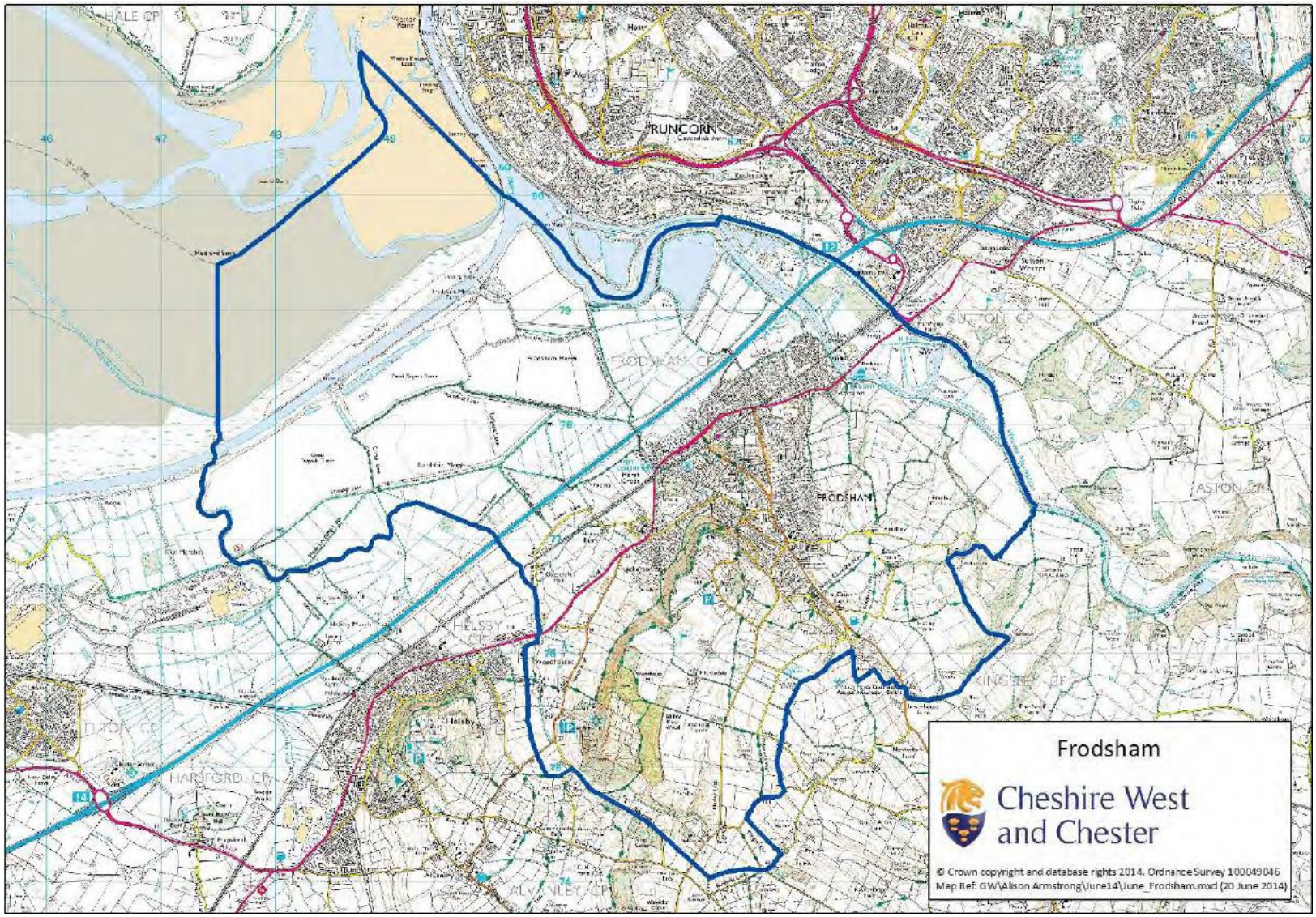
Frodsham is preparing a Neighbourhood Development Plan (NDP). The Neighbourhood Area, as designated, covers the Civil Parish of Frodsham. The study area is defined on the map on the right.

This report uses a range of secondary data to build a profile of the parish, its population and identify housing needs to inform housing policies within the Neighbourhood Plan.

The report neither addresses nor constrains delivery and although makes recommendations on policy areas that the neighbourhood plan could potentially address, does not recommend specific policies directly.

Cheshire Community Action is a local charity that was commissioned by Cheshire West & Chester Council (CWCC) to produce an up-to-date housing needs assessment for Frodsham.

Map 1: Frodsham (Parish/Neighbourhood Area)



Methodology (1)

This report has followed the national guidance for neighbourhood planners, on "Housing Needs Assessments at Neighbourhood Plan Level" https://mycommunity.org.uk/wp-content/uploads/2016/09/Housing-needs-assessment-at-NP-level.pdf (produced by AECOM for Locality).

Planning Practice Guidance (PPG) states that: "e*stablishing future need for housing is not an exact science. No single approach will provide a definitive answer."*

This report is underpinned by a methodology endorsed by PPG, best practice and the project team of planning, housing and strategic intelligence officers at Cheshire West & Chester Council. The project team has developed this methodology for housing needs assessments in primarily rural areas and market towns, which takes into consideration any locally relevant information that is likely to have an impact on housing need for the purposes of forming neighbourhood planning policies. The approach has been to gather data from as wide a range of sources as practicable in order to ensure robustness of conclusions and recommendations arising from the analysis of that data.

The Government's PPG on housing needs assessments is primarily aimed at local planning authorities preparing Strategic Housing Market Assessments (SHMA). However, the PPG explicitly states that: *"you can also use the guidance to identify specific needs relevant at neighbourhood level, but that any assessment should be proportionate."* In light of this, the guidance states that: *"you do not normally need to carry out a household survey of your own to inform your housing needs assessment".*

However, depending on the policy direction that Frodsham Neighbourhood Plan Group takes with its Neighbourhood Plan Housing Policies, e.g. site allocation, further work would be required in order to justify sites within the planning policy context.

This report also openly departs from the national guidance on a key element of the PPG for housing needs assessments. the PPG for SHMAs advises that household and population projections at local authority level be used to project future housing needs and trends. However, the rural areas of the Borough have a higher proportion of older people compared to Cheshire West & Chester as a whole, and it follows that using the local authority level projection figures skews the data. For example, many small rural communities in Cheshire West have reduced in population in recent years while across the Borough as a whole the population has increased and is projected to do so in future. Therefore, the project team has concluded that using local authority level projections to predict future changes in the population of smaller rural areas is not an appropriate methodology for this exercise. This methodology has focussed on the following documents and data sources for its analysis:

- Planning policy constraints with reference to the CWCC Local Plan
- CWCC Strategic Housing Market Assessment (SHMA) 2013
- Strategic economic context: that is, the Cheshire and Warrington Local Enterprise Partnership Economic Plan (CWLEP), West Cheshire Economic Growth Strategy 2013-18 and the West Cheshire Rural Growth Strategy, as well commuting patterns for the Borough.
- Dwelling completion data compared to housing numbers in the SHMA, CWCC Local Plan part 1 (LP1) and the West Cheshire Rural Growth Strategy.
- 2001 and 2011 census data including: accommodation type, tenure, occupancy ratings, household composition, concealed families, population age structure (up to 2015 mid-year estimates), net migration, economic activity, distance travelled to work and; rates of long term health problems.
- Affordability – by comparing house price and rental data with income.
- CWCC Housing and Self-build Registers
- CWCC Private Sector Stock Condition Survey
- CWCC Vulnerable Older People's Accommodation Plan

All data sources are referenced within the body of the report.

Methodology (2)

Planning Policy Constraints

A summary of the key planning constraints is important in an area like Frodsham as they are many and varied from Ramsar sites to greenbelt. This is one of the key factors in deciding the capacity of Frodsham to develop housing. The CWCC Local Plan is ultimately the decision-making document by which Frodsham's 'performance' as an area (in terms of housing delivery) can be measured.

CWCC Strategic Housing Market Assessment 2013

This strategic document provides extensive analysis of a wide range of datasets that have an impact on housing across Cheshire West. It provides detailed housing needs information for Frodsham as a housing market area. However, it is not the decision-making document but nonetheless it is a useful exercise to make reference to its findings.

Strategic Economic Context

The PPG that relates to the assessment of housing needs requires analysis of the strategic economic context. One issue with this at a neighbourhood level is that it is often difficult to make any accurate predictions for a small neighbourhood area based on broad strategic economic information. Therefore, this exercise has focussed on what might be the most relevant economic strategies and datasets to paint a picture of the important strategic economic changes that could have an impact on housing in Frodsham.

Dwelling Completion Data

This report measures the number of dwelling completions (from the CWCC Housing Land Monitor or CWCC HLM) against numbers required in the LP1 for the current 'plan period' (2010-2030) to analyse if Frodsham (compared to CWCC as a whole and the wider rural area and market towns) is delivering enough housing to meet the minimum Local Plan requirements.

Census Data

This involves analysing trends over time between the 2001 and 2011 census including changes in: accommodation type, tenure, occupancy ratings, household composition, concealed families, population age structure (up to 2015 mid-year estimates), net migration, economic activity, distance travelled to work and; rates of long term health problems. The above data sets for Frodsham are also compared to the Borough (CWCC) and national (England and Wales) figures to help spot any locally distinctive anomalies that may inform neighbourhood planning policies.

Affordability

This is assessed by comparing the median and lower quartile dwelling prices (from Land Registry 'sold' prices) to the median and lower quartile income levels for Frodsham and CWCC. From this it can also be stated how much income is required to afford the median and lower quartile prices based on obtaining a 90% mortgage at 3.5 times household income. The report also looks at home-buying websites in conjunction with the more reliable Land Registry data to show a different perspective to the housing market. Rental rates for Frodsham are also compared to the Borough including an analysis of the proportion of a tenant's income likely to be spent on rent based on local median and lower quartile income levels and the number of bedrooms in a property.

Social Housing Stock and Register

CWCC has provided data from the social housing register (West Cheshire Homes) including existing housing stock. This has enabled an analysis of social / affordable housing need.

Private Sector Stock Condition Survey

Reference is made to the 2013 private sector housing stock condition survey to paint a picture of the state of private housing in the area.

Vulnerable and Older People's Accommodation Plan

This Local Authority Plan does not give any detail about Frodsham specifically but it highlights what is one of the biggest challenges for CWCC in terms of housing supply.

Planning Policy Constraints

CWCC Local Plan Part One, Preferred Policy Directions, Key Service Centres Background Paper

Policy and physical constraints

*"**6.20** The extent of the existing Frodsham settlement area is bounded by the defined North Cheshire Green Belt, which covers the surrounding area. Within the settlement and the wider area there are a range of designated built environment features, including four Conservation Areas, a number of Listed Buildings, a Scheduled Monument and a Registered Park and Garden. Both within and outside of the main settlement area, there are a number of natural environment designations, including three Sites of Biological Importance (SBI), Sites of Special Scientific Interest (SSSI) and international designations covering the Mersey Estuary. Parts of the wider area surrounding the settlement are also identified as being at risk of flooding….*

*…**6.24** There are no major employment opportunities in the area – Weaver Park Industrial Estate and Frodsham Business Centre being the only employment sites. As such, **a large percentage of residents in Frodsham work outside of the Borough**.*

***6.25** Based on the assessment of access to services, facilities and public transport, Frodsham has a good range of services that could sustain further growth. Notwithstanding this, it is constrained by floodplain, Green Belt and SSSI designations. It is anticipated that some growth may occur as a result of **'infill' and brownfield** development. However, there are **only limited opportunities for large scale growth** on unconstrained sites. Frodsham has a number of planning commitments and potential sites through the SHLAA within the urban area, therefore it is considered that **260 dwellings over the Plan period is an appropriate level of growth**."*

Map 2: Frodsham Planning Policy and Physical Constraints Map



Source: http://consult.cheshirewestandchester.gov.uk/events/16748/popimage_d1534334e2320.html

The **CWCC Local Plan Part One** sets out the strategic priorities that will guide development in the Borough up until 2030. Strategic housing numbers for the Borough are allocated to different spatial areas within the Local Plan. One of the key policies that is relevant to Frodsham is STRAT 8 Rural Area, which designates Frodsham as one of ten Key Service Centres. **This policy allocates Frodsham to deliver at least 250 dwellings during the plan period up to 2030.**

The CWCC Strategic Housing Market Assessment (SHMA) was published in March 2013.

For the purposes of this parish/neighbourhood level housing needs assessment, the SHMA provides estimated housing need figures. The CWCC SHMA focuses on: housing markets; housing need and affordable requirements; general market requirements; and provides policy recommendations.

The SHMA's methodology involved dividing the Borough into spatial areas for the purposes of the research.

Table 1 summarises the SHMA's findings in relation to the Frodsham spatial (housing market) area shown below.

Map 3: Frodsham Spatial Area in the SHMA, which is closely matched to the parish/neighbourhood area boundary.

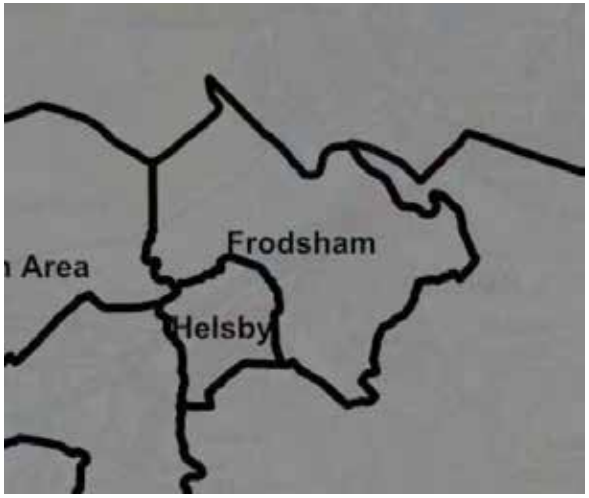


Table 1: Annual net shortfall of affordable housing (AH) by property size and designation 2013-17

Sub Area	Age and number of beds						Total
	Under 65			65+			Net
	1 Bed	2 Beds	3+Beds	1 Bed	2 Beds	3+ Beds	
Frodsham (annual AH need)	18	0	5	3	7	0	33
Cumulative AH Need 2013-17 (2017-18 not included)	72	0	20	12	28	0	132

Source: CWCC SHMA 2013

"…Frodsham markets were seen as fairly static, any movement being for families and retired."

According to the SHMA, Frodsham has an annual net shortfall of 33 affordable dwellings each year between 2013-2018. The SHMA is a strategic evidence document that informs planning policy by providing recommendations, but does not provide an assessment of the viability of delivering the housing numbers. For example, LP1 Policy SOC1 'Delivering Affordable Housing' has a target for housing developments in the rural area (that comprise 3 or more dwellings or comprise an area of more than 0.1 hectares) to have up to 30% affordable homes. On that basis, Frodsham would need to provide more than 100 homes per year to meet the SHMA recommendations, which is not viable given the planning policy and physical constraints indicated in the previous section of this report. Therefore, it can be concluded that in reference to the SHMA, 33 affordable homes are not likely to be deliverable on an annual basis in Frodsham.

However, the 'dwelling completion' section of the report shows the performance (in terms of dwelling completions) of the whole of the rural area and market towns in Cheshire West to help put the dwelling completions into a wider context: i.e. is Cheshire West as a Borough and its rural areas achieving enough dwelling completions to at least meet its Local Plan policy requirements?

Strategic Economic Context (1)

This section analyses economic development strategies relevant to Frodsham and includes commuting pattern data for Cheshire West and Chester, which helps set the context for where the population is travelling to and from for work.

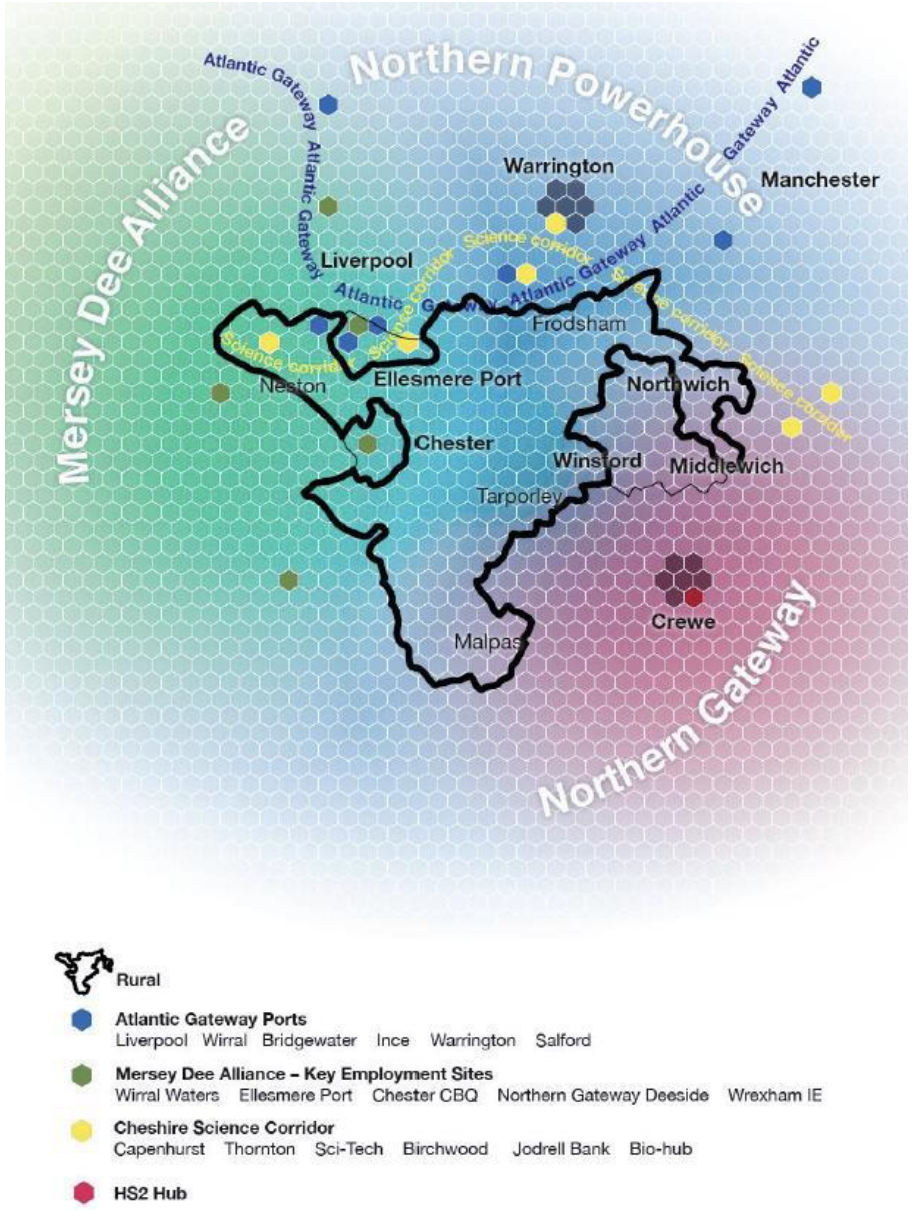
West Cheshire Rural Growth Strategy

This strategy supports the delivery of at least 2,785 (up to 2030) new homes of the right type in rural locations, with a particular emphasis on affordable housing, family housing, housing for older people and high quality housing in the rural area and market towns. Underpinning this is the need to attract and retain a skilled workforce that will support businesses in the rural area. **Development of new housing should support the growth and economic well-being of the Market Towns**: - Neston, **Frodsham**, Tarporley and Malpas as well as the rural villages.

The West Cheshire Rural Growth Strategy also identified sub-regional spatial economic priorities for the rural area and market towns of West Cheshire:

- **Mersey Dee Economic Axis** – a zone of innovation and advanced manufacturing straddling **North East Wales, Wirral and West Cheshire** aiming to deliver 54,000 new jobs and **41,000 new homes by 2040**.
- **Cheshire Science Corridor** – a corridor of interconnected centres of scientific excellence across Cheshire and Warrington.
- **Atlantic Gateway** – the world trade, logistics, business and innovation corridor stretches from Deeside to Merseyside and through Cheshire and Warrington to Manchester.
- **Crewe High Growth City and HS2 Hub** – a major development and connectivity hub with accelerated growth potential for houses and jobs.
- **Northern Gateway Development Zone** – the major growth and investment opportunity that connects the Northern Powerhouse and the Midland Engine aiming to deliver **100,000 new homes** and 120,000 new jobs by 2040.
- **Warrington New City** – a continued focus for employment growth and new housing. Warrington's connectivity will be reinforced in the future as it sits at the intersection of HS2/West Coast mainline and HS3 (TransNorth Rail) aiming to deliver **26,000 new homes** and 55,000 new jobs.

Map 4: West Cheshire Rural Area and Market Towns Spatial Relationships



Source: West Cheshire Rural Growth Strategy

Strategic Economic Context (2)

Cheshire and Warrington Local Enterprise Partnership's (LEP) Strategic Economic Plan

"The Cheshire and Warrington Local Enterprise Partnership's (LEP) Strategic Economic Plan (SEP) aims to increase annual Gross Value Added (GVA) by at least £11.1 billion to some £30 billion, grow the resident population by 100,000, ***develop 70,000 new homes*** *to meet the current and future population's needs and create at least 30,000 jobs with a key focus on manufacturing and exports by 2030. The LEP area has important connections to the economic hubs of Liverpool and Manchester, and the SEP acknowledges that it is a net importer of labour."*

Cheshire & Warrington LEP – Economic Baseline Study – Nov 2016

Extract from the study:

"
- *Almost 70% of LEP residents, work inside the LEP.*
- *Over half of all daily movements (inflows and outflows) take place within Cheshire and Warrington (C&W)."*

Source: Metro Dynamics analysis of ONS Census 2011 and Ordnance Survey data

Charts 1, 2 and 3 on the right show that there is a net inflow of young people (aged 16-24 and 25-34) into Cheshire West, therefore it is serving as an economic magnet and drawing young people in.

The highest net inflows of young people are coming from Flintshire, Wirral, Wrexham, Halton and Liverpool.

West Cheshire Economic Growth Strategy – 2013-2018

This strategy states that West Cheshire will create: 5,000 new jobs, a minimum of **7,300 new homes** and; £500m worth of private sector investment. The CWaC Growth Strategy Strategic Objective for Housing is to have the right type of housing in place to support growth. Between April 2013 and March 2017 4,958 dwellings had been completed therefore, **2,342 further dwellings need to be completed by March 2018 to meet this target**.

Chart 1: Cheshire West & Chester Commuting Patterns by Age Group

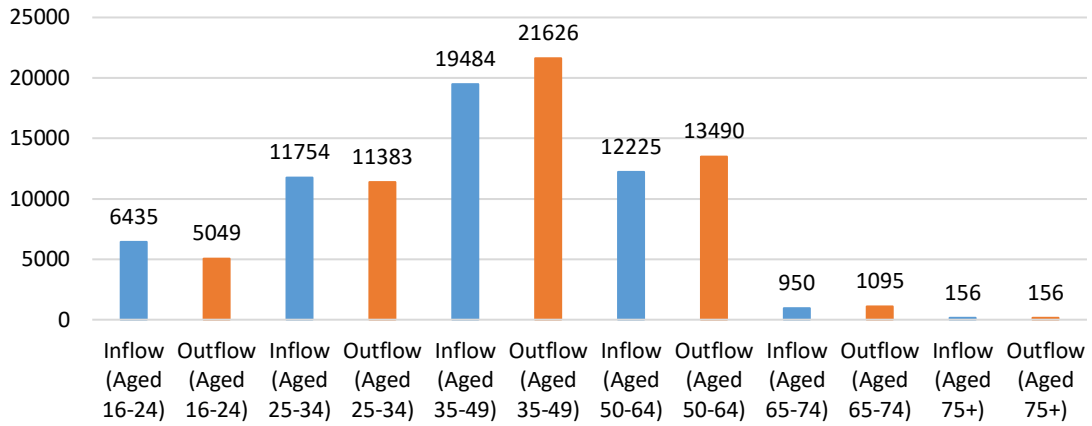


Chart 2: Cheshire West & Chester Commuting Patterns by Area (Aged 16-24)

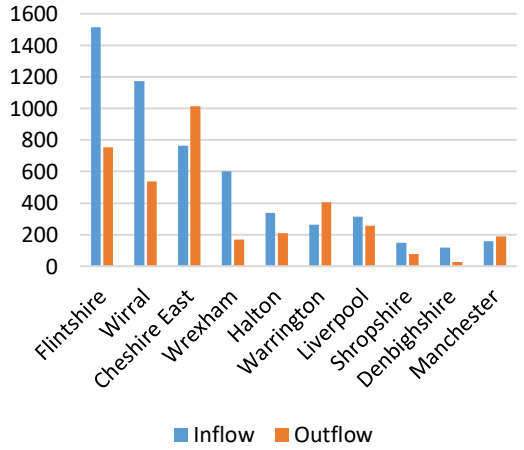
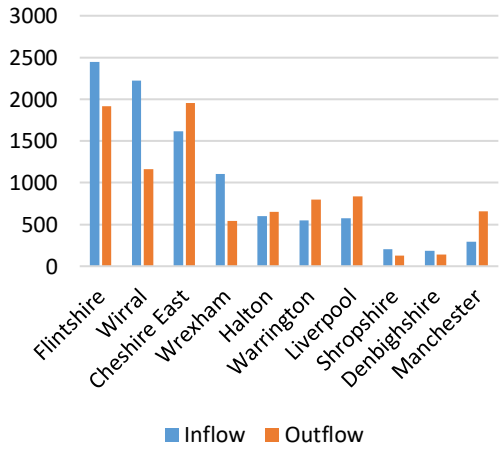


Chart 3: Cheshire West & Chester Commuting Patterns by Area (Aged 25-34)



Source: https://www.nomisweb.co.uk/census/2011/wu02uk/chart ONS, Census WU02UK - Location of usual residence and place of work by age

Strategic Economic Context (3) – Halton Curve Rail Infrastructure Improvements

The new Halton Curve rail infrastructure improvements could have a significant impact on Frodsham's housing need.

At the time of writing this report (Oct 2017) it is difficult to accurately predict the impact on Frodsham. However, the extract from the 2015 business case below and the article on the right, suggest that the new direct train services to Liverpool City Region and Liverpool John Lennon Airport from Frodsham will mean it is more accessible and therefore more desirable. The latter could put pressure on house prices in Frodsham, making it less affordable.

There will also be charges for traffic using the new bridge, which may have an impact on businesses and commuters. Therefore, it is too early (in Oct 2017) to predict how this will affect the local housing market and housing need in Frodsham.

Halton Curve Outline Business Case 2015

"The purpose of the scheme is to allow train services to run direct from Liverpool Lime Street and Liverpool John Lennon Airport to ***Frodsham****/Helsby and onwards to Chester and North Wales in both directions – there is currently a requirement to interchange at Chester and Liverpool Lime Street or Crewe for such trips."*

Issues identified with public transport services: Indirect services from ***Frodsham****/Helsby to Liverpool City Region and Liverpool John Lennon Airport mean* ***longer journey times on public transport compared to the car****.*

44% of trips to Liverpool City Centre from the urban area of Chester are made by rail. The rail mode share to Liverpool City Centre is considerably lower from areas that are not served by a direct service, such as ***Frodsham and Helsby*** *(18%), North Wales (21%), and Wrexham (13%);"*

Source: http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/Halton%20Curve%20OBC%20-%20Final%20Version%20May%202015%20-%20Redacted%20-%20For%20posting.pdf

Article: The Halton Curve – Small piece of track, big rail ambitions

*"**Cllr Liam Robinson**, chair of the Liverpool City Region (LCR) Transport Committee and of Merseytravel, explains the importance of bringing the Halton Curve back into full use.*

The 'Halton Curve' may only be 1.5 miles long, but bringing this small section of line that links the Chester/Warrington Line and the Liverpool/Crewe Line at Frodsham Junction back into full use is crucial to the rail ambitions of the LCR, Cheshire and North Wales.

With currently only one scheduled service a week operating during the summer, upgrades to track and signalling on the curve by Network Rail will, from December 2018, enable a new hourly service in both directions between Liverpool and Chester, serving Liverpool Lime Street, Liverpool South Parkway (for Liverpool John Lennon Airport), Runcorn, Frodsham and Helsby. Cross-border links will remain the end goal, however, with services extended into North Wales to be considered as part of the forthcoming Wales and Borders franchise.

It's expected that the new services will take 170,000 car journeys off the road, will generate 250,000 new trips and boost the economy by £100m. *It also supports Liverpool John Lennon Airport's growth ambitions, opening up a much wider catchment for national and international leisure and business travel. Opportunities should not be limited by boundaries, especially as 'travel to work' areas don't mirror local authorities or city regions. Transport and infrastructure should enhance opportunities, not be the reason they are curtailed.*

When I think of the benefits of the Curve, I'm thinking of the dad in Frodsham, a die-hard Everton fan who will be able to take his son or daughter, hassle-free, to watch a game; the teenager in South Liverpool who can now access a wealth of manufacturing job opportunities in Deeside; and the family from Wrexham, whose holidays can start on-board the train to Liverpool South Parkway for John Lennon Airport.

Economic and cultural links between the LCR and North Wales are strong, but we know transport links are poor. ***Currently, one in five job interviews or offers in the North Wales or Mersey Dee area are turned down as a result of poor travel connections.*** *There is also untapped potential when it comes to linking two expanding visitor economies – benefits worth £6bn."*

Source: http://www.railtechnologymagazine.com/Comment/the-halton-curve-small-piece-of-track-big-rail-ambitions

Dwelling Completion Rates Measured Against The SHMA 2013 Net Shortfall Figures

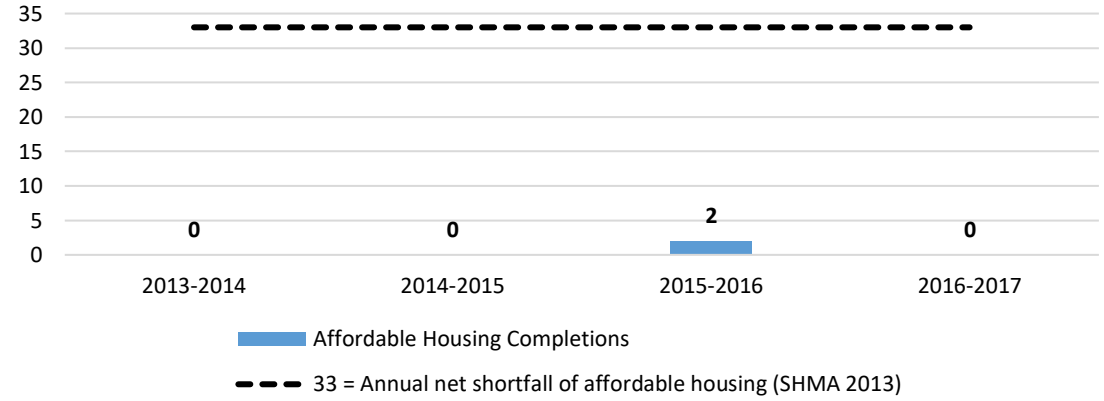
This section looks in detail at the dwelling completion rates for Frodsham and CWCC, and compares them against the SHMA net shortfall numbers.

Chart 4 shows that Frodsham's net annual shortfall of affordable homes was 33 during the SHMA period (2013-2018). Only 2 affordable dwellings have been completed during this period, which appears problematic however, this must be assessed in the context of dwelling completions since the start of the plan period (2010), on the next page including an analysis of dwelling completions against the LP1 targets, which Frodsham is exceeding.

Chart 5 shows the same type of comparison for CWCC. The chart shows that the Borough has not met the SHMA's net shortfall affordable housing figures since 2013. But again when we look at performance against the LP1 targets on the next page, it shows that Borough is exceeding total dwelling numbers but with a shortfall in affordables.

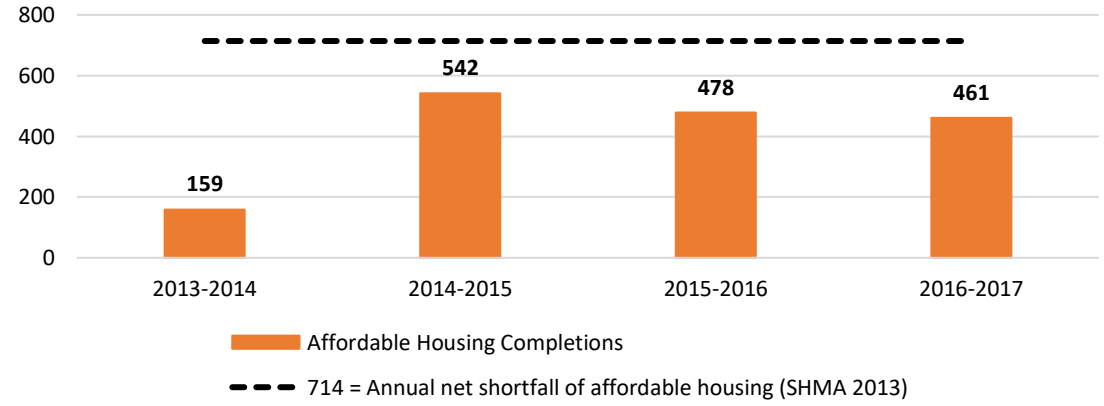
The SHMA net shortfall figures are not targets, and the SHMA is not the final decision making document on planning applications (the Local Plan is the main document used to decide on planning applications). The seemingly alarming shortfalls in affordable dwelling completions for both Frodsham and CWCC should be looked at in the context of the SHMA being a relatively short time period to measure (from 2013 compared to the LP1 period from 2010) meaning that it does not take into account new developments prior to 2013. These are shown in the next section when measuring against the LP1 targets. However, what this analysis exercise has demonstrated is that there could be a wider shortfall of affordable housing completions in Frodsham and CWCC in terms of meeting need.

Chart 4: Frodsham Affordable Housing Dwelling Completions 2013-2017 Compared with the Annual Affordable Housing Net Shortfall according to the SHMA 2013



Source: CWCC HLM + SHMA

Chart 5: CWCC Affordable Housing Dwelling Completions 2013-2017 Compared with the Annual Affordable Housing Net Shortfall according to the SHMA 2013



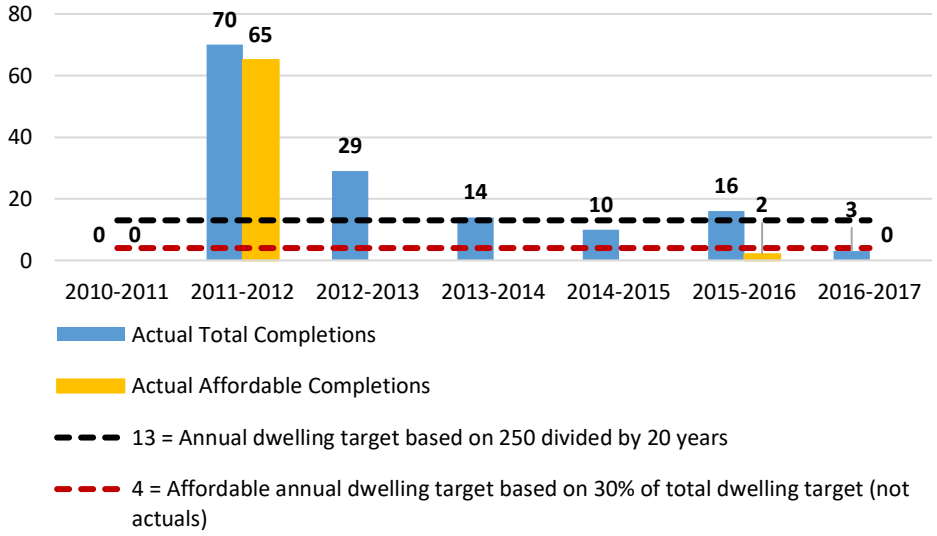
Source: CWCC HLM + SHMA

Dwelling Completion Rates Measured Against Local Plan (pt 1) Targets (1)

This section compares the dwelling completion rates with the dwelling numbers required in LP1, which are set as a minimum target.

Chart 6 shows that Frodsham is required to complete 13 (total) dwellings (as an annual average) during the Local Plan period (2010-2030) of which, 4 should be affordable (according to LP1 Policy SOC1 'Delivering Affordable Housing', which puts a target of up to 30% affordable housing on new developments in the rural area – more detail on page 10). Chart 6 shows **that Frodsham is performing well to date (Mar 2017) by way of total *and* affordable completions. The 70-dwelling site delivered in 2011-12 comprising of 65 affordable homes means that Frodsham has provided enough affordable housing to comply with LP1 Policy to date (Mar 2017).**

Chart 6: Frodsham Total + Affordable Dwelling Completions 2010-2017 Compared with Annual Average LP1 Targets



Source: CWCC HLM + LP1

Chart 7 shows a requirement for 1100 (total) dwellings (as an annual average) during the Local Plan period (2010-2030) of which, 330 should be affordable (based on the LP1 Policy SOC1 target of 30% affordable).

Based on chart 7, it can be seen that CWCC has performed well against the LP1 targets to date (Mar 2017). Table 2 below shows that although CWCC is meeting its overall dwelling completions target, it is falling 5% short of meeting its 30% affordable housing target. However, Frodsham has exceeded both the total and affordable dwellings targets.

Chart 7: CWCC Total + Affordable Dwelling Completions 2010-2017 Compared with Annual Average LP1 Targets

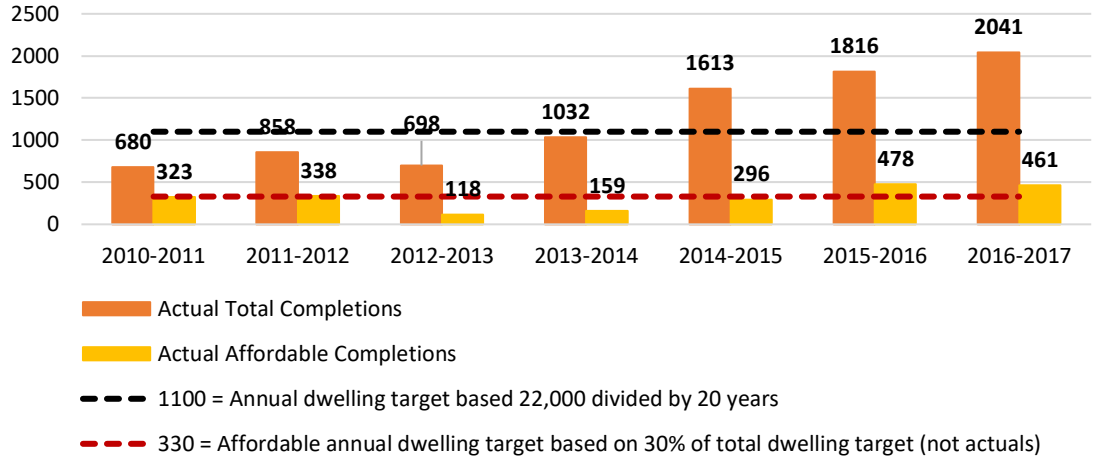


Table 2: Dwelling Completions Compared to LP1 Targets

Area	LP1 total dwelling completion target by 2030	Actual total dwelling completions - Mar 2017	*Affordable dwelling completion target by 2030	Actual affordable dwelling completions - Mar 2017	% of total LP1 dwelling target met by Mar 2017	% of affordable housing LP1 target met by March 2017	AH completions as a % of actual total completions
Frodsham	250	142	75	67	**57**	**89**	**47**
CWCC	22000	8738	6600	2173	**40**	**33**	**25**

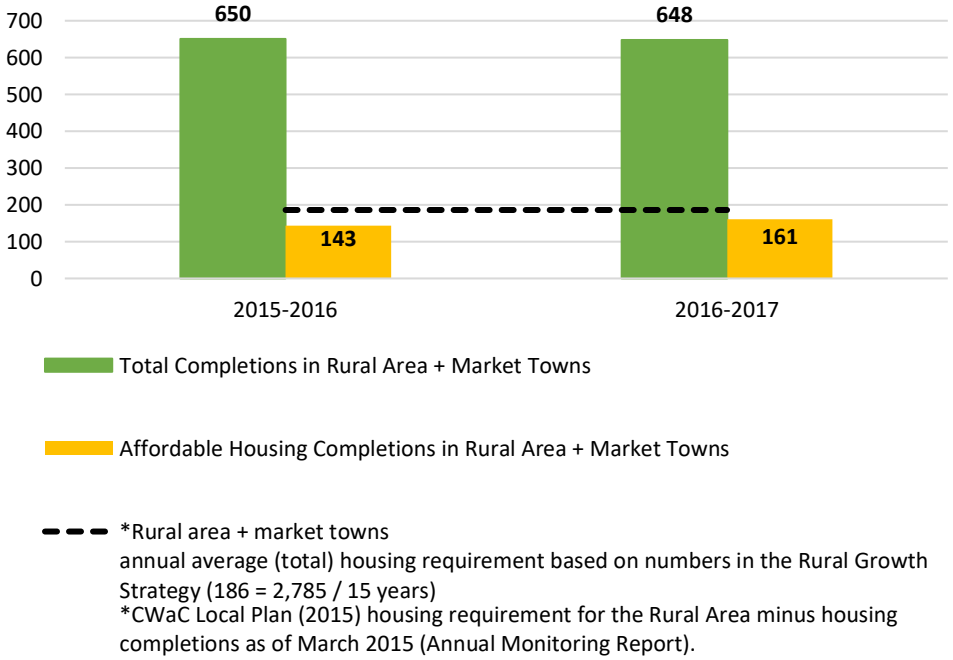
*Based on LP1 Policy SOC1, which is 30% of the dwelling completion target.

Source: CWCC HLM + LP1

Dwelling Completion Rates Measured Against Local Plan (pt 1) Targets (2)

Chart 8 below, shows the number of dwelling completions for the Cheshire West rural area and market towns measured against the annual average target in the Rural Growth Strategy (based on LP1 targets). Table 3 on the right shows the total completions measured against the Rural Growth Strategy Target. **This shows clearly that the rural area and market towns are delivering total dwelling numbers above the Rural Growth Strategy and LP1 requirements. The rural area and market towns are required to deliver 186 total dwellings as an annual average with 650 delivered in 2015-16 and 648 in 2016-17. However, the chart below also shows the proportion of affordable housing, which equates to 23% of new developments, falling short of the 30% target.**

Chart 8: Rural Area + Market Towns Completions Compared with West Cheshire Rural Growth Strategy Targets



Source: CWCC HLM + West Cheshire Rural Growth Strategy

Table 3: Dwelling Completions Compared to West Cheshire Rural Growth Strategy

Area	West Cheshire Rural Growth Strategy Dwelling number requirement to date (Oct 2017)	Actual Dwelling Completions	Surplus / deficit of dwelling completions
Rural Area + Market Towns	372	1298	**926 (surplus)**

Source: CWCC HLM + West Cheshire Rural Growth Strategy

Table 4: Total Dwelling Numbers and % Change Compared with LP1 Targets

	Frodsham Number of Dwellings	Frodsham % Change in Number of Dwellings	CWCC Number of Dwellings	CWCC % Change in Number of Dwellings
CWCC LP1 Target (2030)	4,484	5.9	168,888	15.0
2017 (estimate based on HLM)	4,376	3.0	155,626	5.6
2011 (Actual)	4,234	6.5	147,568	7.4
2001 (Actual)	3,977	n/a	137,447	n/a

Source: CWCC HLM, LP1 + Census 2001, 2011

Table 4 above shows the total dwelling numbers compared to the LP1 % dwelling increase targets for Frodsham and CWCC. Again it can be seen that **Frodsham is performing well, having already achieved a 3.0% increase in dwellings (at Mar 2017), and is therefore more than half way to its full dwelling increase target of 5.9% by 2030. CWCC is also on course to meet its dwelling increase target of 15.0% by 2030, as it is currently at 5.6%.**

Referring back to table 2 on the previous page, the percentage of total dwelling completions that are affordable housing can be calculated. The LP1 affordable housing target for all new developments is 30%. In Frodsham dwelling completions since April 2010 were 47% affordable, and for CWCC they were 25% affordable. **Therefore, it can be concluded that Frodsham has performed well in terms of meeting its total and affordable LP1 targets, but CWCC is not providing enough affordable homes despite exceeding its total LP1 dwelling target.**

Accommodation Type

This section analyses the accommodation type in Frodsham including change over time (2001-2011) and comparisons with CWCC and England & Wales.

Observations:

- Between 2001-2011, all accommodation types in Frodsham changed in proportion in a way that was broadly in line with the CWCC and national trends.
- Frodsham has a **higher proportion (37.2%) of detached properties** than the Borough (29.6%) and national (22.6%) figures.
- Frodsham has a **lower (33.4%) proportion of semi-detached properties** compared the Borough (35.8%), but is higher than the national figure, which is (30.7%).
- Frodsham has **a lower proportion (16.5%) of terraced properties** than the Borough (21.7%) and national (24.7%) figures.
- There is around **half (10.6%) the proportion of flats**, maisonettes or apartments in Frodsham compared to the national figure (21.6%). CWCC is (12.2%).

Chart 9: Frodsham Change in Accommodation Type 2001-2011

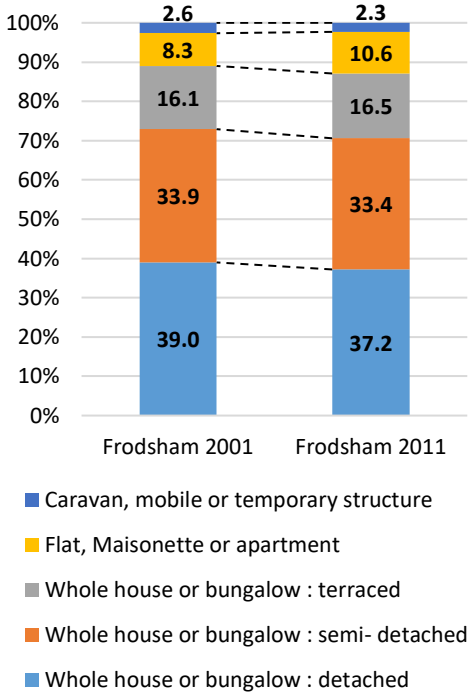


Chart 10: CWCC Change in Accommodation Type 2001-2011

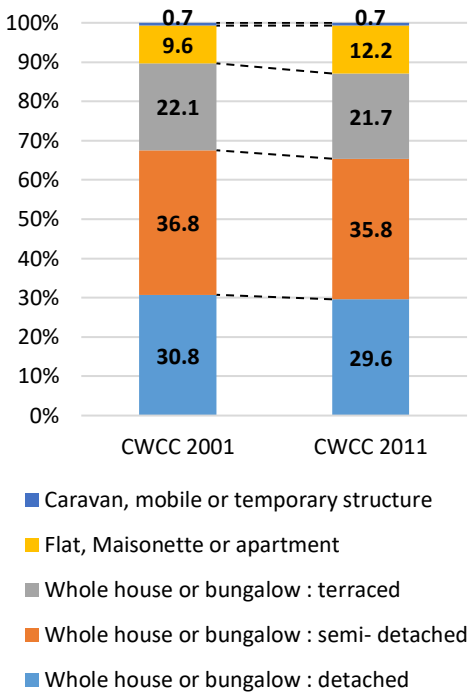
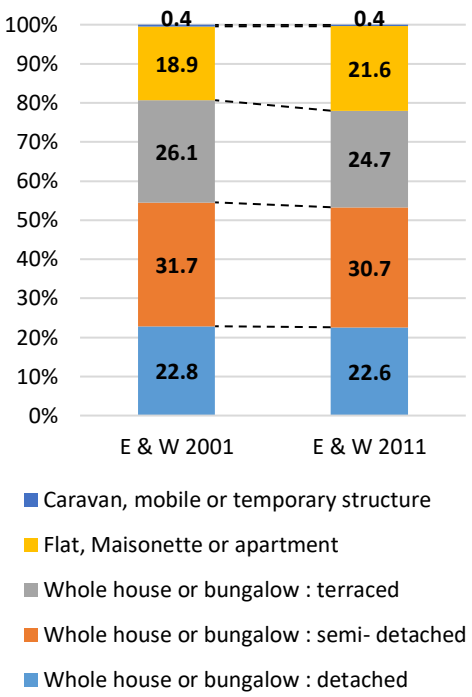


Chart 11: England & Wales Change in Accommodation Type 2001-2011



Source: www.cheshirewestandchester.gov.uk/jsna (July 2017). 2011 Census Housing Profile Frodsham. 2011 Census table, KS401EW: Dwellings, household spaces and accommodation type. 2001 Census table, UV056 - Accommodation type (households) © Crown Copyright 2013. Office for National Statistics licensed under the Open Government Licence v1.0.

- Frodsham has a **significantly higher proportion (2.3%) of caravans or mobile / temporary homes** than you would find nationally (0.4%) or within Cheshire West (0.7%).

Potential impact on local housing need:

The existing housing stock appears to be weighted more towards detached properties with few flats and apartments compared to national and Borough-wide figures. This also suggests that Frodsham may not (currently) be a good place to start on the housing ladder with a higher proportion of detached properties that tend to be more expensive.

Tenure

This section analyses the tenure in Frodsham including change over time (2001-2011) and comparisons with CWCC and England & Wales.

Observations:

- **A higher proportion of residents in Frodsham own their properties outright**, which has increased more than it has in the Borough and nationally between 2001-2011.
- **The proportion of private landlord rented properties and social rented (other) properties has increased sharply in Frodsham, CWCC and nationally.**
- Private rented (other) housing and people living rent free is broadly in line with the Cheshire West and nationally averages.
- **Shared ownership levels have decreased in Frodsham whereas the trend in Cheshire West and nationally is a small increase.**

Chart 12: Frodsham Change in Tenure 2001-2011

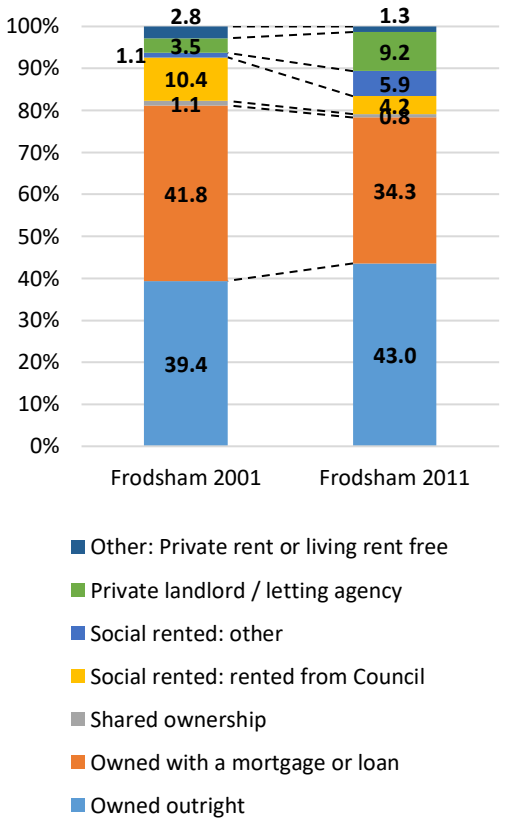


Chart 13: CWCC Change in Tenure 2001-2011

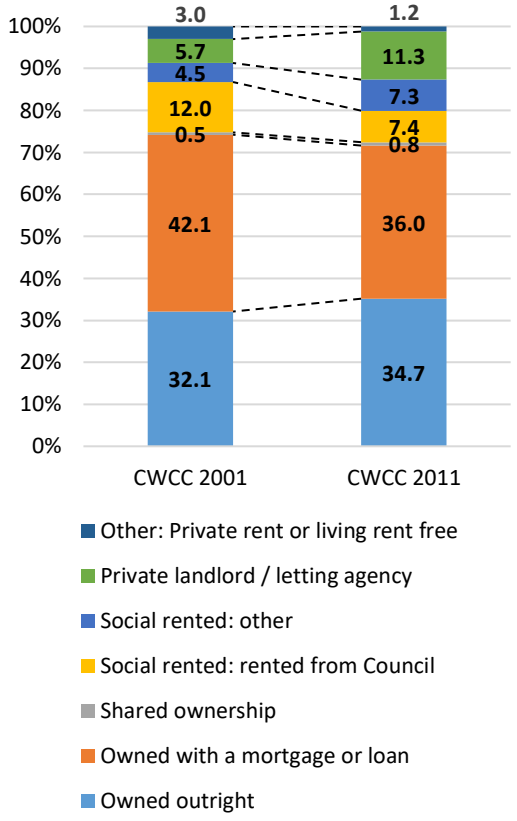
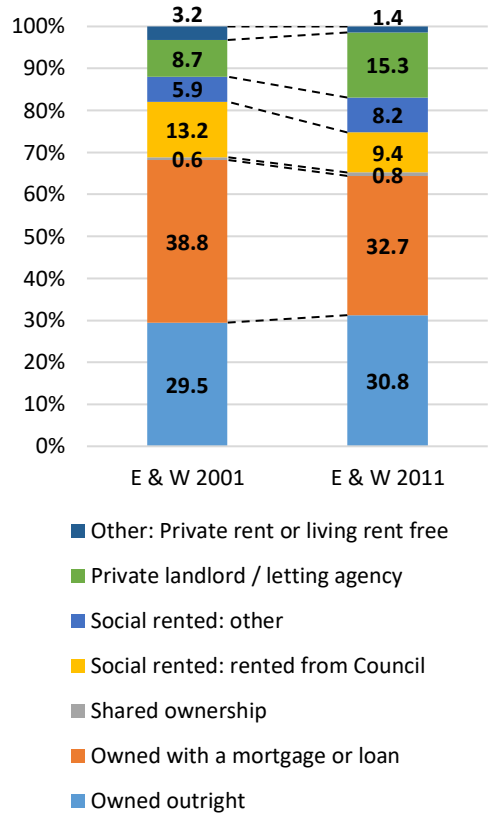


Chart 14: England & Wales Change in Tenure 2001-2011



Source: www.cheshirewestandchester.gov.uk/jsna (July 2017). 2011 Census Housing Profile Frodsham. 2011 Census table, KS402EW: Tenure. 2001 Census table, KS018: Tenure. © Crown Copyright 2013. Office for National Statistics licensed under the Open Government Licence v1.0.

Potential impact on local housing need:

Between 2001 and 2011 the national trend saw an increase in rented properties both private and social rented (other). This was a consequence of the recession in 2008 with mortgage finance harder to obtain. This trend of increasing rented properties was the same for Frodsham between 2001-2011. The sharp increase in social rent (other) is likely to be the 70 dwelling development in 2011 of which 65 dwellings were affordable housing (see chart 6, page 15). This could mean that in the short to medium term, Frodsham has sufficient rental property available, but this will depend on the local rent rates, which are analysed later in the report.

Occupancy Ratings

This section analyses the occupancy ratings in Frodsham including change over time (2001-2011) and comparisons with CWCC and England & Wales.

The number of rooms/ bedrooms required is subtracted from the number of rooms/bedrooms in the household's accommodation to obtain the occupancy rating. An occupancy rating of -1 implies that a household has one fewer rooms/bedrooms than required (i.e. is overcrowded).

Observations:

- Frodsham has a **higher proportion of under-occupied properties** with 45.7% of households having 2 or more spare rooms than required, compared to 43% in Cheshire West and 34.6% nationally.
- The **proportion of households that are overcrowded in Frodsham (i.e. short of 1 or more bedrooms) has decreased** in line with Borough and national trends. In 2001 the number was 118 households, which decreased to 67 in 2011.

Chart 15: Frodsham Change in Occupancy Rating 2001-2011

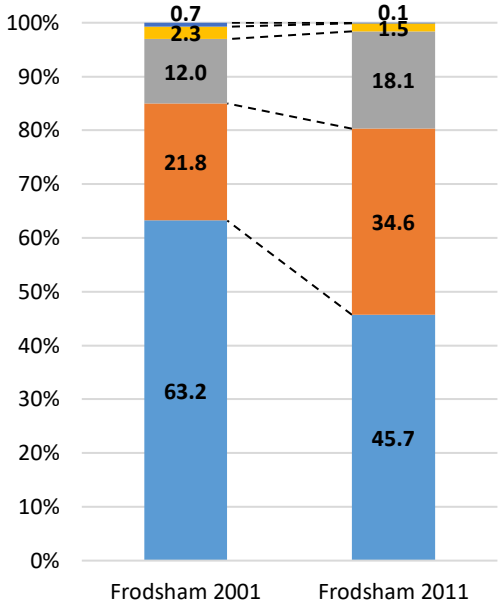


Chart 16: CWCC Change in Occupancy Rating 2001-2011

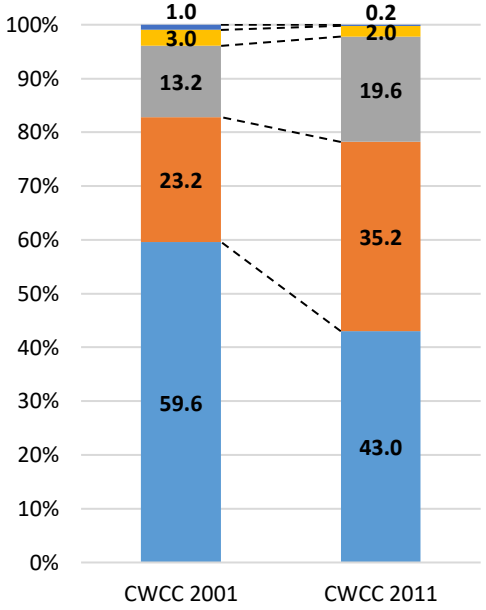
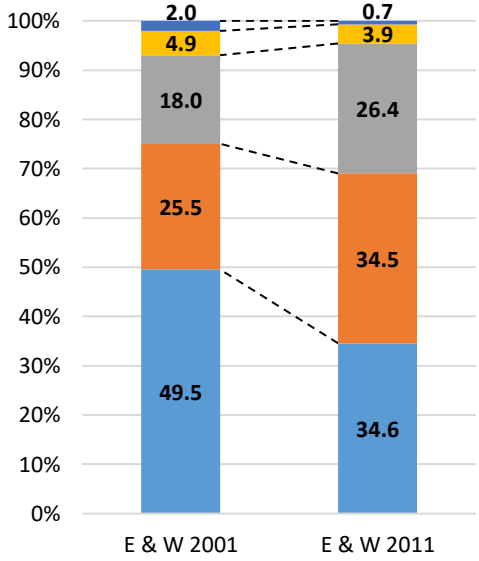
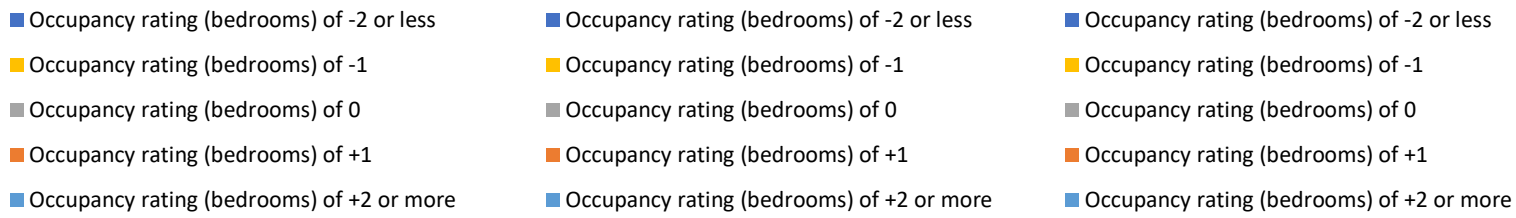


Chart 17: England & Wales Change in Occupancy Rating 2001-2011





Source: www.cheshirewestandchester.gov.uk/jsna (July 2017). 2011 Census Housing Profile Frodsham. 2011 Census table: QS412EW - Occupancy rating (bedrooms) + 2001 Census table, UV059: Occupancy. ONS Crown Copyright Reserved [from Nomis on 1 August 2017].

Potential impact on local housing need:

Based on the Census data, overcrowding is becoming less of an issue. This is not likely to have a significant impact on local housing need in Frodsham other than confirming that generally, people are occupying households more fully, leaving less spare / unoccupied rooms.

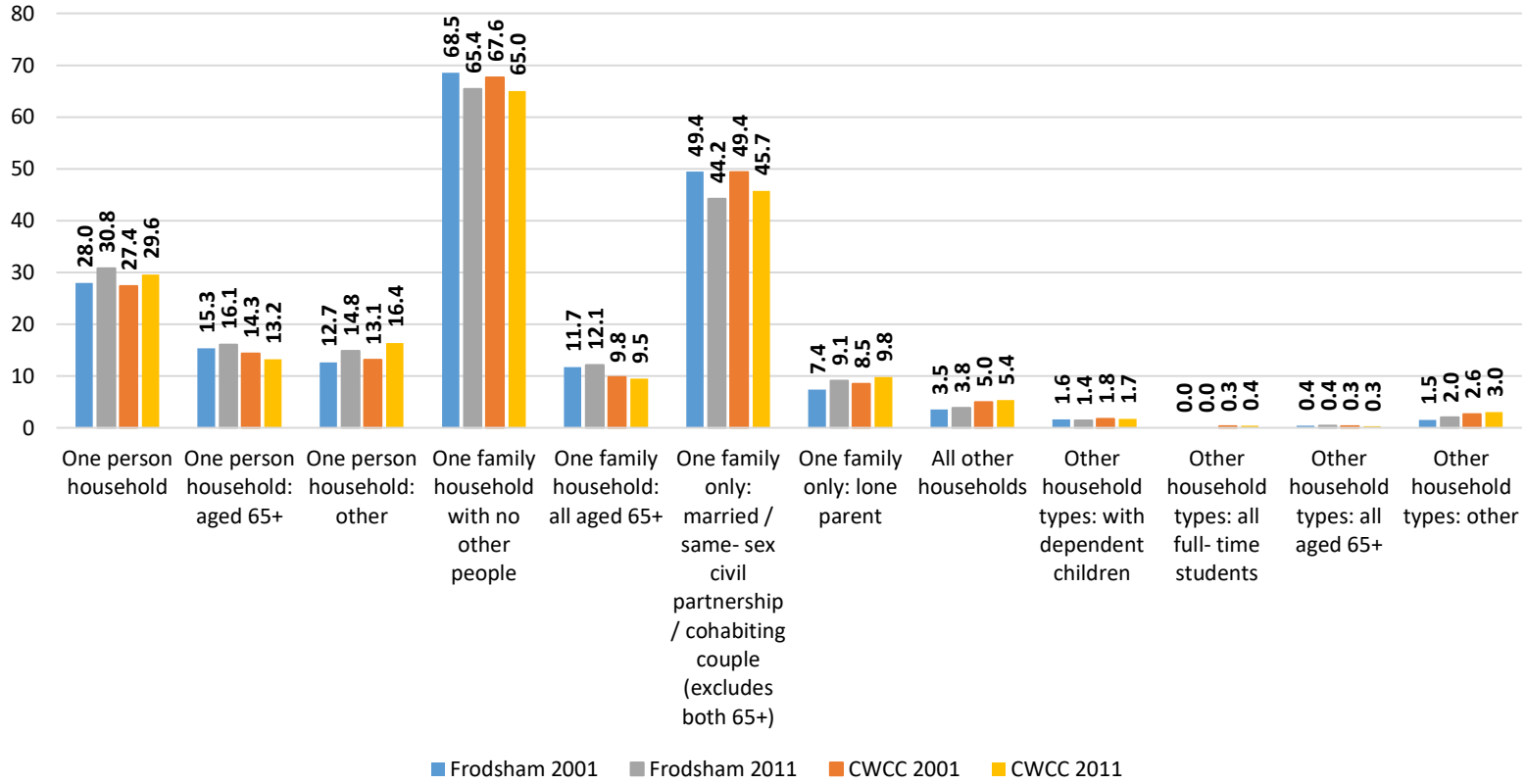
Household Composition

This section analyses the household composition in Frodsham including change over time (2001-2011) and comparisons with CWCC.

Observations:

- The proportion of single person households are increasing in Frodsham and across the Borough. **Under 65's single person households have increased at 11 per annum between 2011-2011.**
- **The proportion of single person households (over 65) has increased by 6 per annum** from 15.3% in 2001 to 16.1% in 2011. Across Cheshire West the trend is going down with single person households (over 65) decreasing.
- **Family households over 65 are higher in Frodsham** (12.1%) than in Cheshire West (9.5%). In Frodsham this has increased between 2001-2011 whereas across Cheshire West this has decreased.
- The proportion of single family households of all other types are broadly in line with that of Cheshire West.

Chart 18: Frodsham (%) Change in Household Composition 2001-2011



Source: www.cheshirewestandchester.gov.uk/jsna (July 2017). 2011 Census Housing Profile Frodsham. 2011 Census table, KS105EW: Household composition + 2001 Census table, KS020: Household composition. © Crown Copyright 2013. Office for National Statistics licensed under the Open Government Licencev1.0.

Potential impact on local housing need:

Based on the Census data the broad trend from 2001-2011 was that single person households are generally increasing and family households are decreasing. There has been a trend (between 2001-2011) of increasing proportions of households for under 65's, which is likely to mean a higher demand for housing for older people going forward, but this conclusion would have to be cross-referenced with any trends in age structure changes to identify if the over 65 population is increasing or decreasing (referred to later in this report).

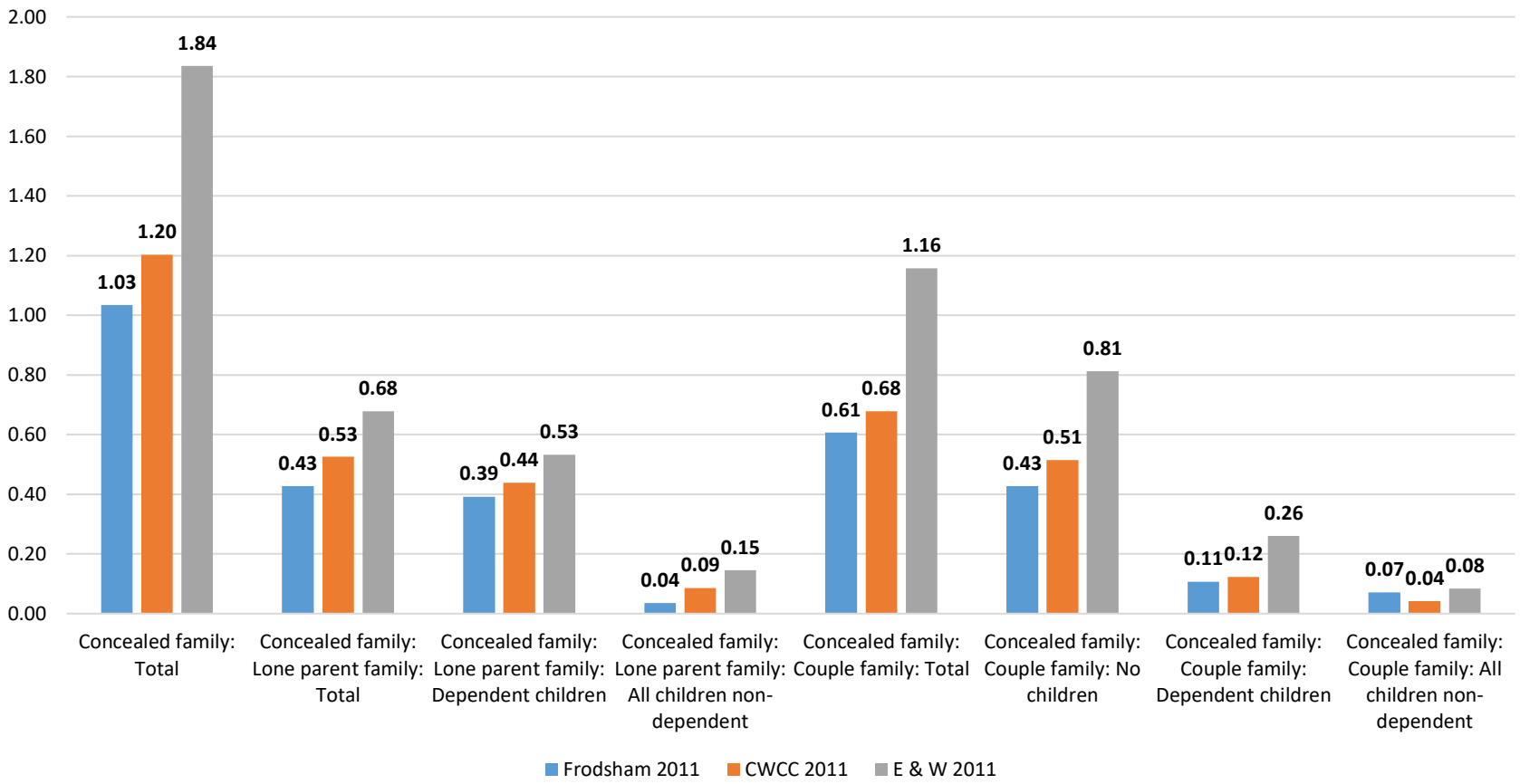
Concealed Families

This section analyses the concealed families data in Frodsham and compares it with CWCC and national figures based on the 2011 Census. N.B. The 2001 Census did not include concealed families, therefore analysis of the change over time cannot be included.

A concealed family is a group that wishes to form their own household but is unable to do so. This can be for a number of reasons, but typically due to high house prices or unavailability of suitable properties.

1.03% is equal to 29 concealed families in Frodsham in 2011.

Chart 19: Concealed Families (% of Total Number of Families) 2011



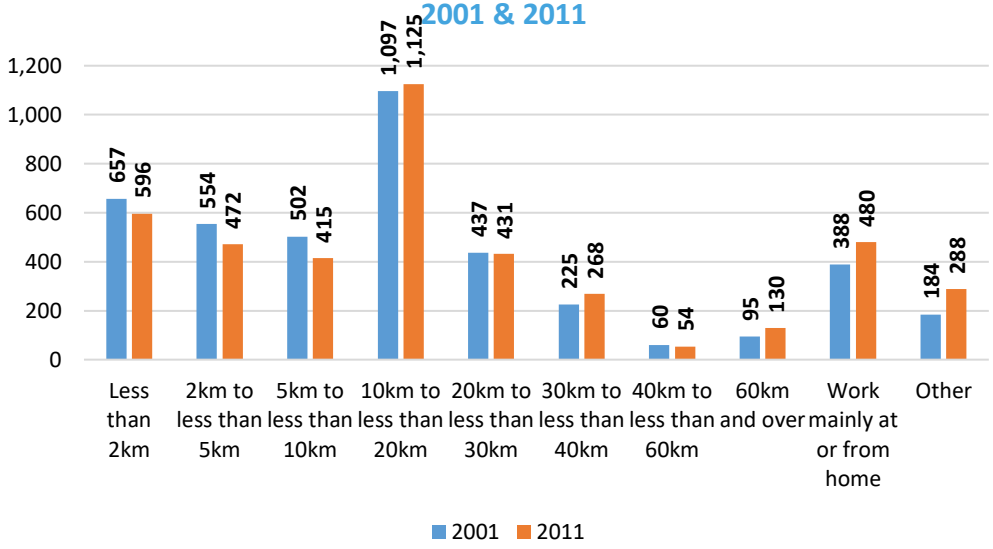
Source: 2011 Census table LC1110EW: Concealed family status by family type by dependent children by age of Family Reference Person (FRP). Office for National Statistics licensed under the Open Government Licence v.3.0.

Potential impact on local housing need:
Due to the relatively low levels of concealed families in Frodsham, this is not likely to have significant impact on housing need.

Commuting Patterns of Frodsham Residents

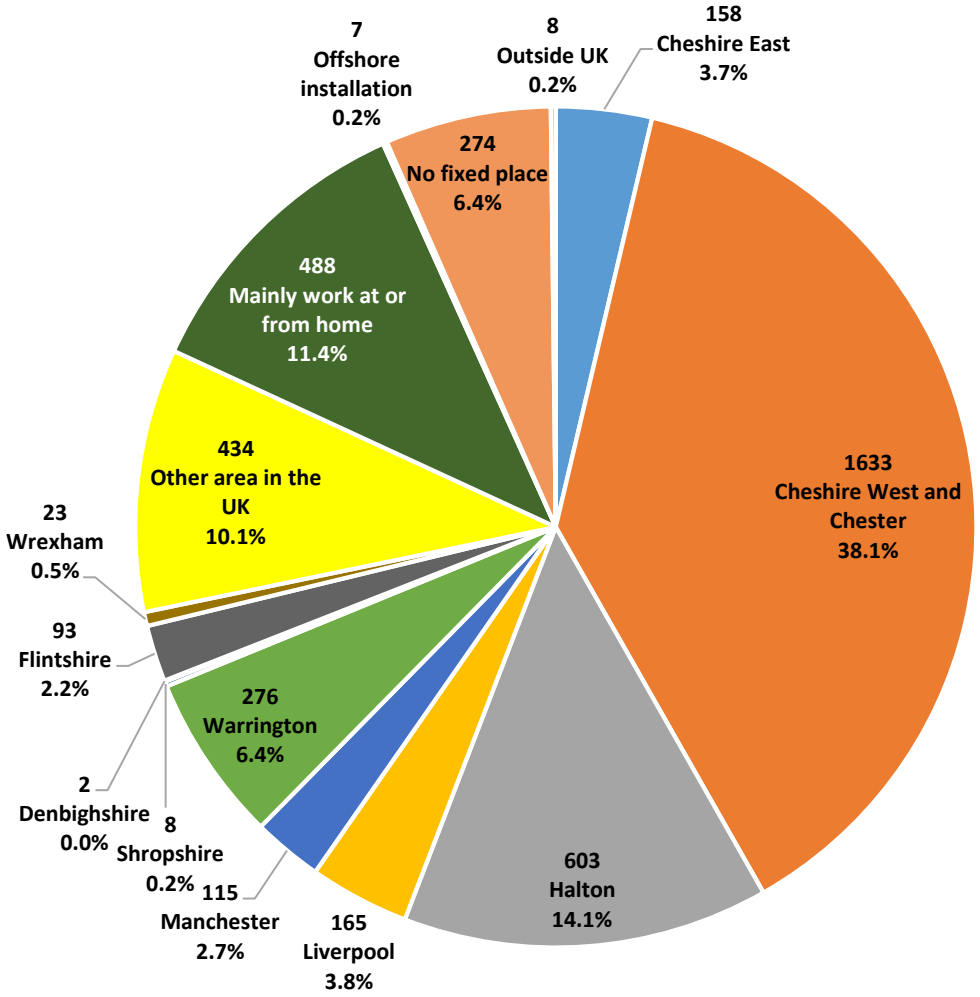
This section analyses the commuting patterns of Frodsham's working population (16-74 year olds) including: distance travelled to work 2001-2011 and place of work 2011. ***N.B.*** *Usual place of work data is not available for 2001*. Chart 20 below shows that there were increases in the numbers of people travelling: 10-20km; 30-40km and; over 60km to work between 2001-2011. People travelling less than 2km, 2-5km, 5-10km, 20-30km and 40-60km all decreased in numbers. It also shows that the **most significant increase was in the number of people working from home**, which increased by 92 people between 2001-2011. Chart 21 on the right shows that 38.1% of working people in Frodsham, work within Cheshire West & Chester. 14.1% work in Halton, 6.4% in Warrington, 10.1% in other parts of the UK and relatively small proportions travel to Manchester (2.7%), Liverpool (3.8%), Cheshire East (3.7%), North Wales (2.7%). **The new direct rail services to Liverpool could significantly increase the number of people travelling to Liverpool for work in the medium to long term.**

Chart 20: Distance Travelled to Work by Frodsham Residents 2001 & 2011



Source: 2011 Census, table QS702EW - Distance travelled to work. 2001 Census table, UV035 Distance travelled to work. Note: Cells in the original Output Area level dataset were randomly adjusted when published to avoid the release of confidential data.

Chart 21: Usual Place of Work for Frodsham Residents 2011



Source: 2011 Census table, WF02EW - Location of usual residence and place of work Office for National Statistics licensed under the Open Government Licence v.3.0.

Economic Activity

Charts 22, 23 and 24 show the changes in economic activity between 2001-2011 for Frodsham, CWCC and England & Wales. Broadly speaking, Frodsham's economic activity is in line with the Borough and national trends. However, the proportion of retired people has increased more sharply in Frodsham, demonstrated by chart 25.

Chart 22: Frodsham Economic Activity % Change 2001-2011

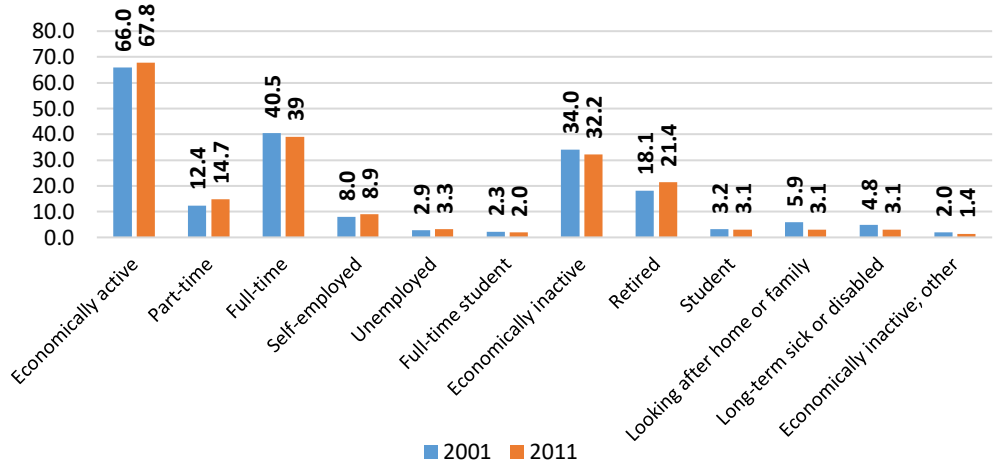


Chart 23: CWCC Economic Activity % Change 2001-2011

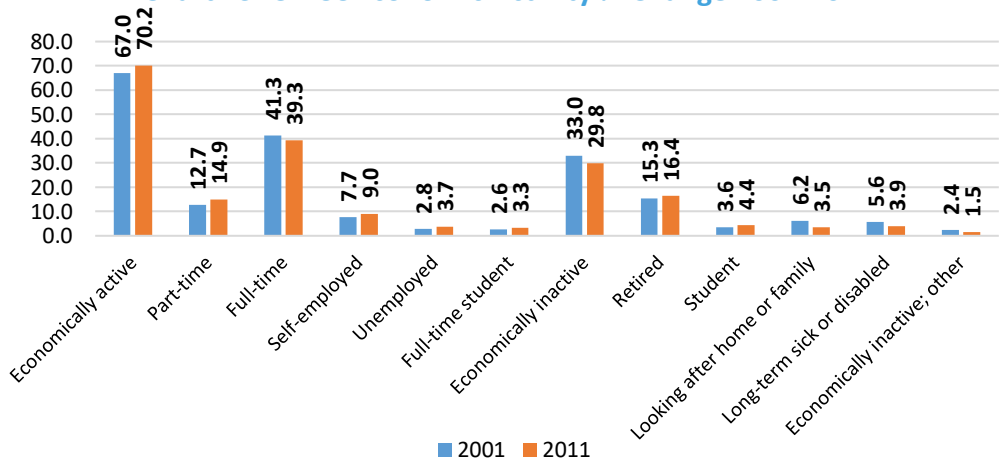


Chart 24: England & Wales Economic Activity % Change 2001-2011

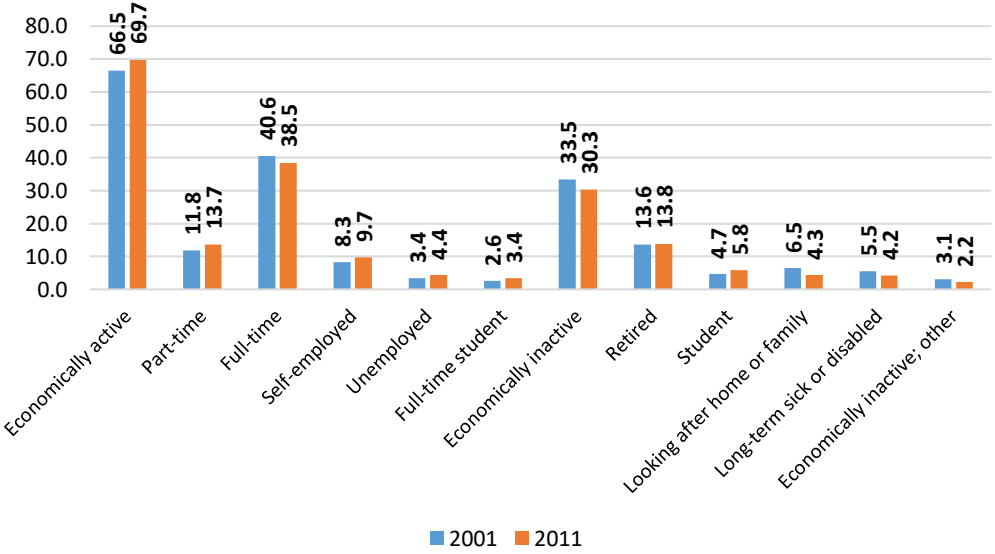
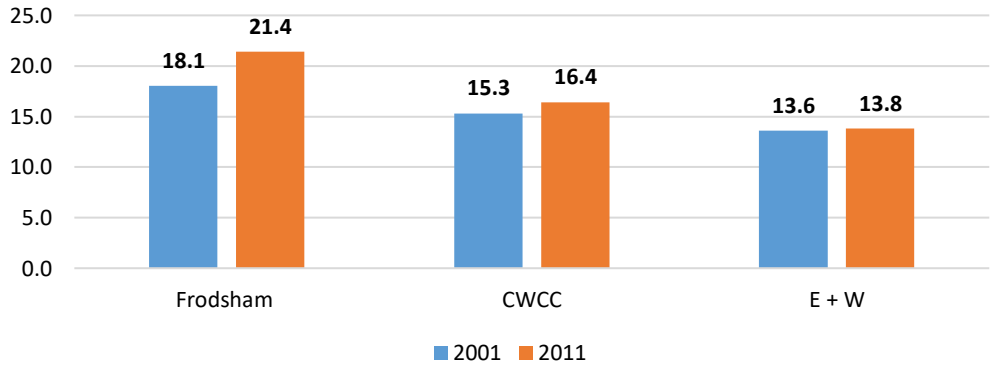


Chart 25: Comparison of % Change in Retired Population



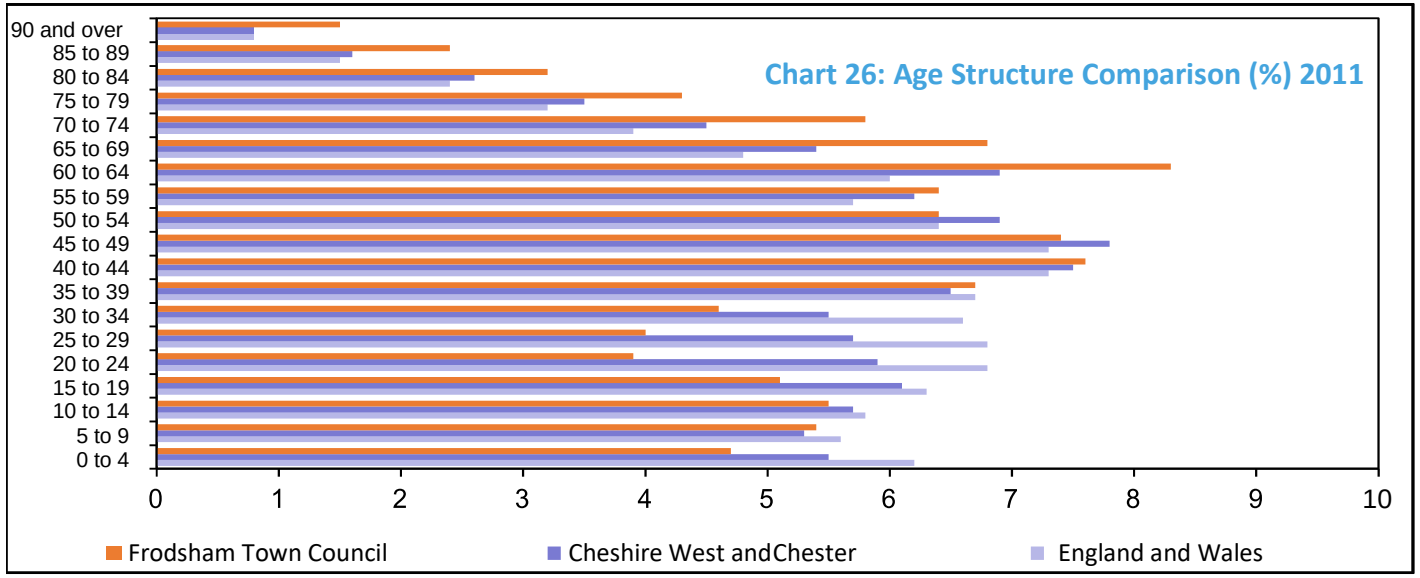
Source: 2001 Census, table KS009a Economic Activity. 2011 Census table, KS601EW: Economic activity. © Crown Copyright 2013. Office for National Statistics licensed under the Open Government Licence v1.0.

Population Age Structure

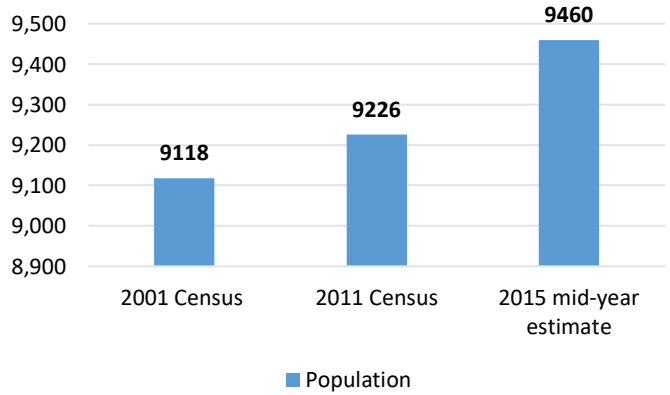
This section analyses the population age structure of Frodsham compared with the Borough and England & Wales figures from 2011 (chart 26). It also includes the 2015 population estimate figures (chart 27) and the change in Frodsham's age structure (chart 28) 2001-2015.

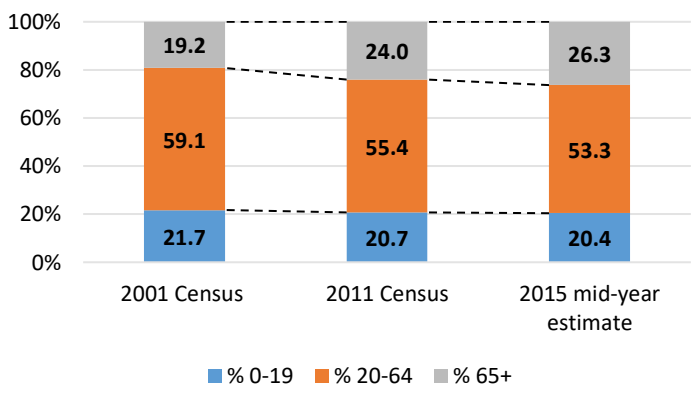
Observations:

- **The total population of Frodsham has increased from 9,118 in 2001 to 9,460 in 2015**. An increase of 3.7% (2001-2011 = 1.2% increase and 2011-2015 = 2.5% increase).
- **Frodsham has a lower proportion of younger people** (particularly 15-34 years) compared to the Borough and national figures.
- **Frodsham has a higher proportion of older people** (particularly 60-74 year olds) compared to the Borough and national figures.
- **The proportion of over 65's has increased from 19.2% in 2001 to 26.3% in 2015.**
- The **proportion of younger people aged 0-19 has stayed relatively constant** with only a small reduction (21.7% to 20.4%) compared to the amount of change in the over 65 population.



Source: www.cheshirewestandchester.gov.uk/jsna (June 2017).2011 Census Overview Profile Frodsham. 2011 Census table, QS103EW: Age by single year. © Crown Copyright 2013. Office for National Statistics licensed under the Open Government Licence v1.0.





Source: Census 2001, 2011 + CWCC JSNA parish mid-year estimates 2015: www.cheshirewestandchester.gov.uk/JSNA

Population Age Structure & Limiting Long-Term Illness

Having identified that the over 65 population in Frodsham is rapidly increasing (in **chart 28** on the previous page), **chart 29** on the right analyses the age structure changes in more detail between 2011-2015. The age groups that have increased the most are: 65-69, 70-74 and 75-79 years.

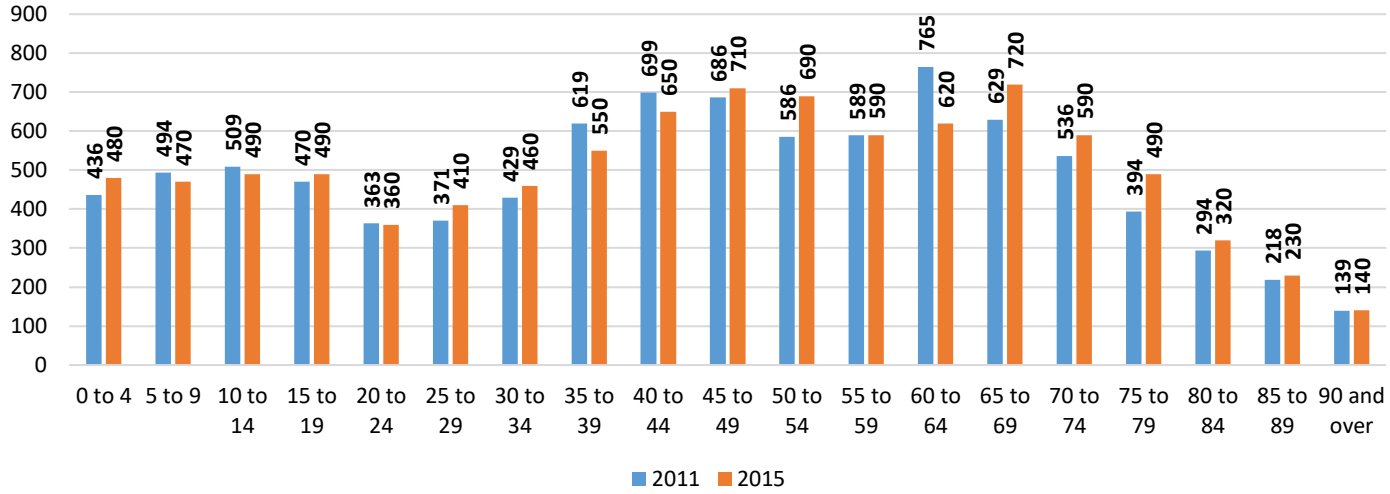
Interestingly the 0-4 and 50-54 age groups have also had a significant increase between 2011-2015.

To further back up the ageing population evidence, **chart 30** shows that Frodsham has had an increase in the proportion of people with a limiting long-term illness in line with CWCC; whereas nationally this trend is decreasing.

Potential impact on local housing need:

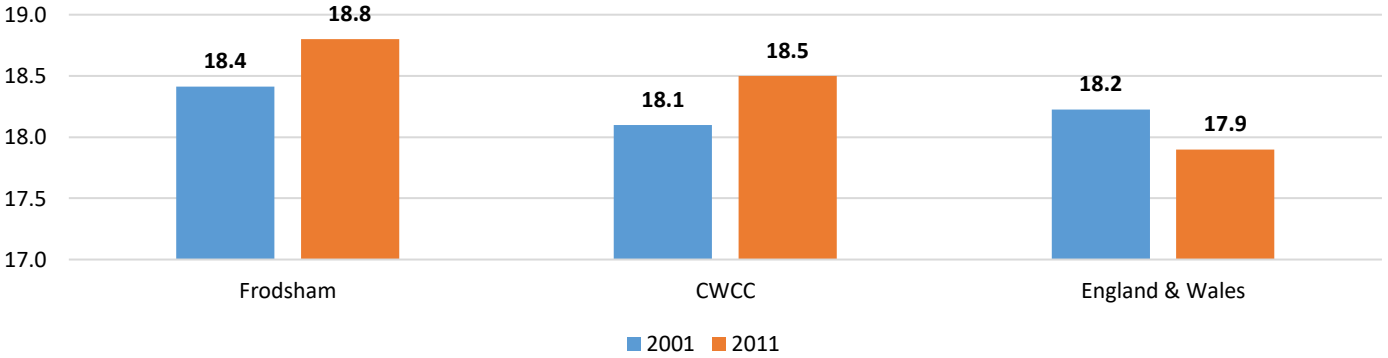
An ageing population is the most significant and prevalent aspect of the changing population structure in Frodsham. Therefore, as the older population increases, it will need accommodation to suit. This may include: **down-sizing options** as typically when people get older they require property that is smaller and easier to maintain. As people move further into old age, there may be increased need for assistance in the home e.g. **adaptations, care needs** and an increased need for sheltered accommodation, extra care, residential care and / or homes with easier **access to services and more accessible interiors**.

Chart 29: Frodsham Change in Population Age Structure 2011-2015



Source: Census 2011 + CWCC JSNA parish mid-year estimates 2015: www.cheshirewestandchester.gov.uk/JSNA

Chart 30: % Change (2001-2011) in people with a limiting long-term illness



Source: 2001 Census, table UV022 Limiting long term illness. 2011 Census table, KS301EW: Health and provision of unpaid care. © Crown Copyright 2013. Office for National Statistics licensed under the Open Government Licence v1.0.

Dwellings, Population and Household Growth

This section analyses the relationship between increases in dwelling, population and household numbers, including the average household size and the average annual change in numbers.[2]

In Frodsham, between 2011-2015 there was an additional 139 dwellings completed and the population is estimated to have increased by 234 by 2015.

2001: average household size = (9,118 / 3,886) = 2.35

2011: average household size = (9,226 / 4,234) = 2.26

Therefore, it can be concluded that average household size is decreasing. From this we can work out the average annual decrease, which is (2.35 – 2.26)/10 = 0.009.

We know the 2015 mid-year estimate is 9,460. If average household size continues to decrease (by 0.009 a year) then by 2015 average household size will be 2.22 and so the number of households will be 9460/2.22 = 4,256 (or an increase of 170 since 2011 i.e. 43 a year).

This means we can estimate there has been an average increase of 26 new households per annum between 2001 and 2015.

Table 5: Relationship between dwelling, population and household growth

Frodsham	**Dwellings**	**Households**	**Population**	**Average Household Size**
Census 2001	3,977	3,886	9,118	2.35
Census 2011	4,234	4,086	9,226	2.26
2001-2011 change	257	200	108	-0.09
2001-2011 average annual change	**26**	**20**	**11**	**-0.009**
Frodsham	**Dwellings**	**Households**	**Population**	**Average Household Size**
2015 estimates	4,373	4,256	9,460	2.22
2011-2015 change	139	170	234	-0.04
2011-2015 average annual change	**35**	**43**	**59**	**-0.009**
Frodsham	**Dwellings**	**Households**	**Population**	**Average Household Size**
2001-2015 average annual change	**28**	**26**	**24**	**-0.009**

Source: CWCC Housing Land Monitor, Census 2001, 2011 + CWCC JSNA parish mid-year estimates 2015: www.cheshirewestandchester.gov.uk/JSNA

[2] This methodology assumes that the whole population live in households, in reality a small number of the population live in communal establishments.

Inward and Outward Migration

This section analyses the inward and outward migration for Frodsham based on the 12 months prior to the 2011 Census and then calculating the net migration based on 2015 mid-year estimates cross-referenced with live births and deaths between 2011-2015.

Chart 31 shows that inward migration (707) was higher than outward migration (691) in the 12 months prior to the 2011 Census.

Chart 33 shows that between 2011 and 2015, the death rate was higher than the live birth rates consistently each year, which (on its own) you would expect to cause the population to decrease. Yet the total population of Frodsham has increased from 9226 in 2011 and was estimated at 9460 in 2015 (chart 26, page 24), therefore **the local population must be increasing solely due to inward migration**.

Chart 32 shows that the live births minus deaths between 2011-2015 gives a negative figure of -104, however the population increased by 214 people in this time, therefore it can be calculated that the net migration into Frodsham between 2011 and 2015 was 318 people. This equates to **approximately 80 (rounded to the nearest whole number) new residents each year on average moving into Frodsham between 2011-2015** (based on 318 net migration figure 2011-2015 divided by 4 years).

Chart 31: Frodsham - Inward and outward migration during 12 months prior to 2011 Census

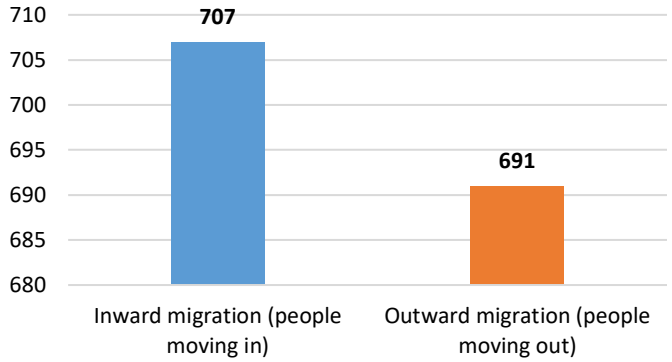


Chart 32: Frodsham - Net migration estimate 2011-2015

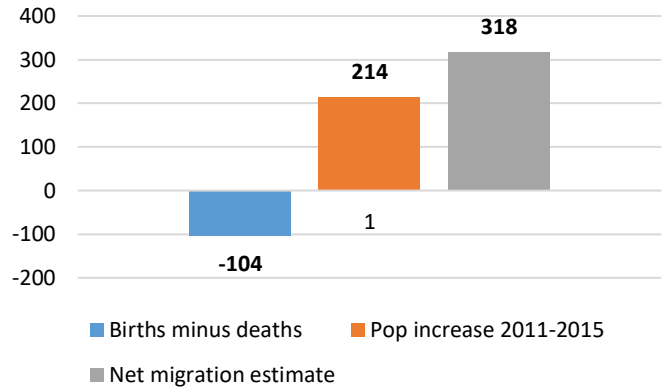
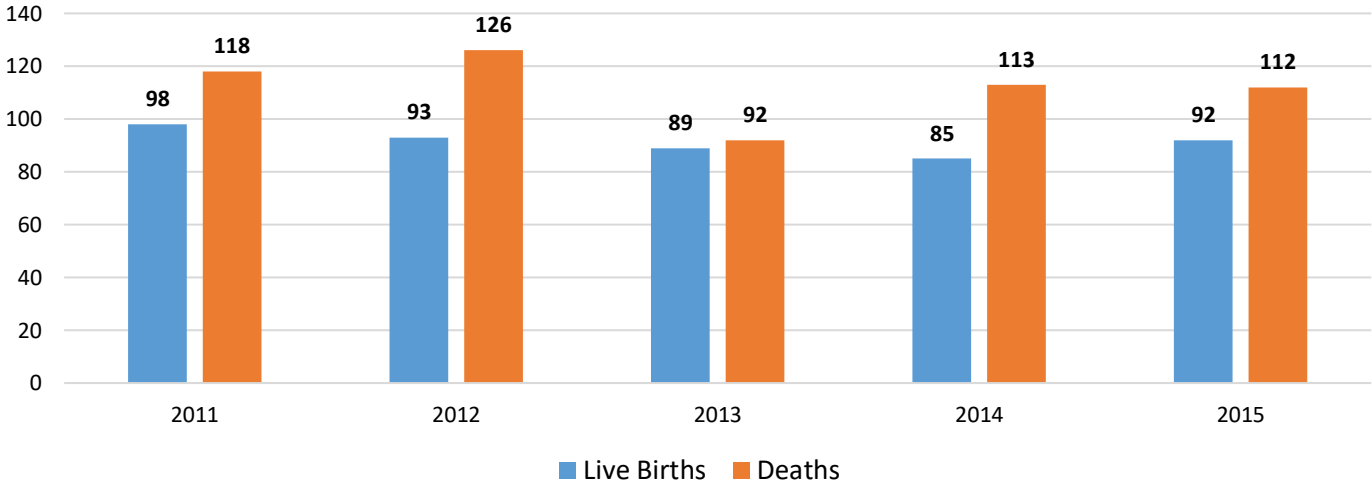


Chart 33: Frodsham - Live births and deaths 2011 - 2015



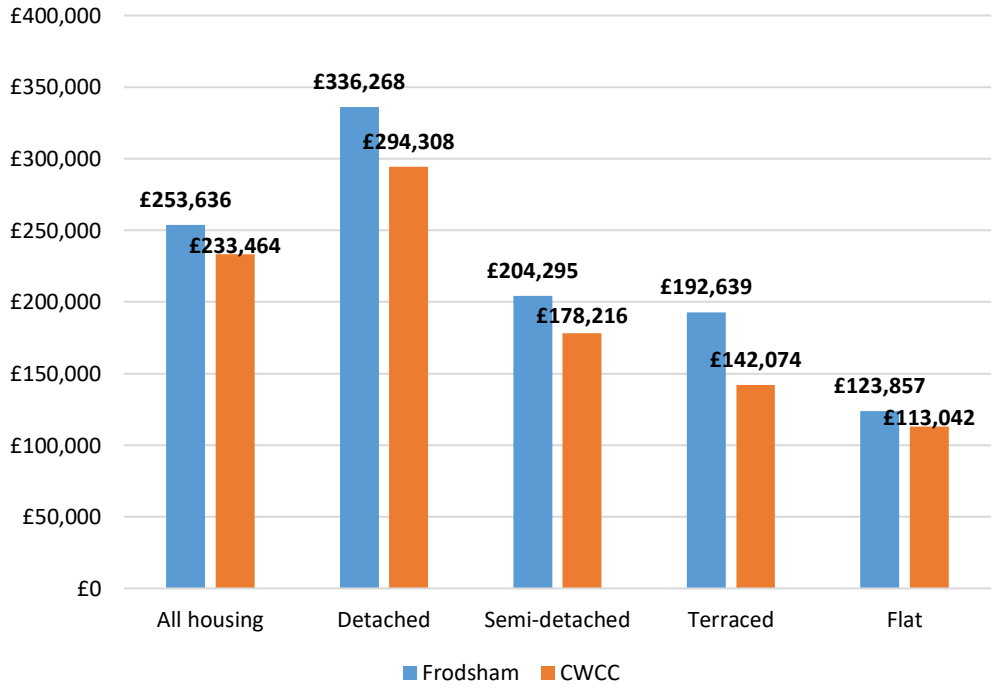
Source: 2011 Census, tables: WF02EW - Location of usual residence and place of work + 2011-2015 live births and deaths. Office for National Statistics licensed under the Open Government Licence v.3.0.

Affordability: Local Dwelling Prices (1)

This section analyses the housing market in Frodsham compared with Cheshire West and its affordability. Due to the fragility of market data it is good practice to use a triangulation approach by looking at a range of data sets for both longer term trend analysis and a current market snapshot.

Chart 34 below shows the mean average house prices for Frodsham (Ward) and CWCC. All housing (on average) is more expensive in Frodsham (Ward) than in Cheshire West. There is also a relatively small difference in the price of flats in Frodsham and in Cheshire West, compared to a more significant difference in the price of terraced and detached dwellings in Frodsham and CWCC.

Chart 34: Mean Average (Sold) Dwelling Prices (March 2017)



Source: CWCC compendium of local house prices statistics, March 2017 (based on Land Registry and House Price Data)

Table 6 shows the affordability ratios for Frodsham and CWCC, which is calculated by dividing the (median and lower quartile) dwelling prices by the (median and lower quartile) income levels for each area. It is apparent that Frodsham (5.9) and CWCC (6.1) are very close in terms of affordability ratios for median house prices and median incomes.

When considering lower quartile dwelling prices compared to lower quartile income, the gaps are much bigger. Overall, the lower quartile dwelling prices in Frodsham are 8.3 times that of lower quartile incomes, compared to 7.3 times in CWCC. The recommended ratio of household income to dwelling price is 3.5, however mortgage lenders can vary depending on the current state of the market.

Table 6: Median and lower quartile dwelling SOLD prices (2011-2017) to median + lower quartile (2016) income ratios

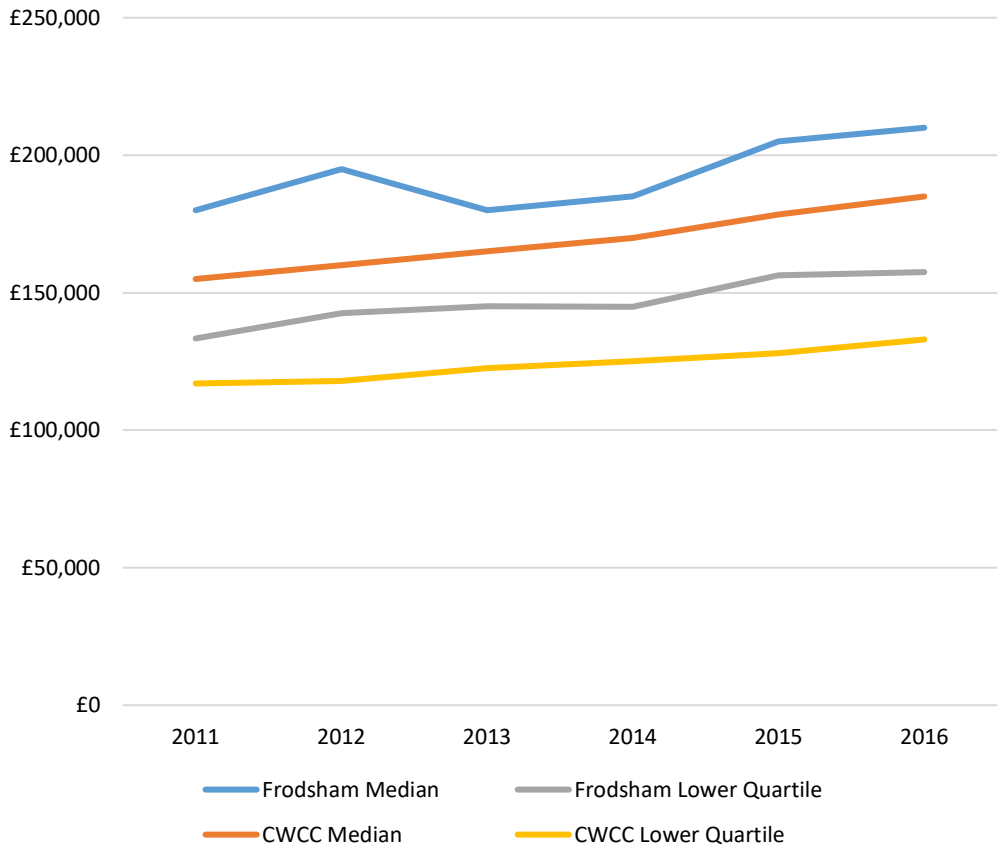
	Frodsham median house price to median income ratio	CWCC median house price to median income ratio	Frodsham lower quartile house price to lower quartile income ratio	CWCC lower quartile house price to lower quartile income ratio
All housing	5.9	6.1	8.3	7.2
Detached	8.8	9.7	12.1	11.7
Semi-detached	5.5	5.7	8.3	7.2
Terraced	4.7	4.6	7.1	5.7
Flat	4.2	4.5	6.1	5.0

Source: Land Registry and CACI Paycheck 2016, © CACI Limited 2006 - 2016

Affordability: Local Dwelling Prices (2)

Chart 35 below shows the median and lower quartile house prices for Frodsham (Parish) and CWCC between 2011-2016, which indicates that the Frodsham housing market has increased broadly in line with that of CWCC.

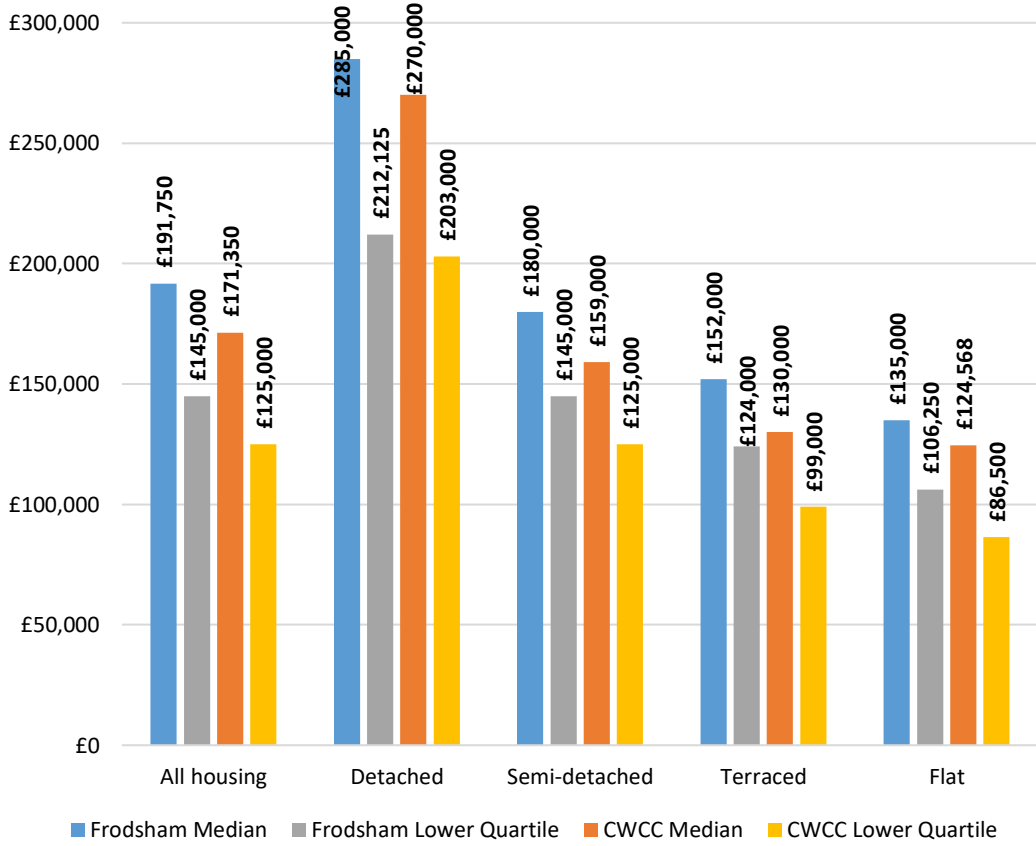
Chart 35: Median + Lower Quartile House (Sold) Prices 2011 to 2016



Source: Land Registry

Chart 36 below shows the median and lower quartile dwelling prices based over a longer period of time: 2011-2017 to give a more stable, long-term view of dwelling prices in Frodsham and CWCC. Across the board, Frodsham's median and lower quartile dwelling prices were around £20k more expensive than CWCC other than detached properties, which are about £10-15k more expensive in Frodsham on average.

Chart 36: Median + Lower Quartile Dwelling (Sold) Prices 2011-2017 (up to 5 Sept 2017)



Source: Land Registry

Affordability: Household Income Compared to Local Dwelling Prices

Chart 37 shows the income required to purchase each type of property in both Frodsham and CWCC compared with the actual median and lower quartile incomes (dotted lines on the chart). This is calculated on the basis of securing a 90% mortgage with a 3.5× gross income lending ratio.

From this it can be seen that (at best) those on a median level income in Frodsham (£32,500 = blue dotted line) can afford a terraced house or a flat in the lower quartile price range. For anyone on a lower quartile income (£17,500 for Frodsham and £17,383 for CWCC = red, and black dotted lines) in Frodsham or indeed anywhere in CWCC, buying a market dwelling is simply not affordable. For example, even a lower quartile priced flat in CWCC would require an income of £22,243 when the actual lower quartile income is £17,383.

The lowest income required to purchase a lower quartile price flat in Frodsham would be £27,321, whereas the actual lower quartile income for Frodsham is £17,500, which demonstrates how unaffordable local house prices are in relation to incomes.

The next page shows a 'market snapshot' taken from the websites www.rightmove.co.uk and www.zoopla.co.uk in September 2017. Due to the changeable nature of market advertising and the difference between 'asking' and 'sold' prices, this information is seen as less reliable than that of the land registry median sold prices taken over a period of time. However, rightmove gives a useful comparison to neighbouring areas. Zoopla offers several charts that show: average price, value trends and value ranges. The latter shows that the highest percentage of sales are for dwellings worth between £100k-£250k. Whether this is due to the fact that these value ranges are in the largest supply or the largest demand, or both, cannot be discerned from this data. But a reasonable conclusion would be that the most market activity is within these prices ranges.

Chart 37: Income Required for Purchase Compared with Actual Median + Lower Quartile Incomes 2016



Source: Land Registry and CACI Paycheck 2016, © CACI Limited 2006 - 2016

Market Snapshot: Home-buying Websites

What Rightmove says:

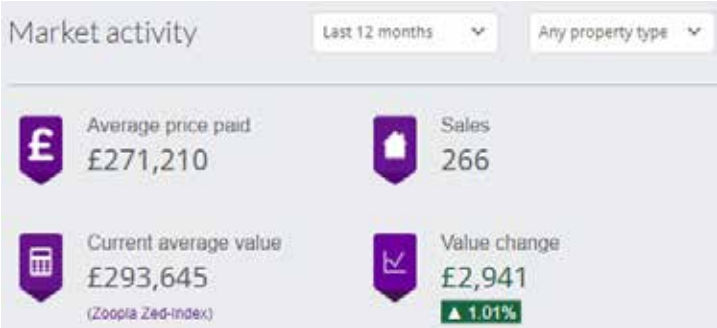
"Most of the sales in Frodsham over the past year were detached properties which on average sold for £320,907. Semi-detached properties had an average sold price of £223,191 and terraced properties averaged at £197,699.

Frodsham, with an overall average price of £245,314 was more expensive than nearby Helsby (£200,277) and Elton (£145,681), but was cheaper than Kingsley (£339,539).

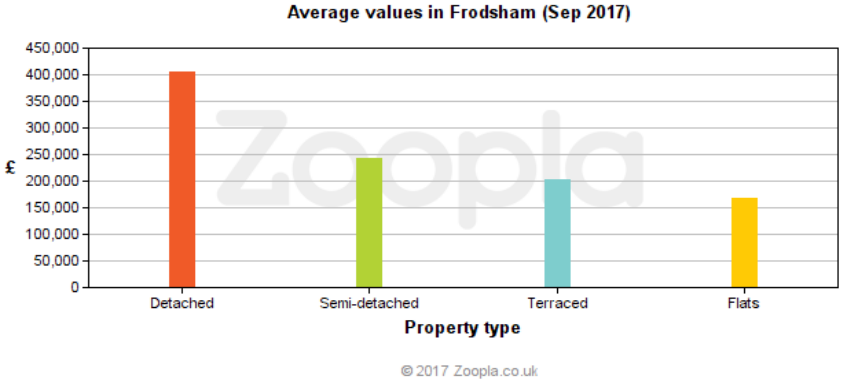
In the past year house prices in Frodsham were similar to the year before and 6% up on 2007 when they averaged at £231,910."

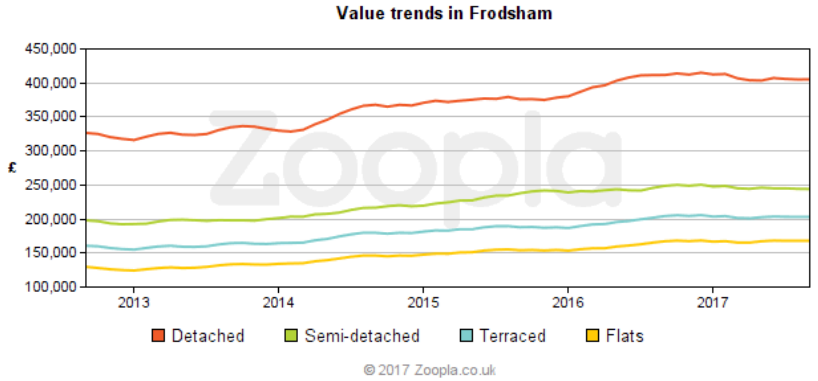
Source: Land Registry data from www.rightmove.co.uk updated 11 Sept 2017.

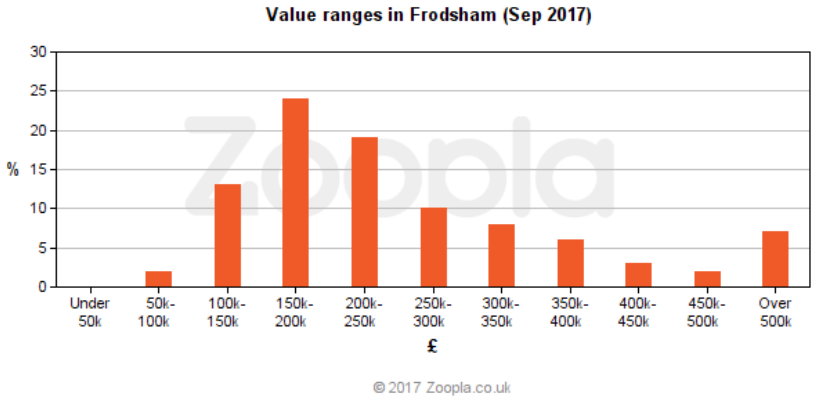
What Zoopla Says:

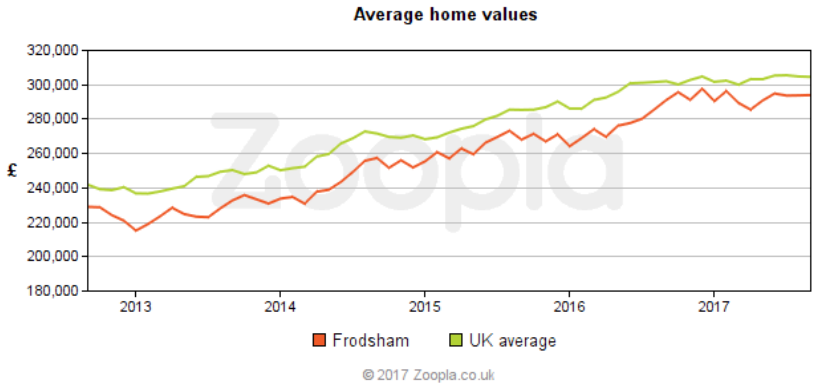


Property type	Avg. current value	Avg. £ per sq ft.	Avg. # beds	Avg. £ paid (last 12m)
Detached	**£404,331**	£259	3.8	£364,856
Semi-detached	**£243,151**	£248	3.2	£234,404
Terraced	**£202,172**	£237	2.7	£187,509
Flats	**£167,127**	£210	1.9	£133,000









Source: www.zoopla.co.uk (accessed 20 Sept 2017) based on Zoopla Zed-Index (The Zed-Index is the average property value in a given area based on current Zoopla Estimates. For more info visit: https://www.zoopla.co.uk/property/estimate/about/

Affordability of Local Rents (1)

This section analyses the average rents for 1, 2, 3 and 4 bed accommodation in Frodsham and CWCC in 2016. From this the income required to afford market rented accommodation based on the UK average percentage of income spent on rent (to be used as a benchmark) can be calculated, which is 28%. Table 7 shows that Frodsham's rental market is more affordable for 1 and 2 bed accommodation than it is for CWCC.

Table 7: Median weekly rents (2016) in Frodsham and CWCC

	1-bed	2-bed	3-bed	4-bed
Frodsham Ward (median weekly rents, 2016)	126	144	184	229
CWCC (median weekly rents, 2016)	132	150	161	219

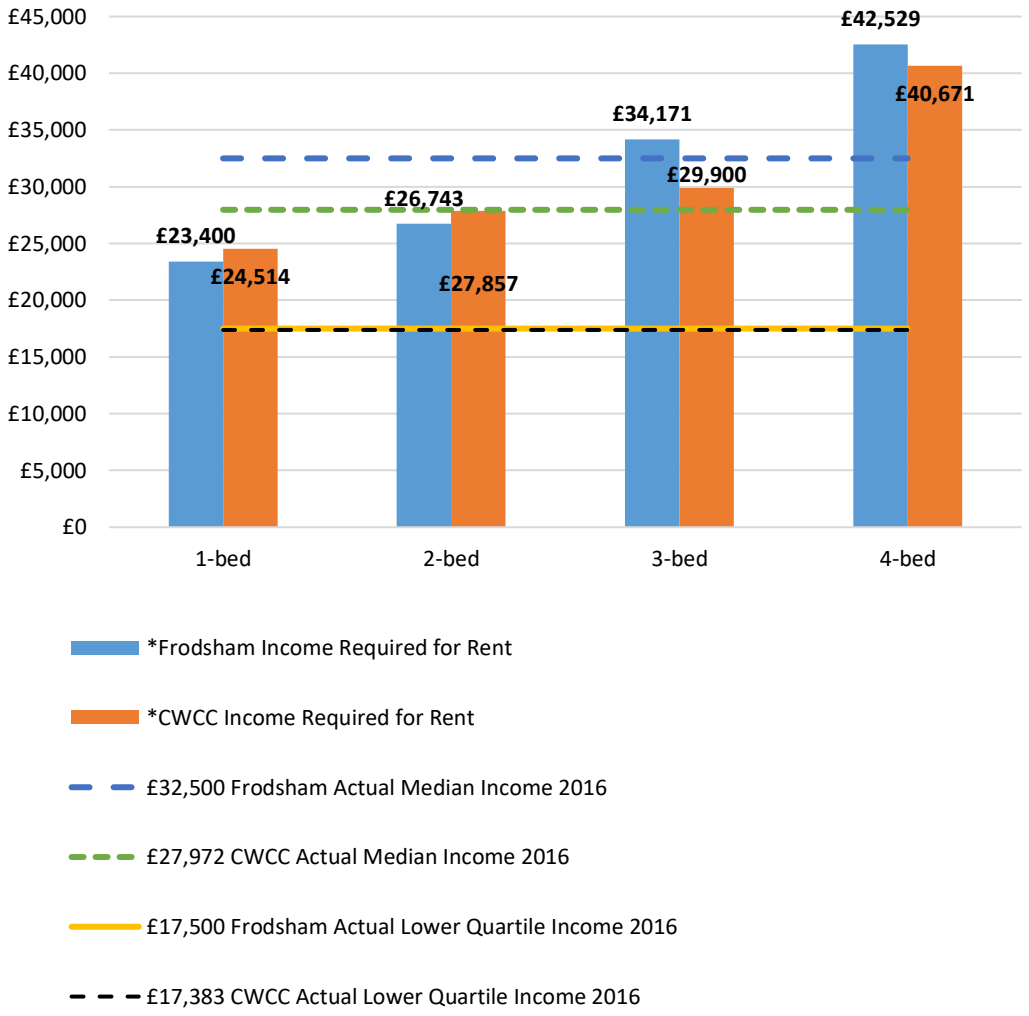
Chart 38 shows the income required to pay rent on 1, 2, 3 and 4 bed accommodation in Frodsham and CWCC based on 28% of income going towards rent. The dotted lines going across the chart show the actual median and lower quartile incomes for Frodsham and CWCC. Therefore, any bars that stop below these lines are affordable to people at those incomes levels. **1 and 2 bed rented accommodation costs less in Frodsham than across CWCC and it is also affordable to anyone on a median income.**

3 bed rented accommodation in Frodsham and CWCC is just above the affordability threshold for anyone on a median income in Frodsham (£32,500) and CWCC (£27,972).

4 bed accommodation is not affordable to those on median or lower quartile incomes in Frodsham or CWCC.

When considering those on lower quartile incomes alone, market rents are not affordable for all 1-4 bed accommodation e.g. Frodsham's lower quartile income is £17,500 whereas £23,400 is required to afford 1 bed rented accommodation.

Chart 38: Income Required for Median Weekly Rent Compared with Actual Median + Lower Quartile Incomes



*Based on the UK average (28%) of weekly household expenditure on rent 2016 (Source: ONS)

Affordability of Local Rents (2)

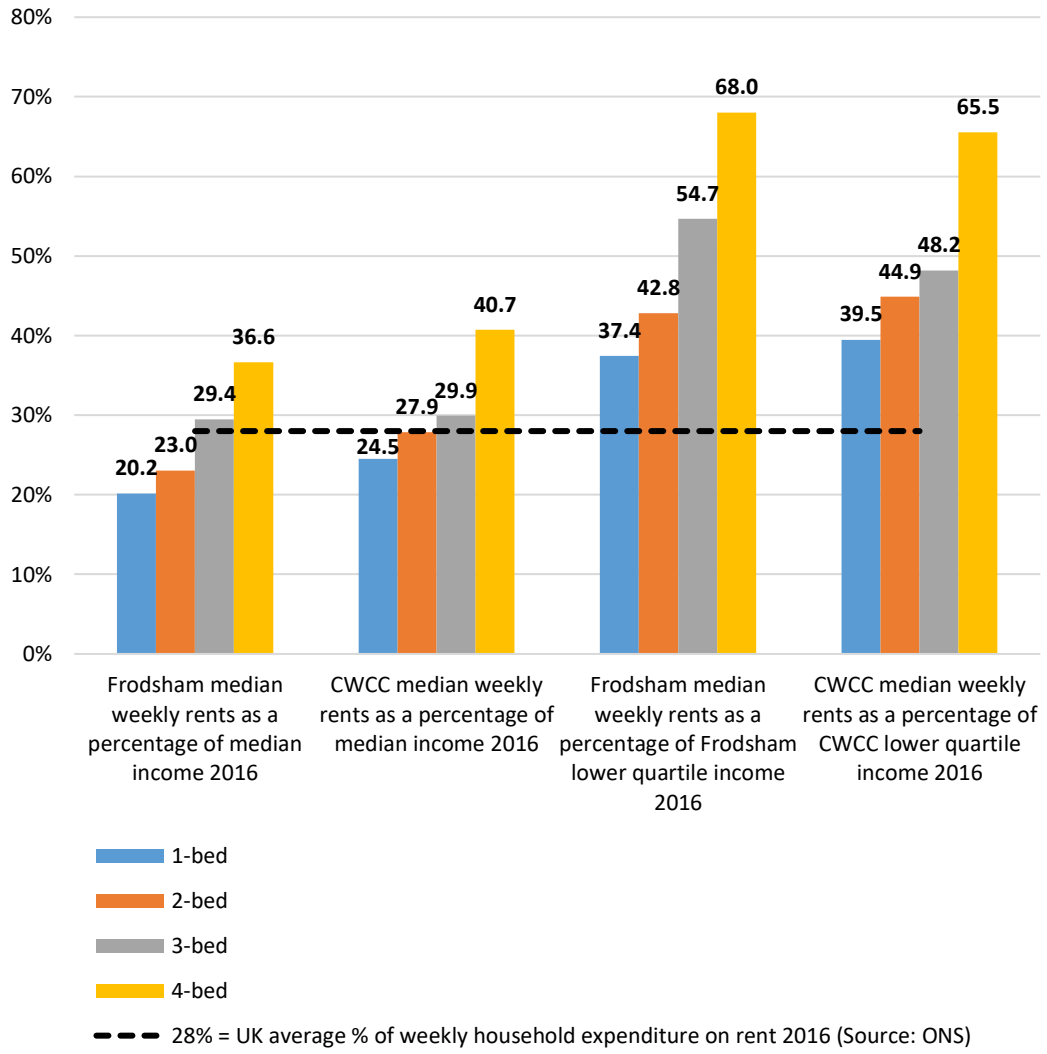
Chart 39 shows the percentage of income that would be spent on market rented 1, 2, 3 and 4 bed accommodation in Frodsham and CWCC compared with the UK average (28% - black dotted line).

The first cluster of bars from the left shows Frodsham's median weekly rents as a percentage of median incomes, which doesn't exceed 30% unless 4 bed accommodation is being considered. The picture is similar for CWCC in the same context (second cluster of bars from the left).

When looking at median weekly rents as a percentage of lower quartile incomes in Frodsham (third cluster of bars from the left), it can be seen that, at best, 37.4% of income would be spent on 1 bed accommodation and at worst, 68% of income would be spent on 4 bed accommodation.

Therefore, it can be concluded that, although the rental market in Frodsham may offer more possibilities (than buying) to people on median level incomes seeking 1 or 2 bed accommodation, anyone on a lower quartile income will most likely struggle to find anything that is affordable on the market.

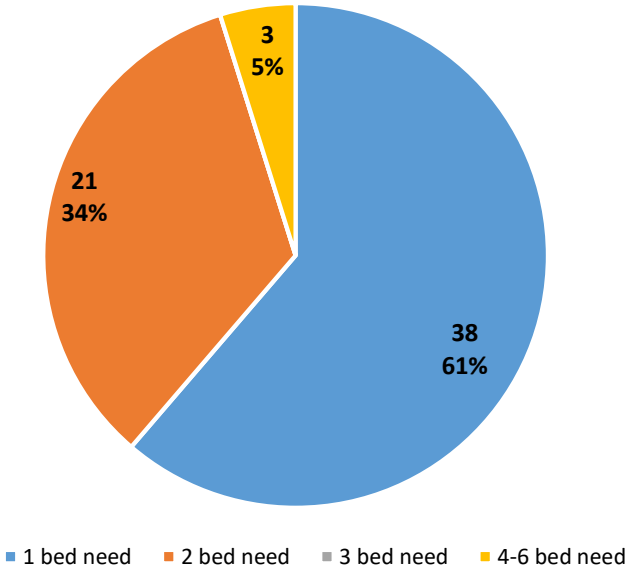
Chart 39: Median Weekly Rents (2016) as a Percentage of Median + Lower Quartile Incomes (2016)



Housing Register (1)

West Cheshire Homes is the Local Authority social housing register, which manages housing allocations across the Borough. This is where any social housing owned by the Local Authority or a housing association is advertised and also where anyone seeking social housing can register their need and bid for properties. Housing is allocated based on the Borough-wide housing allocations policy. ***N.B.*** *Rural areas have additional 'local connection criteria'.* For more information on the CWCC Housing Allocations Policy visit: http://www.westcheshirehomes.co.uk/Choice/uploads/CWACAllocationsPolicyJan2017FHlogo.pdf or contact West Homes: http://www.westcheshirehomes.co.uk/Choice/Content.aspx?wkid=7 The Local Authority has provided a snapshot of the register for Frodsham from 5 Oct 2016 including homes advertised and bids per property to identify where there is most need.

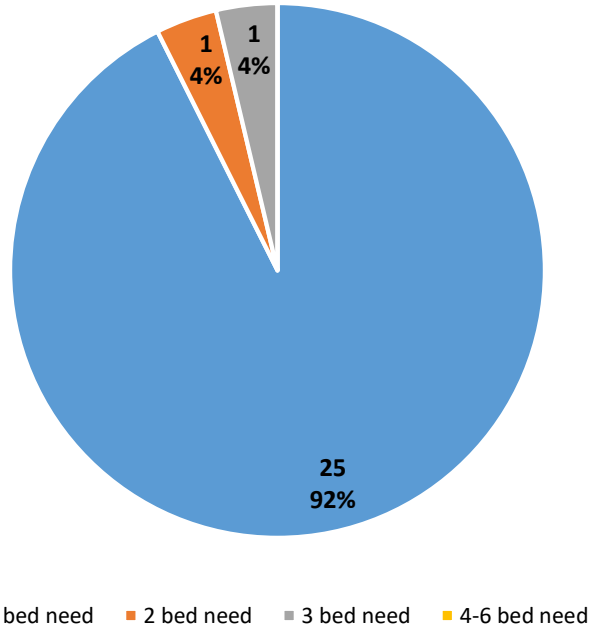
Chart 40: Housing register applications for Frodsham (5 Oct 2016) under 55 yrs



Source: CWCC Housing Register, 5 Oct 2016 (West Cheshire Homes)

Chart 40 shows the under 55's housing register applications for Frodsham. The majority of applications (61%) were for 1 bed need and 34% for 2 bed need.

Chart 41: Housing register applications for Frodsham (5 Oct 2016) over 55 yrs



Source: CWCC Housing Register, 5 Oct 2016 (West Cheshire Homes)

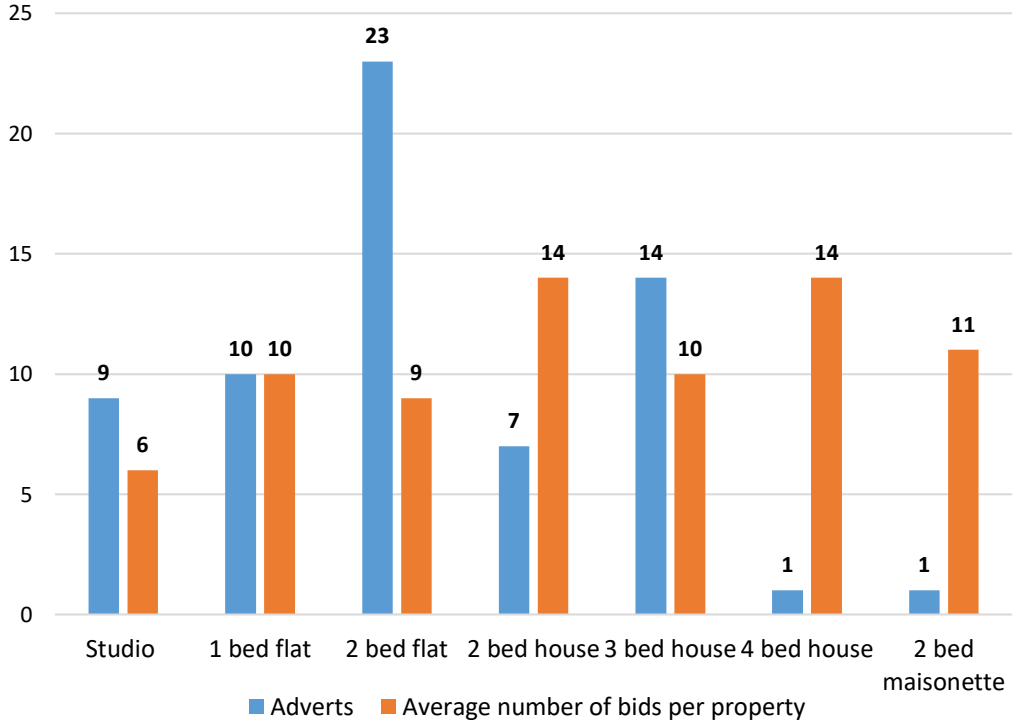
Chart 41 above shows the over 55's housing register applications for Frodsham. It shows that the overwhelming majority (92%) of applications were for 1 bed need.

N.B. *Only 20% of all housing registrations for Frodsham met the local connection criteria, therefore charts 39 and 40 may not reflect the true local need.*

Chart 42 shows the general needs social housing adverts and bids per property according to size (number of bedrooms). Based on the figures, it shows that there is a healthy demand for all properties available however, 2 bed flats have the highest number (23) of adverts and still receives an average of 9 bids per property, which suggest this is where the highest demand is.

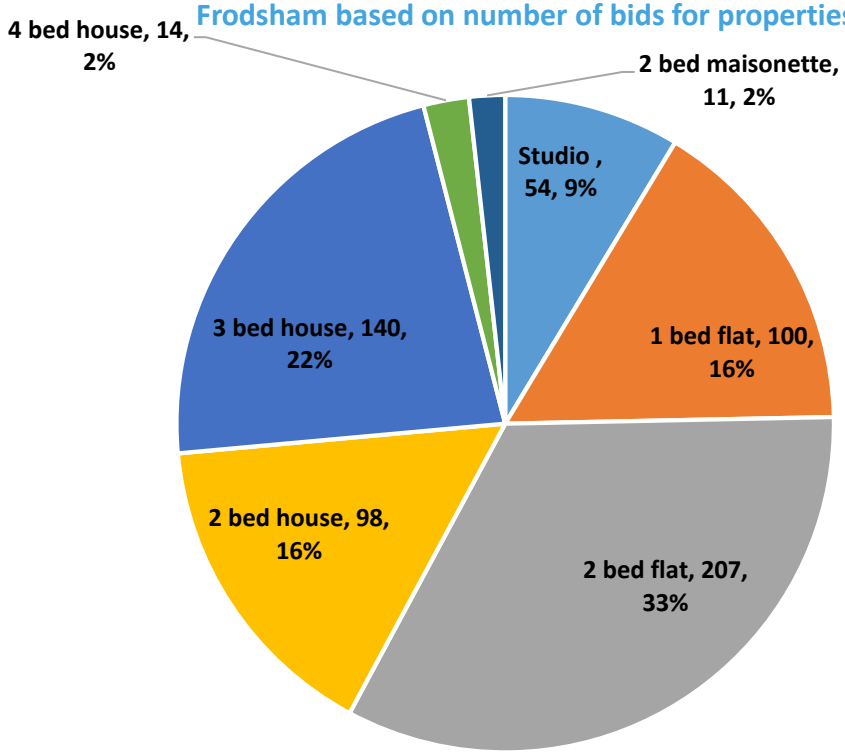
Chart 43 shows the figures from chart 41 timed by each other to give the total number of bids for each type and size of property that was advertised and therefore displaying a clearer picture of need for different types of social housing in the existing stock in Frodsham. **A third (207) of all bids for social housing in Frodsham were for 2 bed flats. 22% (140) were for 3 bed houses, 16% of bids were for 1 bed flats and the same for 2 bed houses. 9% were for studios.**

Chart 42: General needs social housing adverts and bids per property in Frodsham



Source: CWCC Housing Register, 5 Oct 2016 (West Cheshire Homes)

Chart 43: Demand for existing (general needs) social housing in Frodsham based on number of bids for properties

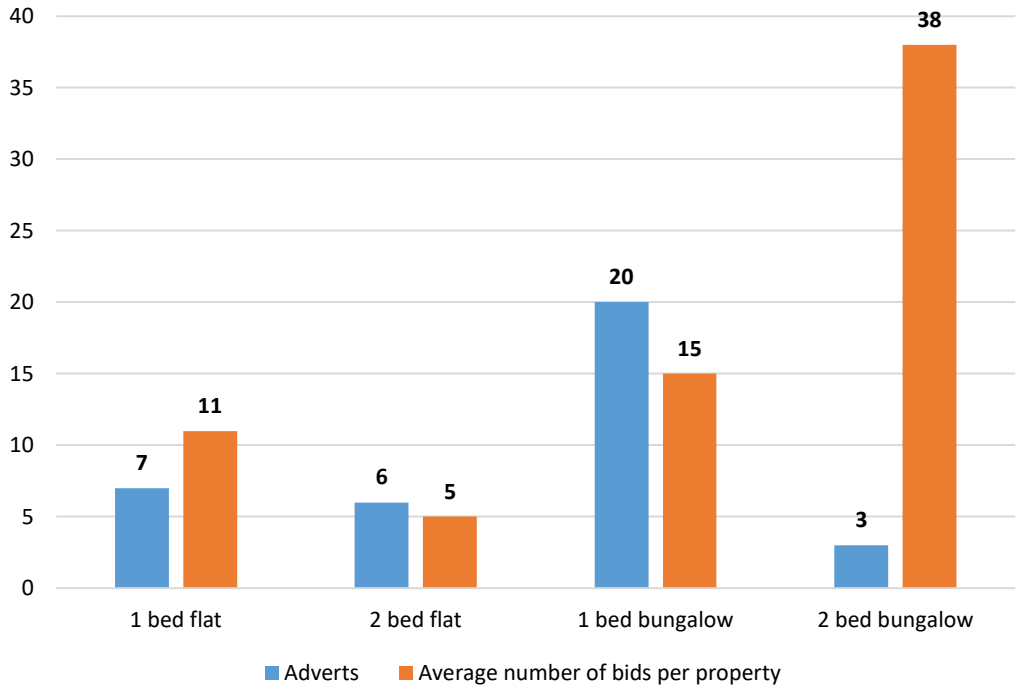


Source: CWCC Housing Register, 5 Oct 2016 (West Cheshire Homes)

Housing Register (3)

Chart 44 shows the (sheltered) social housing adverts and bids per property according to size (number of bedrooms). Based on the bids per property figures, it shows that there is a higher demand for bungalows than flats. ***N.B.*** *the high number (38) of bids for 2 bed bungalows may be due to a small number of adverts, which may skew the figures.*

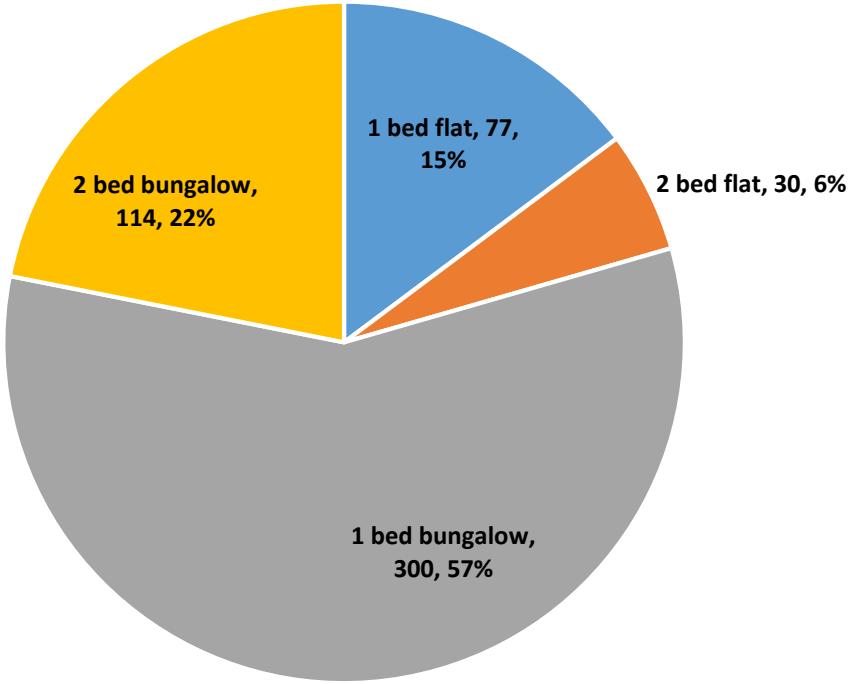
Chart 44: Sheltered accommodation social housing adverts and bids per property in Frodsham



Source: CWCC Housing Register, 5 Oct 2016 (West Cheshire Homes)

Chart 45 shows the figures from chart 43 timed by each other to give the total number of bids for each type and size of property that was advertised and therefore displaying a clearer picture of the demand for sheltered social housing from the existing stock in Frodsham. **The majority (300 or 57%) of all bids for sheltered social housing in Frodsham were for 1 bed bungalows. 22% (114) were fore 2 bed bungalows, and 15% (77) were for 1 bed flats. 6% (30) were for 2 bed flats.**

Chart 45: Demand for existing (sheltered) social housing stock in Frodsham based on number of bids for properties



Source: CWCC Housing Register, 5 Oct 2016 (West Cheshire Homes)

Existing Social / Affordable Housing Stock and Self-build Register

According to the CWCC housing register there are 524 homes already in Frodsham that are managed by housing associations (sometimes referred to as 'registered providers' or RPs). The snapshot of the housing register provided by the Local Authority shows 101 homes available in total on 5 October 2016.

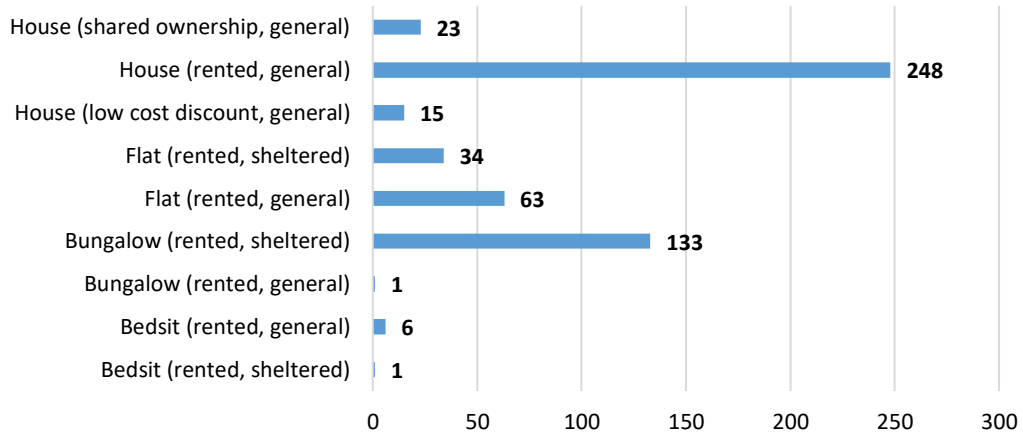
Table 8: Existing stock in Frodsham and its re-let potential

Total social / affordable housing stock in Frodsham	524
Number of adverts on the register (5/10/16)	101
% of stock advertised for re-let (5/10/16)	19.3%
Likely number of people with a local connection to Frodsham on the housing register that could be housed in the available stock (based on 20% of applicants being eligible on 5/10/16)	20

Chart 46 shows the breakdown of the types of social / affordable housing stock that already exists in Frodsham. The number of bedrooms for the existing housing stock is not known but it can be seen that the majority is made up of homes for general rent and sheltered bungalow accommodation, with some sheltered and general needs flats and a small proportion of shared ownership and low cost discounted houses.

Approximately 12% of housing stock in Frodsham is social / affordable housing however, from the number of bids for properties it can be reasonably concluded that there is not sufficient social / affordable housing available to meet local needs.

Chart 46: RP Housing Stock in Frodsham



Source: CWCC Housing Register, 5 Oct 2016 (West Cheshire Homes)

Self-build Register

All Local Authorities are now legally required to maintain a self-build register, which is where homes are built by their owners. The Local Authority has received significant interest in self-build although there is no data made available on the reasons or type of homes needed for self-build. However, size of properties people are interested in for self-build are shown in table 9 below.

Table 9: Cheshire West Self-build Register for Frodsham 22 March 2017

	Number of Bedrooms Required				
Frodsham	2	3	4	5 (or more)	**Total**
Number of Self-build registrations	0	4	7	6	**17**

Without further information on the above self-build registers, it is not possible to draw any meaningful conclusions about housing needs for Frodsham.

Cheshire West Private Sector House Condition Survey 2013 (1)

This section analyses the results of the Cheshire West Private Sector Housing Stock Condition Survey 2013.

Key findings from the survey report include:

"The Cheshire West and Chester Council area contains a private sector housing stock of 124,528 dwellings occupied by 120,778 households and a population of 284,689 persons. At the time of survey 117,150 dwellings (84.1%) were occupied, the remaining 7,378 dwellings ***(5.9%) were vacant****. Within the vacant housing stock 2,227 dwellings (1.8%) have been vacant for over six months.*

*"****Owner-occupation accounts for 101,415 dwellings (81.4%)*** *with an additional 20,178 dwellings* ***(16.2%) rented privately or tied to a person's employment.*** *Rates of private-rental remain below the national average but have been increasing since 2010 in line with national trends. Rates of private rental are again higher in urban wards.*

*"****Within the private housing sector rates of non-Decency are above average*** *in the private-rented/tied housing sector (31.6%), for flats in converted/mixed use buildings (48.8%) and for dwellings constructed pre-1919 (41.8%).* ***Geographically they are higher in the rural areas (22.2%).***

"Using new definitions issued in July 2013, 16,601 households ***(13.7%) are in fuel poverty****.* ***Levels of fuel poverty are highest*** *for households living in the private-rented sector and in pre-war housing and geographically for* ***rural households****. At a household level younger and older households are the worst affected.*

"Geographically under the new (fuel poverty)[3] definition, levels of fuel poverty are ***highest in the rural areas; pre-July 2013 definitions indicated highest rates of fuel poverty in the market towns****. At a household level the youngest and oldest households remain particularly affected by fuel poverty as do households in economic disadvantage. Of interest is an increase in levels of fuel poverty under the new definition for married/co-habiting couples with children and other multi-person households."*

Chart 47: Private sector tenure

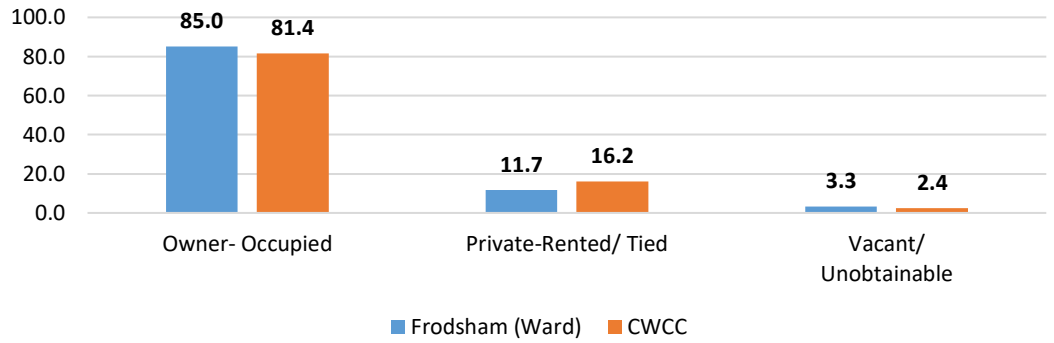


Chart 47 above shows that Frodsham's private sector housing stock has a higher proportion (85%) of owner occupied tenure than CWCC (81.4%). 11.7% of private sector stock in Frodsham is rented or tied accommodation compared to 16.2% in CWCC. 3.3% of private housing stock in Frodsham is vacant / unobtainable compared to 2.4% in CWCC.

Chart 47: Households in Fuel Poverty (Full income model)

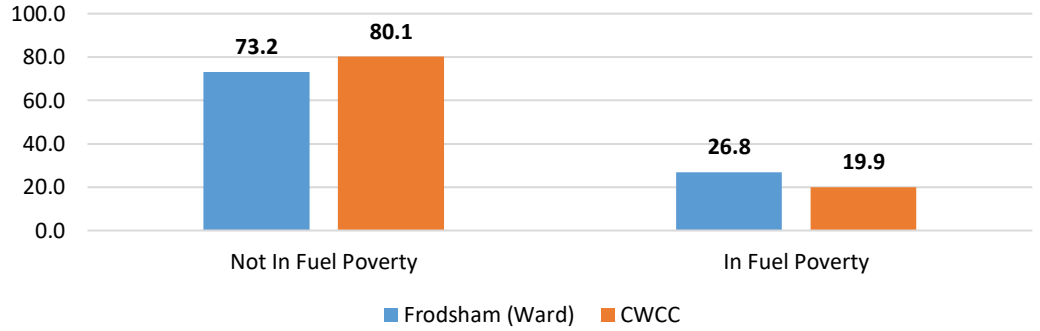


Chart 48 shows that Frodsham has higher levels of fuel poverty (26.8%) compared to CWCC (19.9%).

Source: Cheshire West Private Housing Stock Condition Survey 2013

[3] Prior to the July 2013 guidance fuel poverty was taken as a straightforward proportion of eligible household income spent on domestic fuel. Fuel poverty was defined by annual expenditure on fuel in excess of 10% of annual household income. Revised definitions of fuel poverty seek to isolate households on low incomes with fuel costs above the median.

Charts 49 and 50 compare Frodsham and CWCC in terms of decent homes repair failures. 10% of Frodsham's private sector housing stock is not compliant with the decent homes repair standard compared to 13% in CWCC.

Chart 49: Decent Homes Repair Failure - Frodsham (Ward)

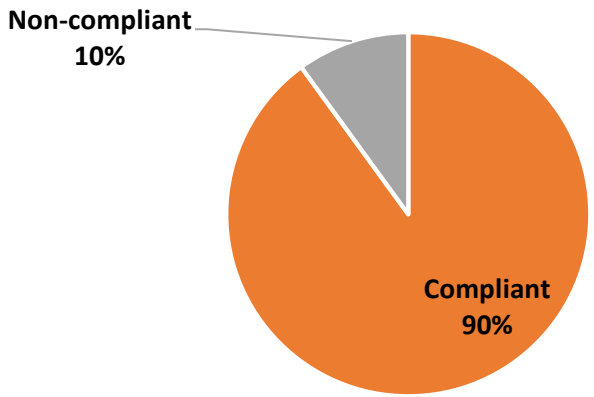
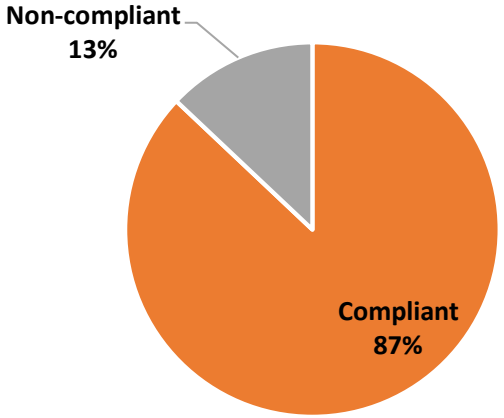


Chart 50: Decent Homes Repair Failure - CWCC



Source: Cheshire West Private Housing Stock Condition Survey 2013

Table 10: Category 1 Hazards Present in Frodsham and CWCC Private Sector Housing Stock

CATEGORY 1 HAZARDS				
	Category 1 Risks Present		All Dwellings	
Area	dwellings	%	dwellings	%
Frodsham (Ward)	513	13.3	3845	100
CWCC	9313	7.5	124528	100

Source: Cheshire West Private Housing Stock Condition Survey 2013

Table 10 shows that Frodsham has a significantly higher proportion (13.3%) compared to CWCC (7.5%) of its private sector housing with category 1 hazards present. A category 1 hazard is a hazard that poses a serious threat to the health or safety of people living in or visiting your home.

Examples of category 1 hazards can include:

- exposed wiring or overloaded electrical sockets
- dangerous or broken boiler
- bedrooms that are very cold
- leaking roof
- mould on the walls or ceiling
- rats or other pest or vermin infestation
- broken steps at the top of the stairs
- lack of security due to badly-fitting external doors or problems with locks

Source:
https://england.shelter.org.uk/housing_advice/repairs/health_and_safety_standards_for_rented_homes_hhsrs (20 Nov 2017)

This document sets out the Local Authority's vision and aims for vulnerable and older people's accommodation over a 4-year period.

The following extracts from the document do not give specific data or plans for Frodsham, however it does highlight some of the key challenges with housing vulnerable and older people, particularly in a rural context:

"The majority of people in the Borough own their own home and even older owner occupiers who do not need personal care and support, can find themselves in a position where they find it difficult to maintain their home in a good state of repair as they age. The latest private sector stock condition survey for the Borough (2013) shows that ***non-decency rates are higher among older owner occupiers and particularly so in rural wards****.*

*"****Older people living in non-decent housing are more at risk of fuel poverty and ill health arising from or aggravated by cold and damp conditions.*** *The majority of Excess Winter Deaths occur among older people, especially women, and those with underlying health problems. While many associate deaths during periods of cold weather with hypothermia, most are in fact due to cardiac disease, strokes and respiratory problems. Older and disabled people are therefore likely to receive the greatest benefit from initiatives to provide affordable warmth for the Borough's residents, helping to ensure their home is affordable to heat.*

"Older people living in rural communities can also be at increased risk of increasing isolation and diminishing access to services, including healthcare services, *which could adversely impact on their future health and wellbeing****.*** *Nationally, research shows that* ***younger people are leaving rural towns and villages because of a lack of affordable housing and employment opportunities****, which means services and businesses like GP surgeries, shops and post offices are unsustainable. Public transport may also be reduced, increasing the potential for isolation and driving up the difficulty and cost of providing care in the home."*

*"****The Borough's rural population is ageing faster than that in the urban areas****, so it is likely that the situation for older people living in rural locations could deteriorate over time.* ***Ensuring a range of attractive, suitable and sustainable alternative accommodation options is available, as well as offering help and assistance with adaptations and repairs to help those who want to stay in their own homes, will allow older people to make an informed decision about their future accommodation choices."***

"Proposals for new housing should take account of the needs of that particular area and especially of:

- ***The provision of small family homes to assist households into home ownership and for older people who may wish to downsize.***
- ***The provision of a range of accommodation types to meet the long term needs of older people; this could include the provision of Lifetime Homes, bungalows and Extra Care housing."***

Source: CWCC Vulnerable and Older People's Accommodation Plan 2016-2020



Factors Influencing Housing Numbers and Characteristics of Housing Need

This section takes an overview of all the different factors and data sets analysed in this report, and examines how they might affect the quantity, type and mix of housing needed in Frodsham over the Local Plan part 1 (LP1) period (up to 2030). Frodsham has been allocated a minimum housing number target of 250 in LP1, therefore this section uses this number as a baseline for the quantity of housing.

Factor	Potential impact on quantity of housing needed	Potential impact on housing mix and type
Planning and physical constraints heavily restrict development in Frodsham including: conservation areas, listed buildings, flood zones, greenbelt, ramsar sites, registered parks and gardens, scheduled monuments, sites of biological importance (SBI) and, sites of special scientific interest (SSSI).	**No change** Given the planning and physical restrictions, 250 dwellings over the plan period is a viable number (minimum) of homes to deliver. However, in the longer term this may restrict the Town's ability to meet the needs of an increasing population, putting pressure on house prices and therefore requiring more innovative ways to deliver more homes, which does not require large areas of land.	The planning and physical restrictions mean that only relatively small scale housing developments can be delivered on: **previously developed land, infill sites and exception sites** (with affordable housing for local people in the greenbelt). Limited site options may make it difficult to deliver single storey bungalows, which take up more land.
Strategic Housing Market Assessment (SHMA) 2013 identifies an net annual shortfall of 33 dwellings per on average during the SHMA period (2013-2018), which would require the delivery of at least 100 dwellings per year to achieve this figure based on 30% affordable target for all dwellings in LP1.	**More affordable housing?** At a first look, Frodsham has underperformed on the provision of affordable housing compared with the shortfall of 33 units per annum identified in the SHMA. However, delivery of that level of affordable homes in Frodsham is not realistically achievable and compared with the affordable housing target in the Local Plan, Frodsham is performing well. That said, it must be recognised that there remains widespread AH need across the Borough, which additional provision in Frodsham could contribute to meeting.	According to the SHMA 2013, Frodsham needs the following mix of housing: • 54% 1 bed (under 65) • 15% 3+ bed (under 65) • 9% 1 bed (over 65) • 21% 2 bed (over 65) More up-to-date evidence from the housing register suggests that the proportions set out above need updating e.g. a much higher proportion of 1 bed sheltered accommodation for older adults is needed.

Factor	Potential impact on quantity of housing needed	Potential impact on housing mix and type
Local Plan (pt 1) Strategic Policies: **Policy STRAT8 'Rural Area'** = 250 homes minimum target for Frodsham to deliver by 2030 **Policy SOC1 'Delivering Affordable Housing'** = 30% affordable housing target for new developments **Policy SOC2 'Rural Exception Sites'** = 100% affordable on small rural sites including greenbelt **Policy SOC3 'Housing Mix and Type'** = mix of family starter homes, homes for older people and, Community Land Trusts	**No change?** Frodsham has delivered 142 homes since 2010 (start of the plan period), therefore it is ahead of schedule in terms of overall housing numbers. 67 (47%) of which were affordable homes. Therefore, LP1 targets are on track to be met. **More affordable homes for CWCC?** However, CWCC is 448 in deficit of meeting its current affordable housing completion target. Therefore Frodsham may wish to contribute further to the Borough-wide affordable housing delivery, which would also help with addressing its local affordability issues referenced in the housing market analysis.	• Affordable family starter homes • Downsizing options • Bungalows • Sheltered accommodation
West Cheshire Rural Growth Strategy has an overall housing target of 2785 from 2015 – 2030 for rural area and market towns (based on LP1 targets)	**No change** The rural area has delivered 1298 dwellings since 2015 and is therefore on course to exceed the minimum target by 2030. Strategically speaking, this high performance of the wider rural area and market towns takes pressure off places like Frodsham, which are heavily restricted in terms of planning policy and physical constraints.	The Rural Growth Strategy stipulates that the rural area and market towns need to deliver: **good quality affordable and family housing, starter homes, 'downsizers' for older person households.**

Factor	Potential impact on quantity of housing needed	Potential impact on housing mix and type
Several economic strategies set out housing targets for large areas: • LEP = 70,000 new homes by 2030 for Cheshire and Warrington • CWCC Economic Growth Strategy – 7,300 new homes by 2018 in Cheshire West	**Increase housing supply?** Frodsham is an important strategic town from which you can easily access big employment centres e.g. Chester and Manchester. Therefore, these targets could reasonably be assumed to affect Frodsham. **No Change?** Planning and physical constraints of Frodsham could mean that its contribution to these targets may be limited.	**No change?** There is not enough information to stipulate how these housing targets will be delivered.
Halton Curve Rail Infrastructure Improvements This will provide new direct rail services to Liverpool City Centre and Liverpool John Lennon Airport from Frodsham, whereas (at the time of writing) there are no direct services.	**Increase housing supply in the long term?** These new direct rail services are likely to make Frodsham much more accessible and therefore more desirable. This could put more pressure on house prices in the area as it will have easier commuter access to a large job (high skill level) market in Liverpool. It already has easy public transport access to Manchester and Chester therefore the likelihood is that Frodsham would attract even more high earning residents with the new infrastructure improvements.	**More family homes and those suitable for the working population**
Accommodation type 2001-2011 Frodsham has a high proportion of detached properties and a low proportion of flats and apartments compared to Borough and national figures.	**No change** Accommodation types within Frodsham do not indicate a need to increase the housing supply.	**More flats and apartments needed to balance the market** The existing housing stock appears to be weighted more towards detached properties with few flats and apartments compared to national and Borough-wide figures. This also suggests that Frodsham may not (currently) be a good place to start on the housing ladder with a higher proportion of detached properties that tend to be more expensive.

Factor	Potential impact on quantity of housing needed	Potential impact on housing mix and type
Tenure 2001-2011 Frodsham's housing stock is mostly owner occupied. Between 2001-2011 there was a sharp increase in social and private rented properties nationally and locally (CWCC and Frodsham).	**Increase housing numbers** The increase in rented property suggests that there were significant numbers of people who could not afford to buy property in this period, which included the market crash. This indicates that the local market is too expensive for existing and new home owners. This is supported by evidence in the affordability section that Frodsham is unaffordable. High prices usually indicate a shortage of supply to meet demand, therefore increasing supply will help address this.	**Increase supply of smaller properties (1-2 bed)** Including a mix of starter homes and downsizing options for older people **for sale and rent**. This would increase downsizing options for older people, which would free up larger existing family homes on the market for growing families to move into. Smaller starter homes would also help young people and families to get on to the housing ladder and help the next generation of home owners get started.
Occupancy ratings 2001-2011 The trend between 2001-2011 was for both under-occupancy and overcrowding to reduce. In other words, people are both occupying their homes more fully with less spare rooms, and less homes that are overcrowded with too many people in them.	**No change?** If the trend of decreasing overcrowding and under-occupancy continues, this should not require any significant change in the overall supply of housing numbers. **Increase supply of smaller properties?** (1-2 bed) would provide more downsizing options for older people who under-occupy large homes. This would accelerate an increase in occupancy by freeing up larger homes for growing families.	Similar to the above, **there is a greater need for small 1-2 bed** properties for young people, families and downsizing options for older people, would help to address under-occupancy, which is an issue across Cheshire West as well as Frodsham.

Factor	Potential impact on quantity of housing needed	Potential impact on housing mix and type
Household composition 2001-2011 The trend between 2001-2011 was for family units (with or without) dependent children to decrease, lone parent families, single people and over 65 singles and couples to increase. In Frodsham the most notable increase was for single person households, which for under 65's increased by 11 per annum and for over 65's, by 6 per annum between 2001-2011. Mid-year estimate data for 2015 enables us to calculate the potential number of over 65 single person households, suggesting that this rate has increased (between 2011-2015) to approximately 9 new over 65 households per year (based on the accelerated increase in over 65s overall), therefore creating an increasing demand for smaller properties for all ages but a potential future trend towards single person households over 65.	**Increase supply of smaller properties?** Frodsham's housing market may need to find ways of responding more readily to the changing household composition with more people living alone and in smaller sized households.	**Increase supply of smaller properties** weighted more to 1 and 2 beds but with a small increase in supply of 3 bed properties to keep the balance in the market. As the baby-boomer generation move further into retirement and larger properties become more difficult to maintain the evidence suggests we may see more single person households over 65. It will also be important to keep the town's population balanced to sustain the local economy and services with an increase in homes for families and young people.
Concealed families 2011 With 29 concealed families in Frodsham in 2011 it is below the Borough and national average (percentage wise). No concealed family data is available for 2001.	**No change?** The below average proportion of concealed families means it is unlikely to cause an increase in overall need.	**No change?**

Factor	Potential impact on quantity of housing needed	Potential impact on housing mix and type
Population 2001-2011-2015 including change in age structure and household size Frodsham's population has increased by 342 between 2001-2015 (3.7%). It is also aging rapidly with over 65s increasing in proportion to other age groups (from 19.2% in 2001 to 26.3% in 2015) while 0-19 and 20-64 age groups stayed fairly static. Mid-year estimate data for 2015 enables us to calculate the most significant increases in age groups (yearly averages) between 2011-2015: • 0-4 increased by 11 per annum • 25-29 increased by 9.8 per annum • 45-49 increased by 6 per annum • 50-54 increased by 26 per annum • 65-69 increased by 22.5 per annum • 70-74 increased by 13.5 per annum • 75-79 increased by 24 per annum	**Increase housing supply?** The population is increasing in Frodsham and the 2015 mid-year estimates suggest that the rate of increase is accelerating. The increase in 50-54 year olds and the over 65's is the most significant change in the population.	**Cater for an aging population but with a significant need for families?** To accommodate a rapidly aging population there needs to be more provision of **downsizing options to lifetime homes standard** in the shorter term (next 5 years) with more **sheltered, extra care and residential care** options in the medium to long term. Evidence also indicates a need for **family housing.**
Net migration The live births minus deaths between 2011-2015 gives a negative figure of -104, however the population increased by 214 people in this time (according to 2015 mid-year estimates), therefore it can be calculated that the net migration into Frodsham between 2011 and 2015 was 318 people. This equates to **approximately 80 (rounded to the nearest whole number) new residents each year on average moving into Frodsham between 2011-2015** (based on 318 net migration figure 2011-2015 divided by 4 years).	**Increase housing supply** This is the sole reason why the population is increasing in Frodsham.	**More provision of homes for over 65s but also 50-54 years and an increase in 0-4 suggests there is also a significant proportion of family need.**

Factor	Potential impact on quantity of housing needed	Potential impact on housing mix and type
Long term health problems The number of people with limiting long term illness is increasing in Frodsham at roughly the same rate that it is in CWCC, which tallies with the aging population evidence.	**No change to overall numbers?**	**More provision of assistive accommodation?** E.g. sheltered, extra care, residential care and more investment in adaptation of existing housing stock.
Economic activity of residents Most notably, people are retiring in Frodsham at a faster rate than in CWCC and nationally.	**Increase in housing supply?** Based on this and other evidence, it is known that the number and proportion of people of retirement age are increasing in Frodsham.	**More provision of downsizing options** in the shorter term (next 5 years) with more **sheltered, extra care and residential care** options in the medium to long term.
Distance travelled to work 38.1% of people in Frodsham work in Cheshire West, 14.1% in Halton, 6.4% in Warrington, 3.8% in Liverpool and 11.4% from home.	**Increase housing supply?** The new direct rail services to Liverpool via the Halton Curve will likely increase the number of people travelling there for work. The most significant change is in the number of people working from home which increased by approximately 100 between 2001-2011.	**Better connected homes** are needed in terms of broadband access with a clear trend for more people to work from home. There may be scope to influence new developments to include a portion of homes with flexible rooms that could be used as work or storage space.
Affordability of dwelling prices Frodsham has an affordability ratio (i.e. dwelling price divided by income) for median price to median income of 4.2 for flats or 8.8 for detached properties. For lower quartile incomes and prices the ratio is 6.1 flats and 12.1 for detached. 3.5 is considered affordable.	**Increase housing supply?** Markets tend to be unaffordable when demand outstrips supply, therefore an increase in supply would help balance the market.	**Increasing the right type of housing supply** The evidence shows that smaller market 1-2 bed properties are needed to give downsizing options for older people, and starter home options for young people and families. There is also a need for a mix of affordable tenures including: social and affordable rent, shared ownership, discount for sale, extra care, sheltered and residential care housing. Community Led Housing Schemes could also be considered.
Affordability of rent To afford a market 1 bed flat in Frodsham (based on paying 28% of income on rent) you need to be earning £23,400, which is nearly £6,000 above the actual lower quartile income of £17,500.	**Increase housing supply?** Although rented property provides more choice in terms of affordability. Lower quartile earners will be spending (at best) 37% of their income on rent and (at worst) up to 68%. Again high demand and limited supply have driven prices up over a long period.	**Increase supply of affordable tenures for rent?** The evidence shows that market rents in Frodsham are out of kilter with local lower quartile incomes. New developments need to include affordable and social rent options where possible.

Factor	Potential impact on quantity of housing needed	Potential impact on housing mix and type
Housing register Frodsham's housing register shows a heavy leaning towards 1 and 2 bed need: • 61% 1 bed under 55's • 34% 2 bed under 55's • 92% 1 bed over 55's For general needs a mix of 1, 2 and 3 bed properties are required but mostly 1-2 bed. For sheltered accommodation for older people, predominantly 1 bed and a significant need for 2 bed.	**Increase affordable housing supply?**	Based on the housing register bids there needs to be a focus on increasing supply of **1 and 2 bed bungalows, bedsits and flats for older people**. Mixed size (but more 1-2 bed) general needs affordable / social housing is also needed for young people and families. Looking at the evidence, there is a real lack of the type and size of property listed above, which is resulting in excessive bids for 1 bed bungalows in particular.
Self-build register There were 17 applicants interested in self-build in Frodsham.	**No change** Self-build registrations do not give any evidence on housing need but likely an indication of aspiring self-building in the area.	**No change**
Private sector stock condition survey 2013 • 26% of Frodsham's private housing stock is in fuel poverty compared to 19% in CWCC. • 10% does not meet decent homes standard compared to 13% in CWCC. • 13% has category 1 hazards present compared to 7% of CWCC's private sector stock.	**No change**	**No change**

Factor	Potential impact on quantity of housing needed	Potential impact on housing mix and type
CWCC Vulnerable and Older People Accommodation Plan key points: • Non-decency rates are higher among older owner occupiers in rural wards. • Older people living in non-decent housing are more at risk of fuel poverty and ill health arising from or aggravated by cold and damp conditions. • Older people living in rural communities can also be at increased risk of increasing isolation and diminishing access to services, including healthcare services. • Younger people are leaving rural towns and villages because of a lack of affordable housing and employment opportunities. • The Borough's rural population is ageing faster than that in the urban areas.	**Increase housing supply**	Ensuring a range **of attractive, suitable and sustainable alternative accommodation options** is available, as well as offering help and **assistance with adaptations** and repairs to help those who want to stay in their own homes, will allow older people to make an informed decision about their future accommodation choices.

Recommended Next Steps

This housing needs assessment has aimed to provide the Neighbourhood Plan Steering Group with evidence on local housing need from a range of data sources. It is suggested that Frodsham Neighbourhood Plan Group discuss the contents and conclusions of this report with the Local Planning and Housing Authority, taking the following into account during the process:

1. The contents of this report;

2. Views of CWCC including how this may inform or fit in with emerging Local Plan (part 2) policies and any other emerging housing needs evidence that is available;

3. The views of local residents;

4. The views of other local stakeholders e.g. housing associations and private housing developers; and,

5. Consider the neighbourhood plan policies in light of feedback from the above stakeholders and make a decision on whether to allocate sites for affordable housing e.g. exception sites, infill, brownfield and reuse of underused assets. This could require collection of primary data via an additional resident housing needs survey to supplement this report.

Cheshire Community Action would like to thank: Cheshire West & Chester Council housing policy team for funding the housing needs assessment and for the support from the planning policy and strategic intelligence teams.

The project team would also like to thank Frodsham Neighbourhood Plan Group for its support throughout the process.

This report was produced by Cheshire Community Action, the leading rural support organisation covering Cheshire, Halton and Warrington
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Document 10

A Cycle Strategy for Frodsham

FRODSHAM
NEIGHBOURHOOD
PLAN

For

A Cycle Strategy for Frodsham

SCOPE: Working under the *Cheshire West and Chester Cycle Strategy*, to identify and detail safe cycle routes to / from and through Frodsham connecting to the Town Centre for recreation employment and education, and detail other infrastructure improvements for cycling.

www.cyclenorthcheshire.com

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Executive Summary

The aim of this strategy is to provide a menu of suggested improvements to make Frodsham a sustainably connected and cycle friendly town in order to satisfy the needs of those cycling to places of education, employment and leisure.

Cycle North Cheshire was commissioned by the Frodsham Neighbourhood Plan Steering Group to produce a strategic vision on cycling in the area to support the emerging policies being developed for the Neighbourhood Plan. *A Cycle Strategy for Frodsham* suggests local solutions to the ambitions set out in the *Cheshire West and Chester Cycling Strategy* and both documents should be considered as complimentary.

Frodsham is a popular commuter town on the route of NCN5 and situated proximate to several important places of employment and education, as well as being the gateway to a number of popular leisure assets including the nearby Delamere Forest. Cycle connectivity with neighbouring communities and within the town itself is generally poor. In the near-term reinstatement of direct rail links to the Liverpool City Region are expected to bring additional opportunities for inward investment and also generate greater demands for access to nearby leisure facilities.

The uptake in cycling in Frodsham for employment and education is below the national average, however there has been a significant uptake in cycling for leisure observed both locally and nationally over recent years. Frodsham lacks the suitable infrastructure to support a greater uptake in cycling without necessitating the use of a busy road network and this strategy attempts to address those deficiencies by making recommendations on routes and infrastructure on a geographic basis with some prioritisation incorporated.

To the West, a safe cycle route from the Town Centre and Overton to Helsby High School is seen as a priority. Further connections could be made in the future to join with the Chester Greenway at Mickle Trafford ultimately connecting Chester, through Frodsham to Runcorn and Warrington with a single scheme.

To the North and East, important for commuters and users of NCN5, connectivity with Runcorn and Warrington is identified as a priority. Although relatively small improvements would benefit some sections of the existing routes, particular pinch points will require significant infrastructure improvements. For leisure users, opening a route up the Weaver Valley to connect with Dutton Locks would provide an attractive and pleasant recreational route and potentially benefit the visitor economy with consequential inward investment.

To the South the majority of recommendations will support leisure and recreation connections to the facilities at Lady Heyes, Kingsley Village and Delamere Forest whilst avoiding the B5152. Development of such routes will bring potential for inward investment with Frodsham and Kingsley positioned as potential gateway locations for services and facilities.

All sections in this report contain recommendations for some very simple improvements that could be implemented at minimal cost. Dedicated paths across private land will require extensive consultation and close co-operation with relevant landowners, but this has been achieved in many other parts of the UK with great success.

Longer-term improvements will require proactive support of the Local Authority in accordance with the recommendations detailed in the CWaC Cycling Strategy (2014). Close co-operation between adjacent authorities will be needed to ensure seamless and effective connectivity to the Runcorn Cycle Network and any future schemes in Halton. It is expected *A Cycle Strategy for Frodsham* will be the strategic reference for all future local schemes and wider connections.

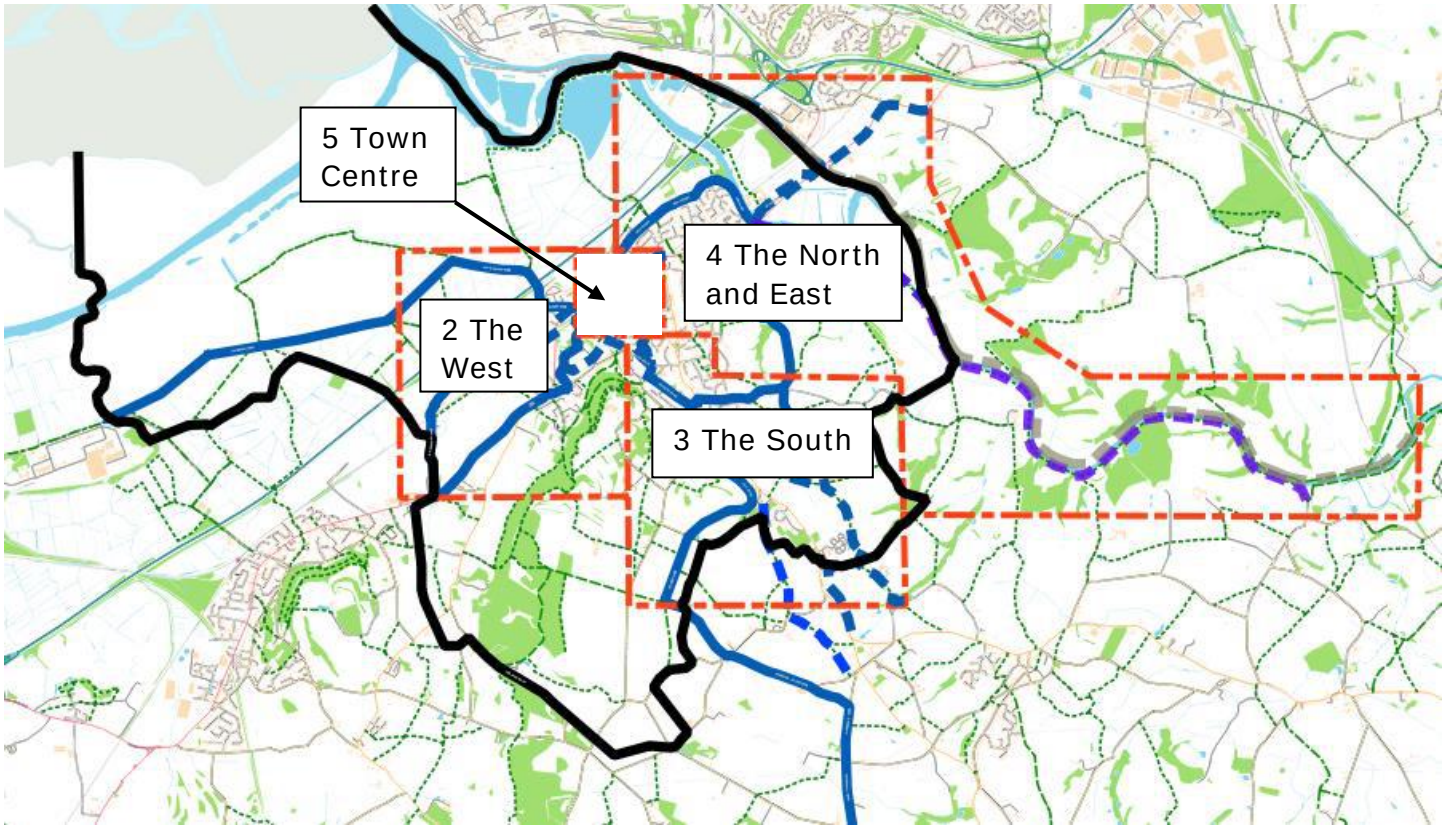
1: Introduction

1.1 Frodsham Neighbourhood Plan

"Encourage local communities who are preparing Neighbourhood Development Plans to consider cycling facilities, provision and access to cycle routes in their documents"
(Recommendation from Cheshire West and Chester Cycling Strategy)

Background to the Frodsham Neighbourhood Plan

Cycle North Cheshire was commissioned by the Frodsham Neighbourhood Plan Steering Group to produce a strategic list of recommendations for cycling to support the Neighbourhood Plan Transport and Access Policy. The recommendations produced are intended to support the overall objectives identified within the Cheshire West and Chester Cycle Strategy (2014) and both documents should be considered as complimentary.



Frodsham Parish Boundary and arrangement of sections in this report.

The Frodsham Neighbourhood Plan remit extends to the Frodsham Parish Boundary (above). Cycling infrastructure frequently crosses administrative boundaries; the National Cycle Network Route 5, a route of national significance connecting Land's End to John o' Groats, transits through Frodsham from the West to the North East. More locally, the ultimate integration of well-planned and high-quality routes with adjacent schemes, infrastructure and services is the long-term ambition that will require close co-operation with adjacent authorities. Cycle North Cheshire has therefore suggested connecting routes and recommendations that extend beyond the Frodsham Parish Boundary.

1.2 Competing Pressures on Infrastructure

Many of the trunk roads connecting Frodsham with surrounding communities were routes developed before the modern era of motor vehicles. Subsequent improvements, mainly in an era of lower traffic levels have been for the benefit of the motorist with little thought for the need of pedestrians and none for cyclists. New development in Frodsham over the 20th Century has also exclusively benefitted the needs of the motorist. Nonetheless, Frodsham is well connected with an historic interlinking footpath system.

The increased popularity of cycling as a means of recreation, travel for employment and education is well documented and although Cheshire West and Chester (CWaC) is just over the national average with 4% of

the population making 5 cycle journeys per week, it falls well short of cycle-prepared cities such as Cambridge (37%).[1] The rate of regular cycling to work in Frodsham is a mere 1.7%.[2]

In terms of cycling to school Helsby High School falls well below the borough average; the last school travel survey indicates that 1.1% of all students cycled, even in the summer months[3], against a CWaC average of

2.5% and a Chester City average of 5%[4]. Anecdotal evidence suggests the current rate of cycling to the High School is around .5% from Frodsham and to the primary schools around 1%; broadly in line with the CWaC average[5].

Along with the general uptake in cycling, the population of Frodsham is on the whole ageing.[6] Mobility scooters, although legally a motor vehicle, are not compatible with heavy traffic environments. Electric assisted bikes are growing in popularity and offer an opportunity for the elderly or those not accustomed to cycling in a predominantly hilly environment to enjoy all the benefits of cycling in a less strenuous manner and also present opportunities for journeys of longer distance.

Bespoke schemes, especially those connecting with places of recreation invariably attract broader support and additional funding opportunities if accessible to range of users; particularly those with reduced mobility (wheelchairs), walkers and equestrians.

Future infrastructure provision must account for the future needs and demographics of the community.



[1] CWaC Cycling Strategy
[2] 2011 Census data
[3] HHS Travel Survey (2013)
[4] CWaC Cycling Strategy
[5] CWaC Cycling Strategy
[6] 2001 and 2011 Census data, Frodsham Housing Needs survey (2018)

1.3 Background and Technical Inputs

The first iteration of *A Cycle Strategy for Frodsham* was produced in 2015 on behalf of the Weaver and Sandstone Cycle Forum. The document was not publicly published as it was realised a complete re-draft would be required to support the Frodsham Neighbourhood Plan. The original technical inputs also required reviewing and updating.

The re-drafted strategy features technical inputs from CWaC and Halton BC (Connections to the North and East), Sustrans, CWaC and the Castle Park Trust Executive (connections to Helsby High School), local businesses and schools. An overall assessment of route suitability was conducted in conjunction with CWaC Highways in February 2018 using broad DfT (Department for Transport) guidelines as a benchmark. Previous and current reports published by CWaC including the Air Quality Management Plan (2018) and Route to HHS (2011) have been reviewed. Additionally, current Section 106 agreements and concepts explored under the Weaver Valley Regional Park scheme have also been reviewed and incorporated. Local knowledge has been used extensively throughout.

Sustrans has produced a scoping report on suggested traffic priorities in Frodsham to support cyclist and pedestrian safety. This report, although not considered part of the strategy, is included in the appendix for consideration for any future review of traffic management.



1.4 Assessment of Routes and Methodology

"Use the planning process through CIL and S106 agreements to secure funding to extend and improve access to local cycle networks and make sure that new developments possess a high standard of facilities for cyclists."
(Recommendation from CWaC Cycling Strategy.)

Cyclists, when presented with a choice of routes, invariably assess the increased risk of a busy main road that offers more convenience with the alternative that might incorporate additional mileage, ascents, differing surfaces and other impediments to quick travel. The routes scoped in this document attempt to balance the requirements of minimal distance and gradient with optimum safety suitable for an individual with Bikeability* Level 2 accomplishment. It is acknowledged that irrespective of available infrastructure some cyclists will always seek a well surfaced road. The current Bikeability map for Frodsham was produced in 2011 and it is acknowledged not all routes are displayed and there are additional traffic volumes evident at the time of publication of this document. http://itravelsmart.co.uk/cycle/

Recommendations in this report are tabled as 'Quick Wins' or 'Longer Term'. In determining these recommendations the hierarchy of preferred cycling improvements as recommended by the DfT (1.4: Good Practice) is used as a reference. It is recognised the severe limitations imposed by nature of the existing infrastructure combined with the likely scale and scheduling of investment must be balanced in the recommendations.

Speed limits, although high in the DfT hierarchy of suggested improvements, have been periodically reviewed in Frodsham and are under consultation by the Local Authority at the time of publication with the proposal that most roads are re-designated as 20mph. 20mph speed limits around school zones within the urban environment as recommended by the DfT are cited in this report (see Schools). Elsewhere, suggested routes where possible remove cyclists from the carriageway in order to support Bikeability 2 capability.

Quick Wins typically include the re-designation of footways and footpaths, and the installation of signage and simple

infrastructure. Such schemes are widely implemented nation-wide where there is sufficient footway width or low pedestrian footfall. Quick Wins, whilst incentivising greater uptake of cycling, are in some cases not intended be long-term solutions.

Longer Term recommendations include substantial modifications to, or the significant upgrade of existing infrastructure and the installation of new infrastructure altogether. With the ultimate implementation of this strategy it is expected some long-term improvements will super-cede the preceding short-term scheme and provide permanent improvements compliant with the highest standards as recommended by the DfT.

It is expected the Local Authority will implement both the *Quick Win* and *Long Term* recommendations as detailed in the CWaC Cycling Strategy (2014) in determination of availability of infrastructure levies, planning of new roading schemes and proactively working with developers to accommodate the recommendations in this report.

* Bikeability: For more information about Bikeability, see the Department for Transport (Dft) website:http://bikeability.org.uk

"Consider the conversion of footways and footpaths for shared use by both pedestrians and cyclists in appropriate rural locations"
(CWac Cycling Strategy)

Figs 1.1-1.3 Examples of hazardous routes that cyclists must asses



1.1: Sutton Causeway; no alternative exists for cyclists



1.2: The B5152 Kingsley Rd; a modest gradient on a busy road

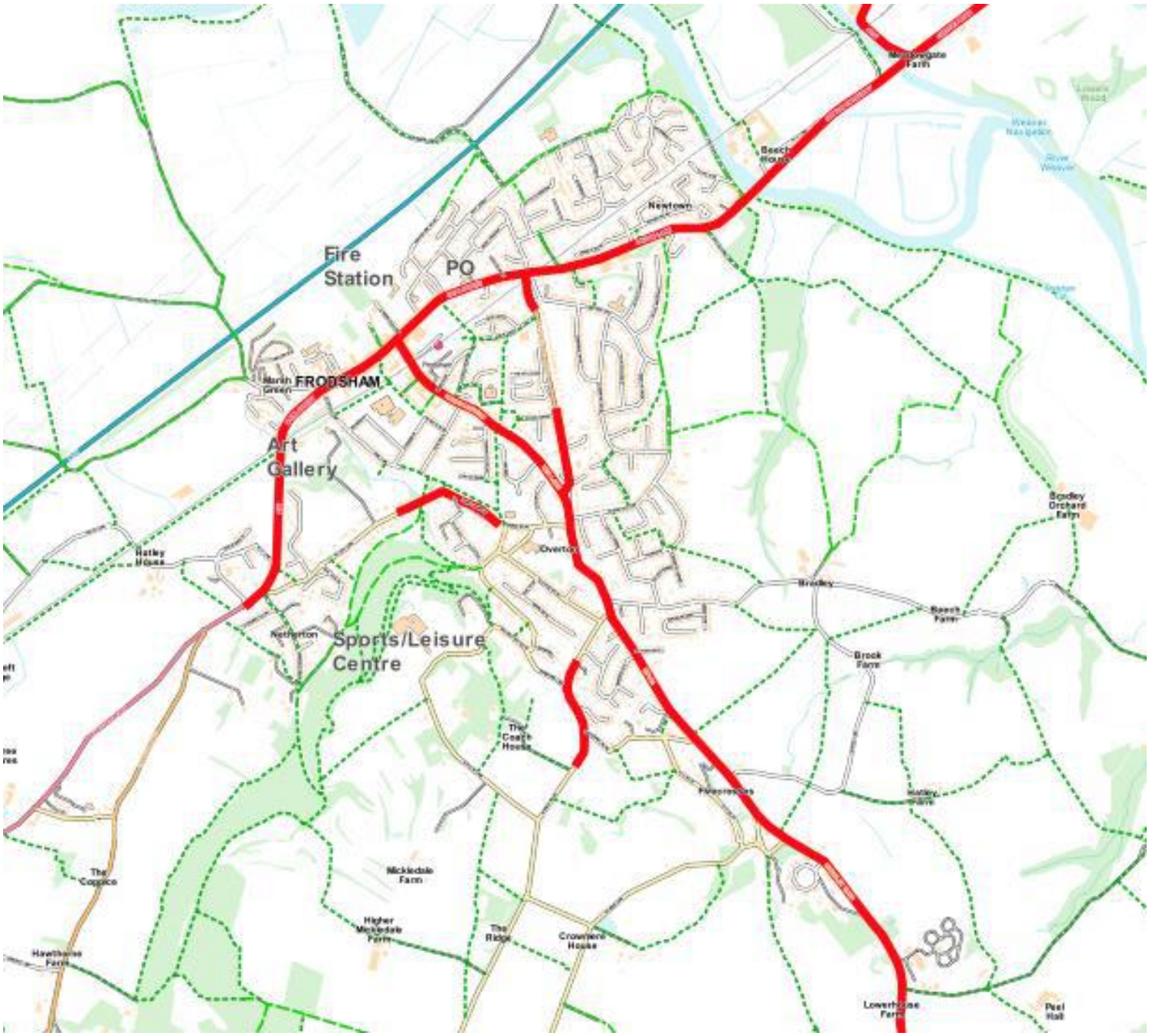


1.3: The A56 from Netherton to the Town Centre; busy, narrow carriageways.

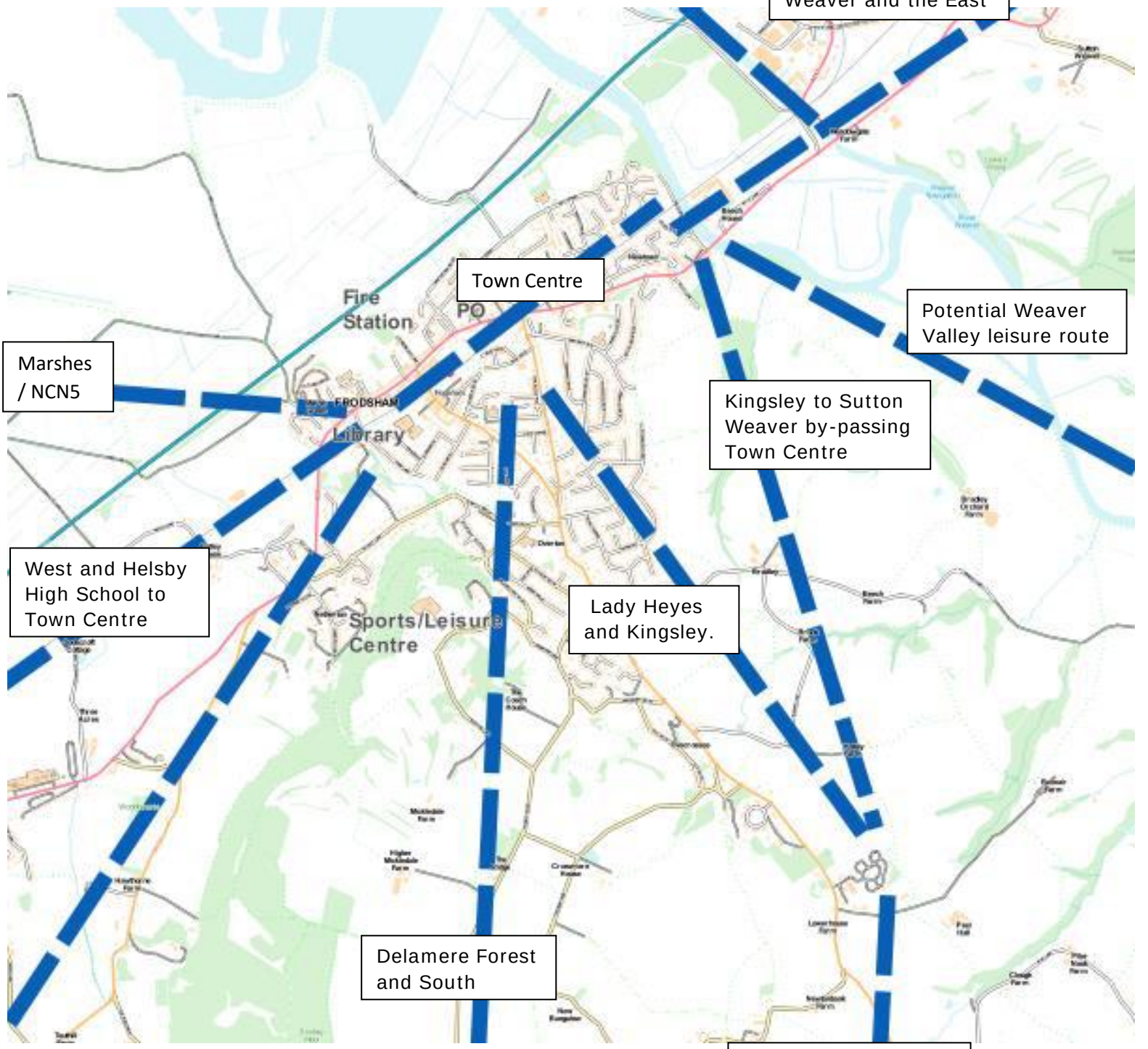
1.5 Hazardous Routes

Based on the CWaC Bikeability map, the map below illustrates the sections of road that are graded Bikeability Level 3 or above, or excessively hazardous due to either one or a combination of:

- Traffic volume
- Carriageway width
- Sightlines
- Lack of escape route
- Traffic speed

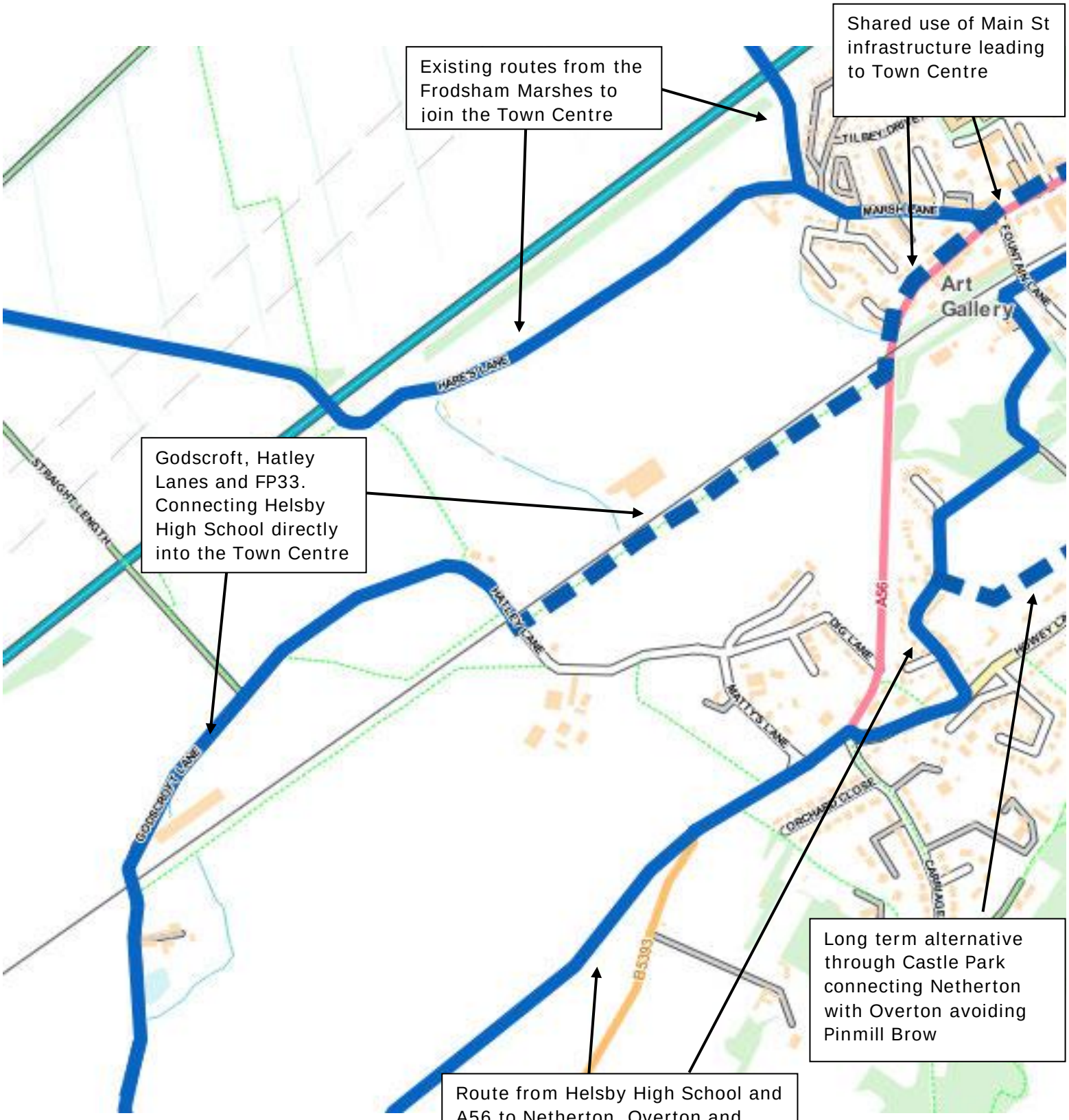


1.6 General Overview of Preferred Routes



Section 2: The West

2.1 The West: Overview



2.2 The West: Description

The two main routes to Frodsham from the West are via NCN 5 over the Frodsham Marshes to Marsh Lane and Main St, and via the A56 and Helsby High School to Netherton and Main St.

The route via the Frodsham Marshes following the course of NCN 5 leads from Lordship Lane splitting into Moorditch and Hares Lanes to meet again at Marsh Lane and into Main St at the Ashcroft Veterinary Surgery. The route is in a poor state; most tracks over the Marshes are severely pot-holed and only suitable for cycling in dry weather on bicycles designed for off-road use. Frequent and endemic fly-tipping leaves a general impression of neglect, presents a poor welcome to Frodsham for visitors and is an unappealing cycling experience for those wishing to visit the Marshes.

Via the A56; a dedicated cycle lane, delineated by dashed lines, is provided on the carriageway running from Helsby to the Netherton Hall, where there is a 'Pelican' type crossing to access Howey Lane and Netherton Drive. Beyond the Netherton Hall the carriageway narrows and cyclists must share the road with vehicles into and through Frodsham. An alternative but undesignated route exists from the Netherton Hall over the A56 and up Howey lane to Netherton Drive and through Castle Park. Some 40% of the Helsby High School role originates from Frodsham and a report produced by CWaC detailing a potential link through the southern side of Castle Park to provide cycling access from Park Lane to Helsby High School following the closure of Frodsham High was produced in 2009. Cycling to the High School has increased in recent years and although the facilities at the school for cycle storage have been improved, road safety is cited as the primary reason for students to travel by other means.[7]

A potential alternative route exists from Helsby High School following the course of Godscroft and Hatley Lanes and FP33 arriving on Main St at the railway overbridge. The subject of a Section 106 agreement with the Local Authority, the upgrade would require formal re-designation of the footpath and significant upgrade work.

Delamere Forest is accessible from the South West following Tarvin Rd (B5393) out to Foxhill and then via The Ridgeway and New Pale Rd. This route, whilst convenient for those in Netherton and Helsby involves a significant gradient.



A56 looking toward Helsby High School with cycle-lane and broad grass berm.

[7] HHS Travel Survey (2013)

2.3 The West: Recommendations

3.1 General

Cycle North Cheshire has produced a number of recommendations, both short and long term, for improved cycle connectivity with the Helsby High School and also the route of NCN5 over the Frodsham Marshes. Connections to the centre of Frodsham are detailed under Section 4 (Town Centre). Key to the short-term recommendations are designation of a cycle route through Castle Park, re-designation of footways and footpaths, surface improvements and signage. Long term recommendations include more significant infrastructure implementation but without the need for further traffic flow modelling.

Connecting Helsby High School to both the centre of Frodsham and Overton with a safe, simple cycle route is a high priority. With the closure of Frodsham High School an outline report was published by CWaC (appendix) detailing a potential route through Castle Park and possible use of Footpath 33 joining Castle Park with Godscroft Lane. A report provided by Sustrans (appendix) in 2016 detailed suggested improvements to the A56 connecting Helsby High School with Netherton Hall. Cycle North Cheshire has a suggested route through Castle Park that would connect to Kingsway avoiding the majority of Howey Lane. The bridleway commonly called Bottom Walk was assessed but deemed unsuitable as it doesn't bypass the narrow top section of Howey Lane connecting with Pinmill Brow and at the Western end joins the top of Carriage Drive involving significant gradients and additional distance.

A further report by Sustrans (2018) detailed substantial long-term changes including a one-way system on Howey lane to accommodate a Shared Use path, priority traffic flows on Church St/Red Lane and long-term improvements to the A56 connecting Netherton Hall with the High School. Such re-configuration of traffic flow would necessitate extensive modelling and consideration of other consequences such as air quality.

Establishing a safe route connecting the A56 directly with the Town Centre and avoiding the section from the Netherton Hall Ship St should be a 2-stage process; initially a route through Castle Park from Fountain Lane (FP59) to Howey Rise and the Netherton Hall should be designated and signed. A longer-term solution would involve the use of FP 33 as a suitably surfaced track connecting to the A56 opposite the entrance to Castle Park. 2 options to connect FP33 directly to the Town Centre then exist, each of these is explored fully in 'Town Centre'.



2.3.2 Recommendations: Detailed

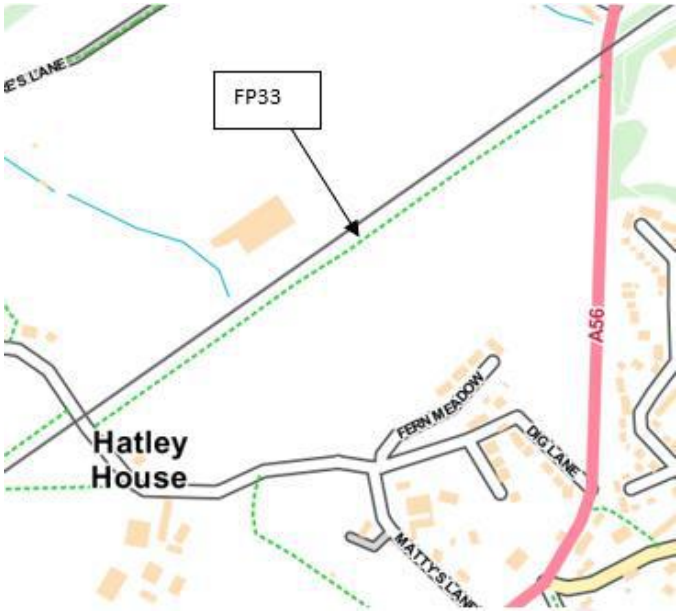
A. The A56 and Helsby High School to the Town Centre.

Quick Win. Designation of a route through Castle Park and FP59 connecting Netherton Hall to the Town Centre, and signage throughout.



Castle Park; a feature on the CWaC Bikeability map and a logical connection from Netherton to the Town Centre and Overton avoiding the A56.

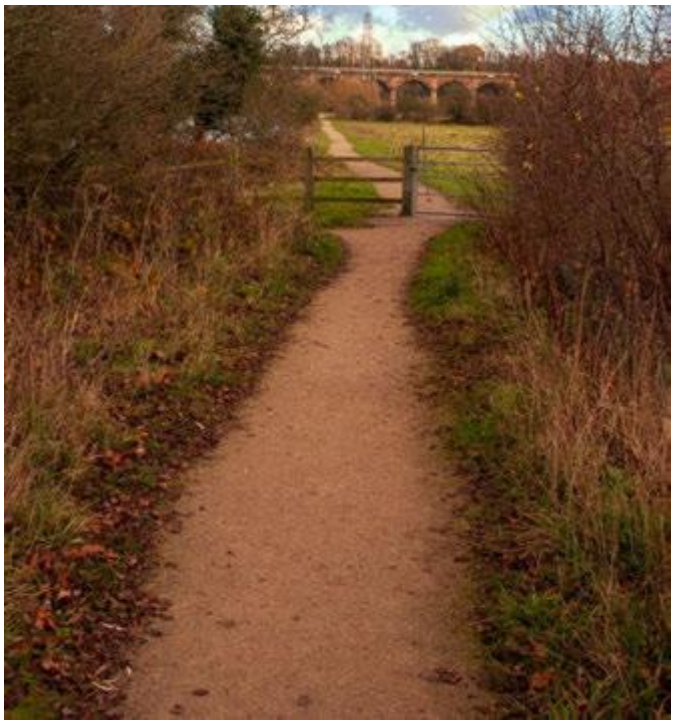
Quick Win. Re-designation of FP33 to allow for cycling and equestrian use.



Footpath 33; a key connection to the Town Centre from Helsby High School and the West. Re-designation is the first step.

Quick Win. Re-designation of the footway running from FP33 to the Town Centre as Shared Use (See Section 5: Town Centre)

Longer Term. Upgrade of FP33 including; surface, removal of kissing gates and fencing as required to provide for easy cycle / equestrian access from Hatley's Lane to Main St opposite the Castle Park entrance.



Example of a well-surfaced multi-use path crossing farmland (Weaver Valley).

Longer Term. Implementation of Sustrans report to Weaver and Sandstone Cycle Forum detailing improvements to the existing cycle lanes on the A56 from the Netherton Hall to Helsby. (Appendix)

B Marshes to the Town Centre.

Quick Win. Control of fly tipping and unauthorised vehicles on the marshes (installation of low bollards / by-pass gates).



Low bollards installed at the PROTOS facility on the Marshes; a good way to control unauthorised vehicle access.

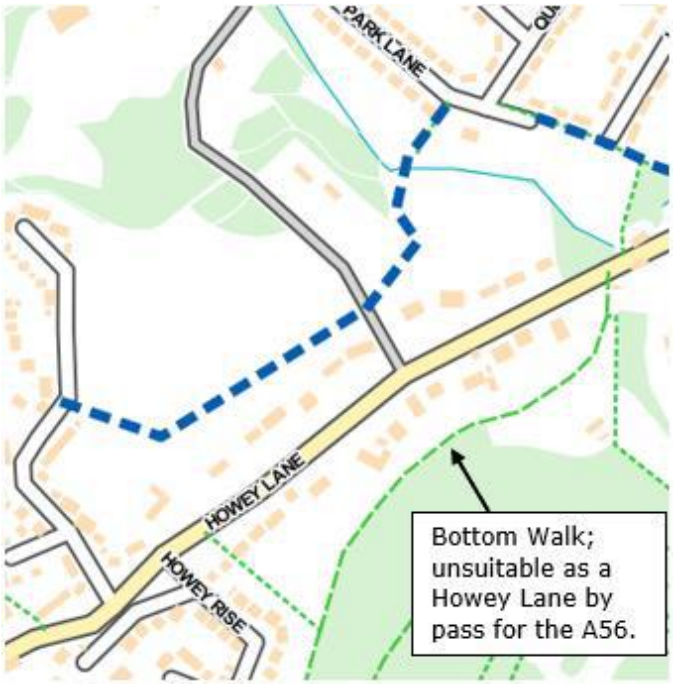
Quick Win. Surface improvements on Marshes routes and signage.



Severely degraded surface on NCN5 / The Marshes. (Photo Nick Sljivic)

C The A56 and Helsby High School to Overton.

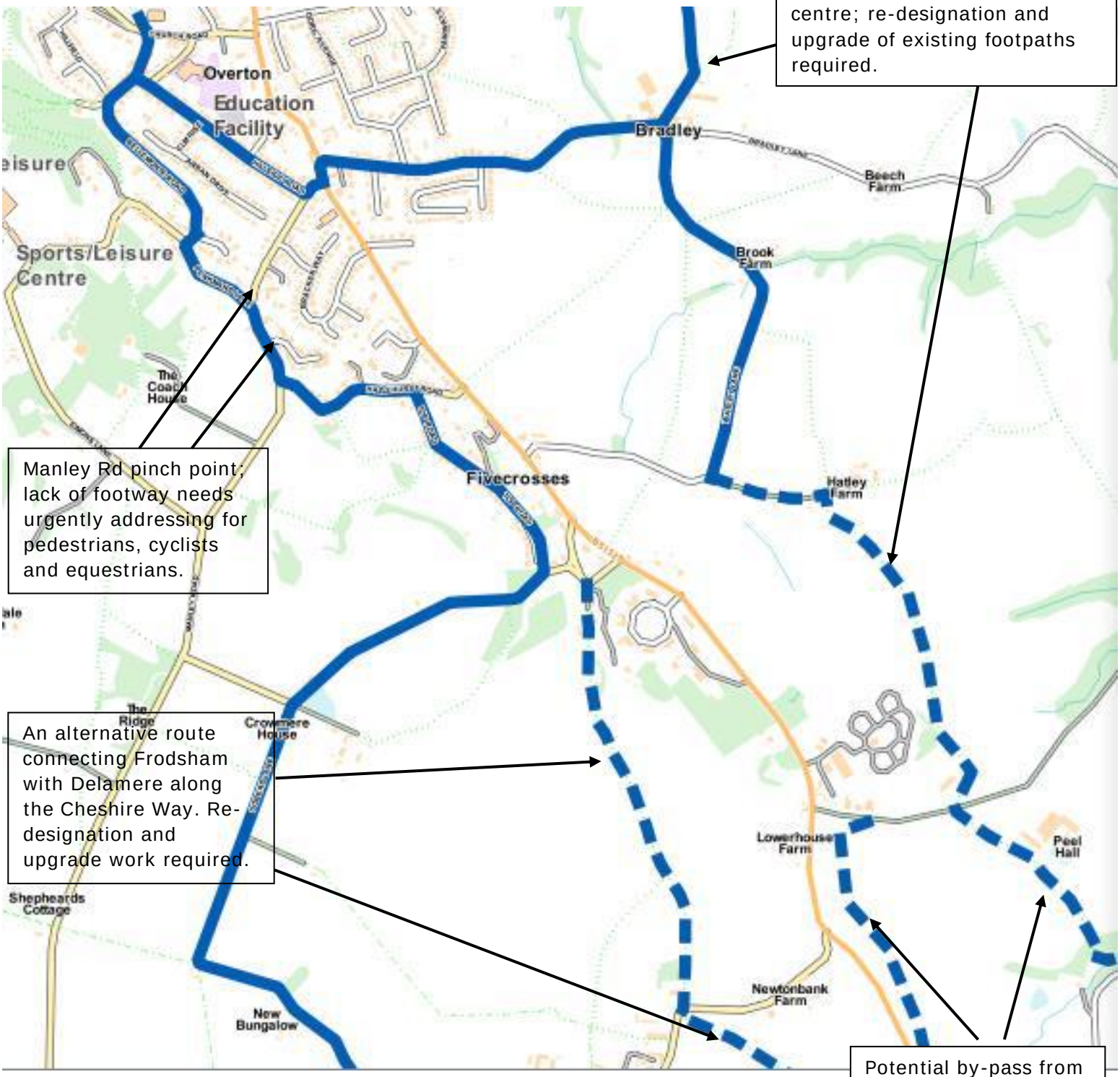
Longer Term. Construction of pedestrian / cycle link through the southern end of castle Park joining Netherton Drive with Kingsway (by-passing Howey lane)



(Left) Suggested route of a multi-use path through Castle Park connecting Netherton Drive with Kingsway. The bridleway 'Bottom Walk' (marked) was assessed as unsuitable due to the necessary use of Carriage Drive to connect to the A56 and footpath connecting to Howey Lane being unsuitable for re-designation due width and steps.

Section 3: The South

3.1 The South: Overview



3.2 The South: Description

The primary route from Frodsham to Lady Heyes, Kingsley and Delamere is the B5152. The B5152 offers a direct route, gentle and steady gradient although it has narrow carriageways and heavy traffic. A footway exists from Frodsham through to Kingsley although it is narrow and heavily encroached with overgrowth in places, and alternates on different sides of the roads. Because of the footway layout and width it is generally unsuited for 'shared use' designation.

Other routes exist: from The Lakes estate, Bradley Lane connects to Watery Lane and joins the B5152 opposite the Travellers Rest. Although this route avoids over 1 mile of the B5152 it involves additional distance, hill climbs and re-joins some ¾ mile short of the popular Lady Heyes camping, caravanning and leisure facilities. A route exists from Churchfields, via either Hillside or Bellemonte Rd to join Manley Rd. From Manley Rd via Hazlehurst and Top Roads and joining Dobers lane it is possible to reach Delamere Forest via Waterloo Lane. Again, this route involves steep hill climbs, additional distance and does not connect directly with Lady Heyes. It also includes the hazardous corner identified on Manley Rd between Penkman's Lane and Hazlehurst Rd. The Cheshire Way footpath running from Dobers Lane straight through to Meeting House Lane offers a direct route to the Delamere Forest with a reasonably steady gradient. Such a route would be a long-term objective.

For cyclists wishing to travel from Kingsley / Lady Heyes to Halton or Sutton Weaver the reverse holds true; there is no practical alternative to the B5152 until Bradley Lane. A footpath exists from Lady Heyes connecting to Watery Lane and then a bridleway into Hob Hey wood, from where a footpath connects to the Frodsham Stone Bridge. Re-designation of the relevant footpaths and subsequent upgrades would be a significant long-term project but would establish connectivity with an established leisure facility and connect with a possible Weaver Valley route.

From Lady Heyes south towards Kingsley and Delamere the option exists via Hillfoot Rd and Meeting House lane, however this route is impractical in terms of both gradient and additional distance.



The footway discontinuity along the B5152 looking toward Kingsley; the need for several crossing points and encroached surface makes the footway unsuitable for Shared Use.



Skills area at The Delamere Forest.

3.3 The South: Recommendations

3.3.1 General

Key to connecting Frodsham with The South, Lady Heyes, Delamere and Kingsley is identifying a safe route avoiding Church St, Red Lane and the B5152 to Kingsley. Options to connect Kingsley and Lady Heyes to Sutton Weaver avoiding Frodsham town centre have also been assessed.

Connecting Frodsham with Manley Rd and the Delamere Forest is quite straightforward; enabling shared use of the footway to Churchfield Rd, a suitable path through Churchfields and construction of a Shared Use footway on the Manley Rd corner with appropriate signage. Longer term re-designation and upgrade of the 'Eddisbury Way', the footpath running from Dobers Cottage to meeting House Lane should be considered as a more direct route and by-pass to the excessive gradient of Dobers Lane.

Connecting Frodsham with Lady Heyes and Kingsley would involve a designated route from Bradley to Watery Lane and re-designation of FP15 and FP16 with associated upgrades, although there are existing footpaths from Bradley Lane through to FP15 that could be upgraded over time to 'iron out' the kinks in this route. The shoulder of the B5152 from Watery Lane to Lady Heyes was assessed for suitability for installation of a 3m wide path the entire length but engineering constraints deem this route unfeasible. From Lady Heyes to Hollow Lane the existing footway alongside the B5152 is unsuitable for shared use and a purpose-built path through existing farmland would be needed. This would require extensive consultation, planning and agreements although similar schemes have been readily implemented in other areas popular with recreational users. Connecting Lady Heyes directly to the shops in Kingsley via FP13 and Pike Lane is viewed as a long-term aspiration; FP13 would require significant upgrade and clearance work to be suitable for cycling or equestrian use.

Key to connecting Lady Heyes directly with Sutton Weaver and Halton are the existing footpaths running to Hatley Farm and Watery Lane. From watery lane options exist to connect to the Swing Bridge via Bradley Orchard Farm and Hob Hey Wood; both options are explored in greater detail in The North and East. Re-designation of footpaths to accommodate additional users always requires close engagement with landowners and other stakeholders and this should be the first step with Hatley Farm (FP15 &16).



The footway from Lady Heyes to Kingsley; Shared Use paths less than 3m width are an exception normally only permitted for short stretches. (DfT guidelines, see 1.3)

3.3.2 Recommendations: Detailed

A. Connecting the Town Centre with Manley Rd.



Quick Win. Re-designation of the footway running from Eddisbury square to Churchfields Rd as Shared Use. (opposite)



Footway from Eddisbury Square to Churchfields Rd; Shared Use designation would encourage cyclists off Holly Bank and Red Lane.

Quick Win. Designation and signage of a route running from Churchfields along Hillside Rd to Manley Rd.



Looking north along Hillside Rd; a quiet suburban road running parallel to Red Lane offering an alternative route to the Delamere Forest.

Quick Win. Installation of 3m wide path across Churchfields running from Froda Ave to FP60 or Pinmill Brow. Re-designation of footways / footpaths as required to accommodate shared use. (see below)



Connecting the Town Centre with The South; a surfaced path across Churchfields recreation area connecting Churchfield Rd with Pinmill Brow would avoid the steep (and stepped) FP60 and Red Lane. Wheelchair users would also benefit. The 2 options detailed (dashed blue) are either utilising the top portion of FP60 past the west entrance to the church, or alternatively the existing footway on Pinmill Brow and car park entrance. Separate 'shared use' paths would connect to existing infrastructure.



A 3m wide path from FP60 to connect with existing infrastructure and Froda Ave. The top of FP60 conflicts with the west entrance to the church grounds



Alternative option (preferred) is to use existing footway from the car park entrance to connect with a 3m path to Froda Ave (below).

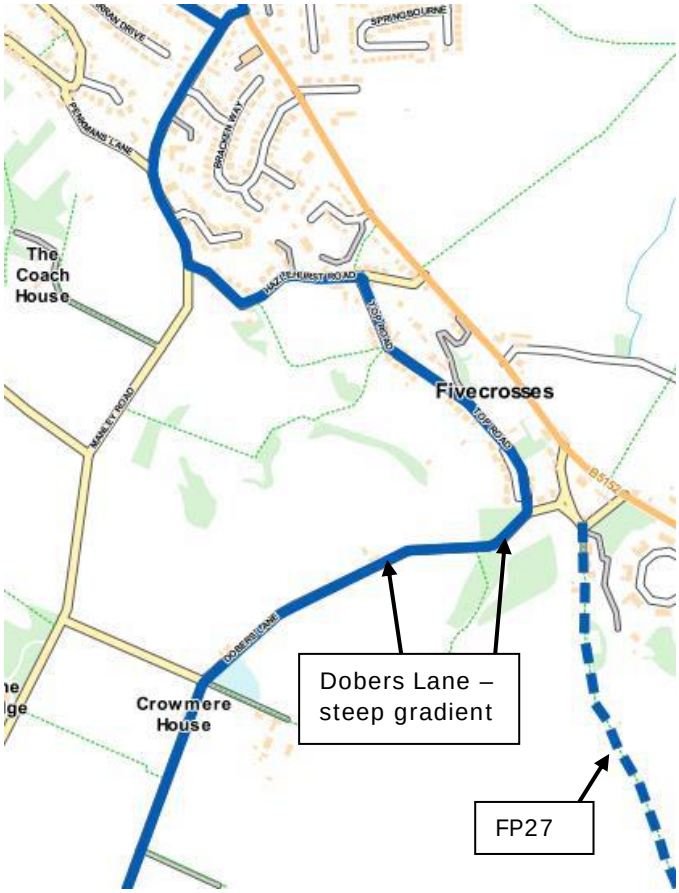




FP 60 meets Pinmill Brow; a dropped kerb needed if this option chosen.

B. Connecting Manley Rd with Delamere.

Overview



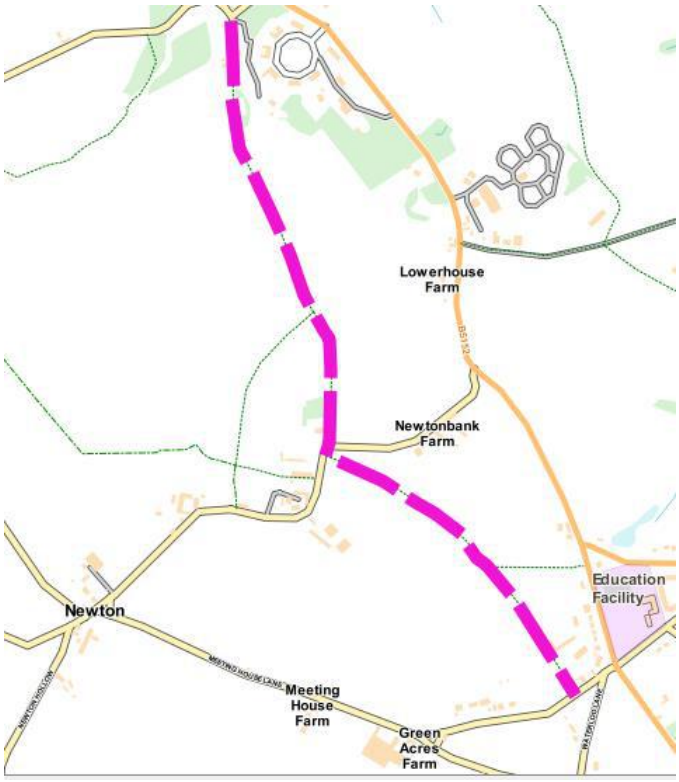
Existing route to Delamere (solid blue) includes a steep gradient at Dobers Lane leading to Crowmere. Development of FP27 (Eddisbury Way) is a potential long-term solution.

Longer Term. Installation of a 'shared use' footway on Manley Rd between the Hillcrest Residential Home and Hazlehurst Rd (see FNP C&A Strat XXX) (Top Right)



Detail of proposed footway along Manley Rd from Hillcrest Residential Home to Hazelhurst Rd. Residents of Newlands Close have been actively campaigning for this facility.[8]

Longer Term. Consultation and feasibility study into re-designation of Eddisbury Way (FP27 and 29) for equestrian/cycle use connecting Dobers Lane with Meeting House Lane.



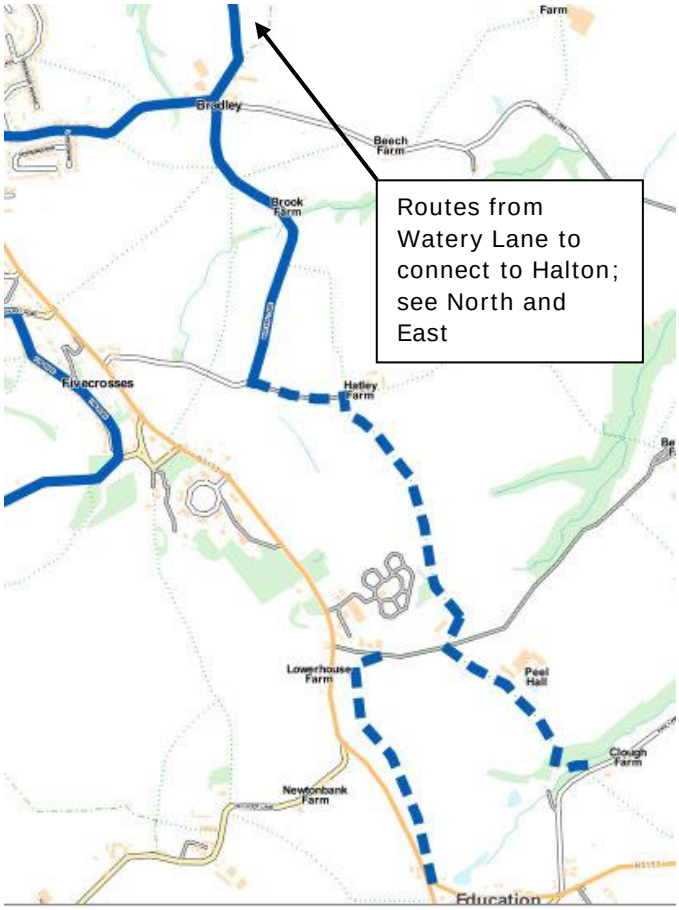
(Right) FP27 and 29 'Eddisbury Way', a potential route connecting Frodsham with Delamere via Dober's Lane and Meeting House lane offering gentle gradients and quiet connecting roads. The existing footpaths would require re-designation as an initial step.

[8] FTC Minutes 2015



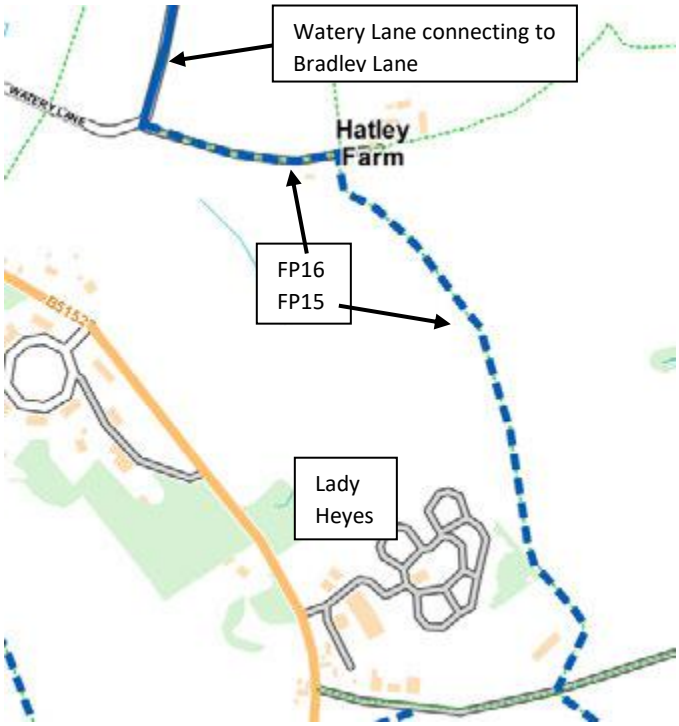
(Left) FP 27 Leading off Dober's Lane. Significant re-configuration would be needed to make the footpath suitable for cycling.

C. Connecting Frodsham with Lady Heyes and Kingsley.



Overview of routes connecting Kingsley with Lady Heyes.

Quick Win. Re-designation as Bridleway of FP16 and FP15 linking Watery lane with Lady Heyes.to allow for equestrian/cycle use.



Above, Right: Re-designation as Bridleway and improvements to FP16 and FP15 could provide a cycle link from Frodsham to Lady Heyes avoiding the B5152 Kingsley Rd.

Longer Term As above with surface improvements and fencing as required.



FP16 from Watery Lane looking toward Hatley Farm. The footpath follows the course of the asphalt drive to the farm buildings.

Longer Term. Investigate feasibility and undergo consultation for construction of a multi-use path across farmland connecting Lady Heyes with the B5152 / Hollow Lane junction. (Below)



Suggested route of a multi-use path connecting Lady Heyes with the B5152/Hollow Lane junction.



The footway alongside the B5152 between Lady Heyes and Hollow Lane; not suitable for Shared Use.

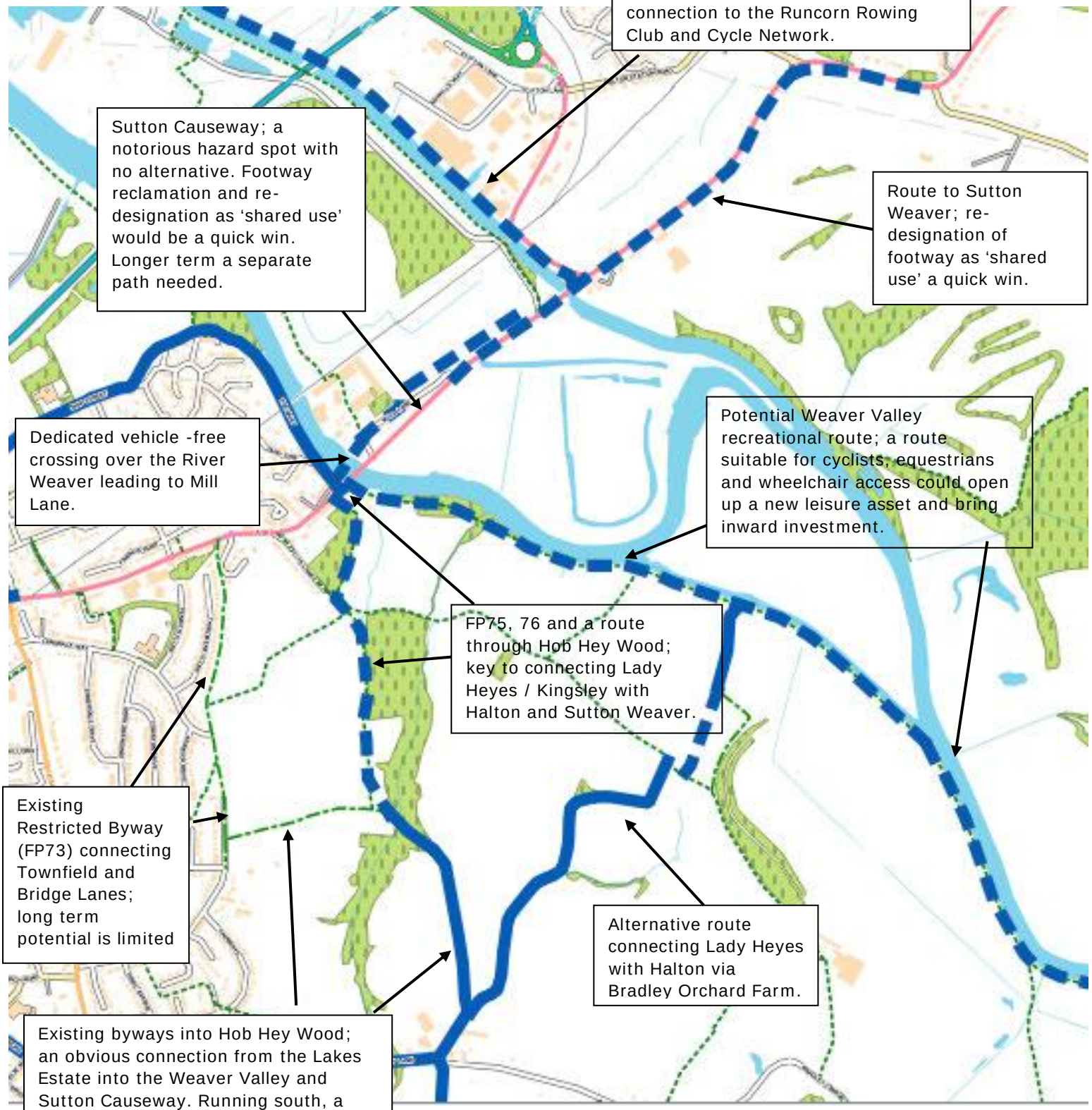
Quick Win. Feasibility Study into re-designation of FP13 from Lady Heyes to Pike Lane for cycle/equestrian use.



FP13 running from Pike Lane to Lady Heyes; extensive work needed to make suitable for cycling.

Section 4: The North and East

4.1 The North and East: Overview



4.2 The North and East: Description

"Liaise with neighbouring authorities and work to promote and improve cross-boundary connectivity" (CWaC Cycling Strategy)

Bridge lane, the primary access route to the east is busy, narrow and hazardous. Footways exist on both sides; continuous on the north but discontinuous on the south. The footways are narrow in places and reasonably used, although frequently obstructed by parked motor vehicles. A blind bend exists between Ellis Lane and the Bridge Lane Garage. A comparatively little used cycle route from the Town Centre to the Frodsham Stone Bridge exists following the course of NCN 5 along Ship St past Saltworks play area where a track connects, via a hinged gate, to The Quay running alongside the River Weaver. Elements of this track are frequently pot-holed and muddy after rain.

Cycle access on to Halton and Sutton Weaver is exclusively via the Frodsham Stonebridge and Sutton Causeway; a busy single-carriageway road at the national speed limit. For eastbound traffic the option exists to use the single direction Mill Lane running parallel to the Sutton Causeway until it re-joins some 300m before the Swing Bridge. To the north of the Stone Bridge the original footings of the previous crossing connecting Bridge Lane Garage with Mill Lane are still in situ. A narrow footway exists on the Stone Bridge and a wider footway on both sides of the Sutton Causeway from the east end of Mill Lane to the Swing Bridge. On Clifton Rd towards Runcorn there is a footway on the west side, however this discontinues at the Local Authority Boundary (Railway Viaduct) due to the presence of a pier. The footway continues and becomes Shared Use 200m further on into Halton at the start of the Runcorn Cycle Network. The carriageways narrow towards the Railway Viaduct.

The Tow Path, although in a poor state of repair is still in existence on the eastern side of the Weaver Navigation running from the Rocksavage works, past the Runcorn Rowing Club at the end of Cholmondeley Rd to almost as far as the Frodsham Swing Bridge.

On Chester Rd from the Swing Bridge towards Sutton Weaver there is a footway on the southern side running into Sutton Weaver although this narrows past the junction with Halton Station Rd. A grass berm runs along the north side of the road. Halton Station Road itself (off the A56) has no footway and offers little opportunity for connection to the Runcorn Cycle Network. The section of Halton Station Road running from the A557 (Clifton Rd) to Wood Lane, although one-way, has less vehicle traffic.

Various routes connect Bradley with the Frodsham Stone Bridge; some are designated restricted byways, others footpaths and some, such as the board walk through Hob Hey Wood are permissive paths with local restrictions applied. The surface of most of these routes is rutted and in a poor state of repair, especially after rain however the potential exists to achieve connectivity from Lady Heyes through to the Frodsham Stone Bridge with a fairly modest investment.



Permissive path through Hob Hey Wood; pedestrians only.



The start of restricted byway ‘Hob Hey Lane’ leading into Hob Hey Wood. To the right ‘Broad Lane’ leading to Bradley Orchard Farm.

From the Frodsham Stone Bridge a continuous footpath runs along the western side of the River Weaver all the way to Dutton locks. The first 500m of the footpath surface is well prepared gravel but then the quality of the surface alternates becoming extremely boggy in parts after rain. There are many crossing points. The upper reaches of the path, between Pickerings Cut and the Dutton Locks is a well-prepared bridleway, popular with walkers, equestrians and cyclists. The Weaver valley presents immense potential as a leisure asset and greater access would provide an opportunity for a range of visitors as well as attract inward investment to the community.



Looking up FP5 ‘The Weaver Way’ from the Frodsham Stone Bridge; the surfacing extends for several hundred metres.



The tow path from the Local Authority Boundary.

4.4 The North and East: Recommendations

4.4.1 General Recommendation

Quick wins identified to connect Frodsham Town Centre with the Swing Bridge include surface upgrades to the route of NCN5 from Ship St through to The Quay, contra flow (cyclists only) of Mill Lane and shared use of the footway from Mill lane to the Swing Bridge. with improved signage throughout. Longer term; a separate sustainable transport bridge could be built over the River Weaver connecting The Quay with Mill Lane, thus avoiding the Stone Bridge with it's unsuitable footways entirely. A separate cycle path could also connect Mill Lane to the Swing Bridge however such a project is seen as a long-term goal and a higher priority is the establishment of safe links with Runcorn and Sutton Weaver using the existing infrastructure. In the case of cycling contra-flow on Mill Lane, although the current speed limit is not under review it is estimated that the 85 percentile of vehicles do not exceed 20mph thus fulfilling DfT criteria for contra-flow.

From the Swing Bridge to the marina facilities and Runcorn Rowing Club in the short-term re-designation of the footpath (FP30) is required, although remediation work to the surface and construction of a ramp down to the towing path should follow soon after.

Towards Sutton Weaver in the short term the footway alongside the A56 should be re-designated as shared use. Although sufficient land exists on the north side of the A56 from the Swing bridge to Halton Station Rd, installation of a purpose-built cycleway is a long-term proposal that would require careful co-ordination between Authorities to ensure connectivity with the Runcorn Cycle Network; how such a connection would dovetail in isn't immediately apparent.

Development of a cycle route up the Weaver Valley is seen as an immediate priority; such a facility would complement the leisure opportunities offered by the Sandstone Trail and bring inward investment to Frodsham. In the short term an assessment should be made as to which side of the Weaver Navigation to prioritise however the south side has better connectivity to the communities of Frodsham and Kingsley, would provide direct access to the leisure facilities at Catton Hall and Lady Heyes and would be compatible with any future leisure development on the land between the Stone Bridge and Swing Bridge. The section from Pickerings Cut to Dutton Locks is already an established and well used link connecting to NCN5 and Acton Bridge. Once re-designated, the re-surfacing of this path could be staged in accordance with the funding cycle; Cycle North Cheshire recommends developing the section from the Frodsham Stone Bridge to Catton Hall as the first step. Further suggested phasing, following on from the Weaver Valley Regional Park scheme, is included overleaf.

A connection from Lady Heyes and Kingsley to Halton should be considered. A route through to Ellis Lane was assessed as suitable (subject to re-designation), would leave users facing busy Bridge lane to connect to the Frodsham Stone Bridge. A route incorporating Townfield Lane and FP73 to Pear Tree Close was also assessed; again this meant exposure to Bridge Lane but also steep gradients. A route could be achieved through Hob Hey Wood using the existing 'Hob Hey Lane' restricted byway and FPs 76 and 75. Engagement with FTC will be necessary as a first step to establish an acceptable cycle route through the wood concurrent with re-designation of FP76. Surface improvements, installation of gates and fencing would be the next steps.

Another option to consider is the use of the existing 'Broad Lane' restricted byway and access track through Bradley Orchard Farm to the River Weaver. This option, in conjunction with completion of the first suggested phase of the Weaver Valley scheme would provide for an attractive leisure circular from Frodsham. Effective engagement with the land owners and re-designation of a short section of FP8 would be needed in the short-term.

4.4.2 Detailed Recommendations

A. Connecting Frodsham with the Swing Bridge.

Quick Win. Improvements to the surface of the track along NCN5 joining Ship St with The Quay.

Quick Win. Re-designation of footway running from Mill Lane to the Swing Bridge as shared use, with appropriate signage.



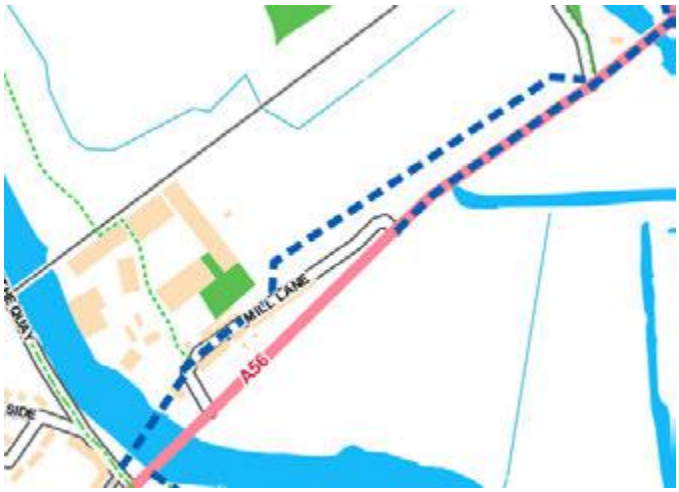
The footway from Mill Lane to the Swing Bridge; little used by pedestrians and subject to remedial removal of encroachment, ideal for Shared Use.

Longer term. Contra-flow on Mill Lane for cyclists only.



Looking along one-way Mill lane to the North East; contra-flow for cycling combined with 'shared use' of the footway to the swing bridge would provide a good alternative to the busy Sutton Causeway.

Longer Term. Explore land use agreement or land purchase for construction of a multi-use path linking Mill Lane with the Swing Bridge running parallel to Sutton Causeway.



Suggested route of a new path that combined with a purpose-built crossing would by-pass the entire Sutton causeway.

Longer term. Installation of a purpose built multi-use crossing over the River Weaver from The Quay to the existing footings and connecting to Mill lane.



Looking across the River Weaver from Bridge Lane to the old bridge footings connecting to Mill Lane. A purpose built sustainable transport crossing would negate the need to use the busy Frodsham Stone Bridge (below).

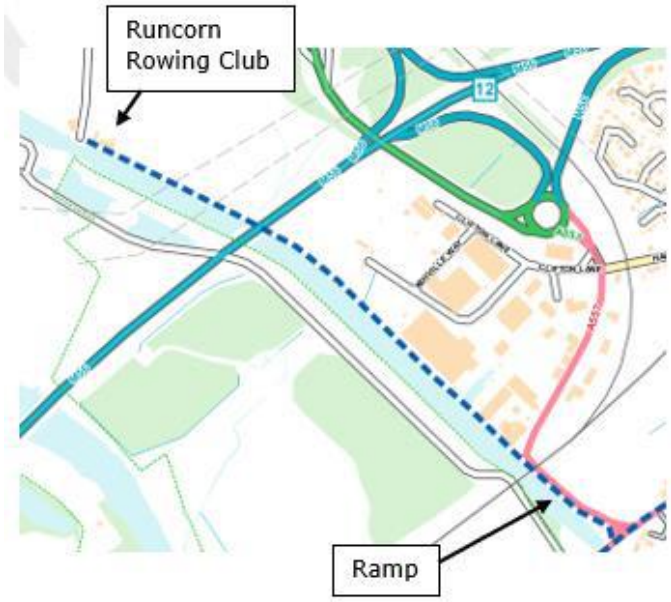


(Left) The busy Frodsham Stone Bridge; narrow footways are unsuitable for shared Use.

C. Runcorn Rowing Club and Cycle Network.

Longer Term. Repair and upgrade of the towpath surface running from the Local Authority boundary to the Runcorn rowing Club

Installation of a ramp from the Halton Rd footway to the towpath.



The towpath along the eastern side of the Weaver Navigation; improvements including an access ramp at the Swing Bridge would connect directly to the Runcorn Rowing Club and Runcorn Cycle Network at Chlomondely Rd and also enable cycle access to the marina facilities.



(Above) Looking across the Weaver Navigation to the Runcorn Rowing Club and Cholmondeley Rd leading to the Runcorn Cycle Network and The Heath.





(Above, right.) Looking along the over-grown portion of towpath from the swing Bridge to the Local Authority boundary at the railway viaduct. The footings left in place from the temporary crossing are the ideal location for a ramp down to the towpath (left).

D. The Weaver Valley.



Suggested options for a multi-use path connecting Frodsham with Dutton Locks. The east side of the Weaver has an existing track formation which is reasonably surfaced for the first 1.3KM. The west side is designated footpath from Bridge Lane to Dutton Locks.

Quick Win. Re-designation / land use agreements (as required) of the towpath running from Frodsham up the Weaver Valley from Frodsham towards the Dutton Locks and re-designation of footpaths connecting to Bradley Lane and Ball Lane.



FP5 from Bridge lane running alongside the River Weaver. The surfaced path ends 600m from Bridge Lane.

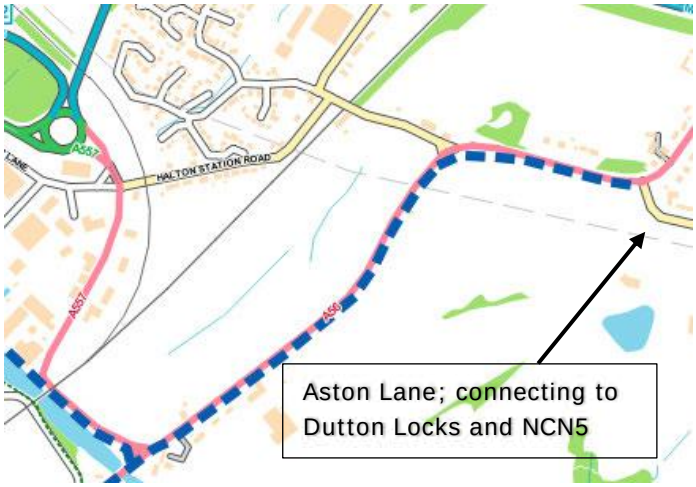
Weaver Valley: Longer Term. Installation of a surfaced multi-use path from Frodsham up the Weaver Valley to connect with the Dutton Locks. (For suggested phasing see Appendix)



(left) The path from Pickering's Cut to Dutton Locks; a connection needed through to Frodsham Stone Bridge.

E. Connecting with Sutton Weaver.

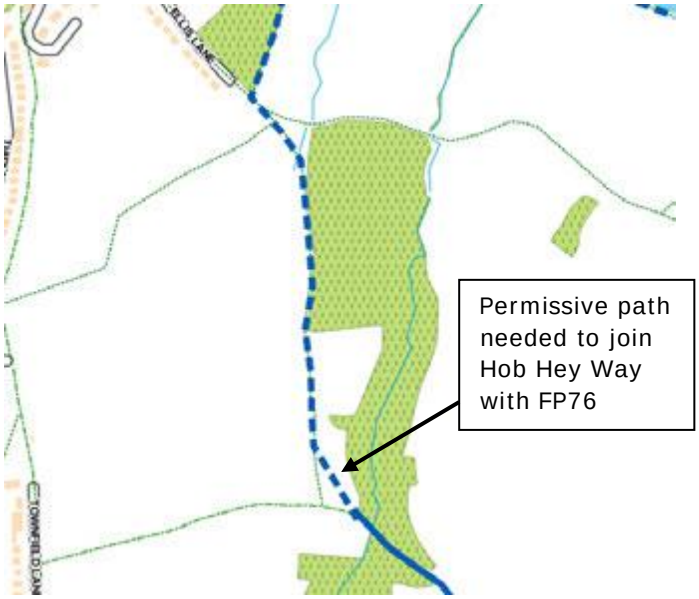
Quick Win. Re-designation of the footway on the south side of the A56 Chester Rd from the Swing Bridge to Aston Lane as Shared Use.



(left) The footway on the south side of Chester Rd; little used by pedestrians, would be suitable for shared Use as far as Aston Lane.

F. Lady Heyes to Frodsham Stone Bridge.

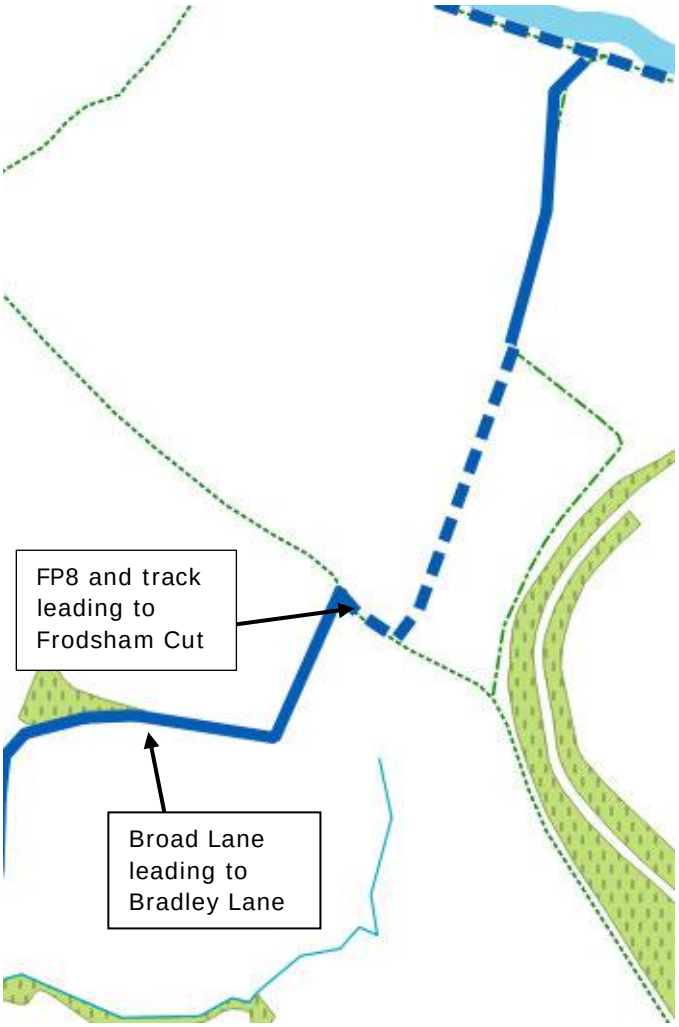
Quick win. Engagement with landowners and re-designation of FP75&76 with a route through Hob Hey Wood to connect



Detail of suggested route through Hob Hey Wood. A permissive path needed to avoid steps leading to FP76 (below).



Quick win. Engagement with landowners and re-designation of FP8 from Broad Lane (FP4) to the track joining Frodsham Cut.

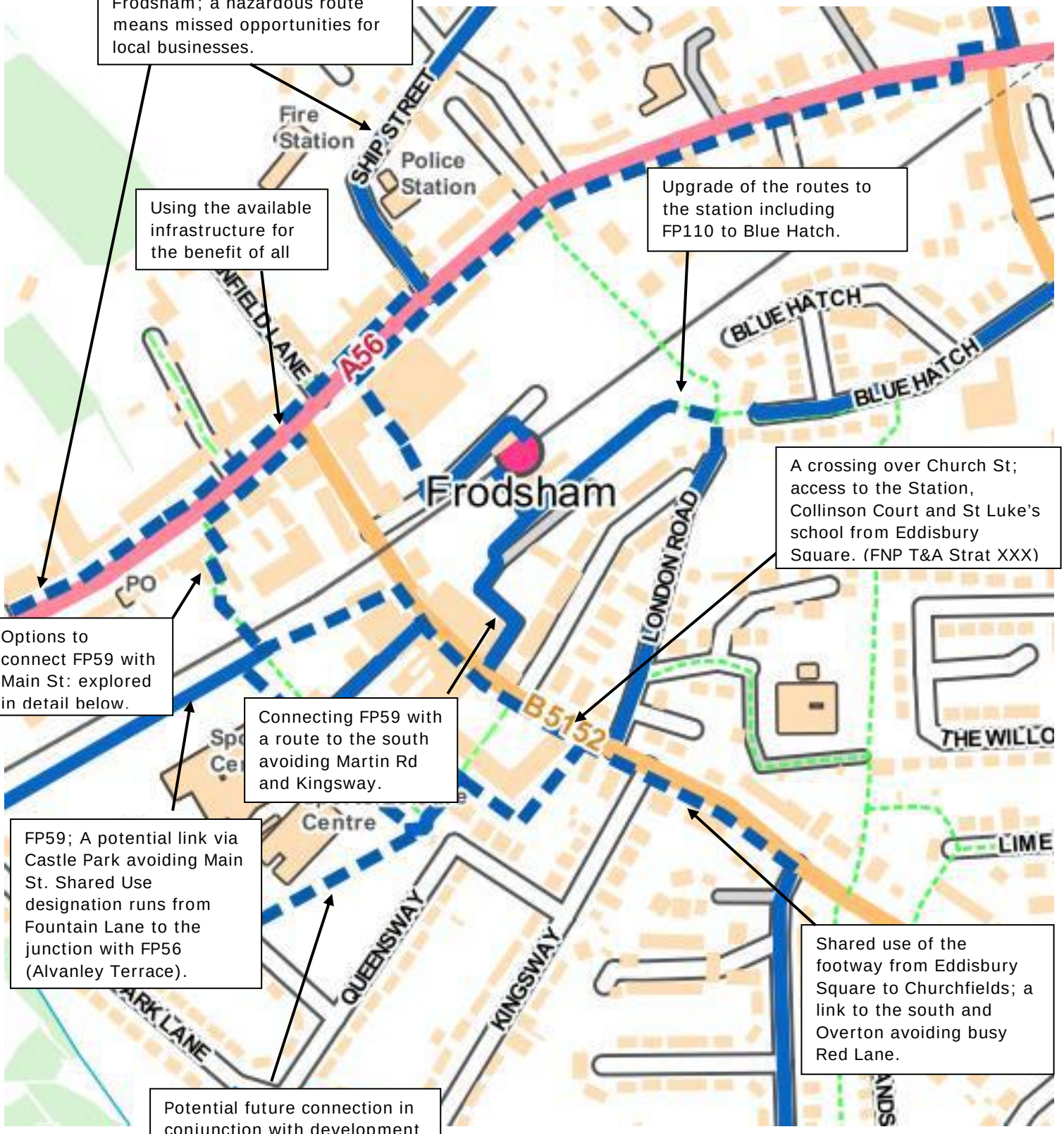


Proposed route through Bradley Orchard Farm to connect with River Weaver.

Longer term. Surface improvements to tracks identified above, installation of fencing and gates as required.

Section 5: Town Centre

5.1 Town Centre: Overview



5.2 Town Centre: Description

Frodsham's Main St is hazardous for cycling; traffic is frequently heavy, driveways and minor roads joining Main St have poor sight-lines and vehicles parking is perpendicular (nose in) to the carriageway, thus adding additional risk. Alternatives involve a myriad of narrow minor roads ultimately arriving in the Town Centre. A generous footway exists on both sides of Main St; the northern side being used for the Frodsham Market on Thursday mornings. From the South; Red Lane, Holly Bank and Church St are all busy roads with narrow carriageways. To the east, NCN 5 follows the route of Main St and Ship St to join The Quay.

In commercial terms the Town Centre has much to offer the passing cycle trade including cafes, restaurants and cycle shops with servicing facilities.

FP59, running from the Fountain Lane entrance to Castle Park parallel to Main St is designated as Shared Use, however this designation ends where the footpath meets Alvanley Terrace and cyclists must dismount there if wishing to access the Town centre.

Cycle parking in the town Centre is well provided for however upgraded parking and storage is needed at the Station; good quality storage is key to incentivising the cycle / rail modal shift. Additional services are expected from the Station in December 2018 connecting the Merseyside economy directly with Frodsham. Car parking is at capacity and sustainable alternatives must be considered.



Image Google © 2014 DigitalGlobe

Above: The broad Main St, footways and parking arrangements. Plenty of infrastructure to share.

5.3 Town Centre: Recommendations

"Improve the availability and quality of cycle parking at key locations across the Borough including railway stations and Park and Ride sites"
(Recommendation from CWaC Cycling Strategy)

5.3.1 General Recommendations

The majority of recommendations pertaining to the Town Centre involve re-designation of specified existing footways as Shared Use and associated signage. This applies to footways radiating out from the Town Centre to connecting routes and connecting existing routes within the Town Centre itself. In the short term the establishment of some new pathways would provide a quick win to connect FP59 with a route to Overton and The South avoiding Alvanley Terrace and Kingsway.

Recommendations for provision of cycle storage mainly pertain to the Station, recognising the needs of the commuter and limitations of car parking availability.

Short and longer-term infrastructure improvements to consider to connect FP33 with Ship St along the alignment of NCN5 include the designation of footways, use of paths in Castle Park and layout and infrastructure arrangement along Main St. The choice of schemes would depend on which of the 2 proposed options to connect FP33 with Ship St is adopted.

The first option involves using the footway on the north side of Main St from FP33 to Ship St as a Shared Use path with lineal segregation from Marsh Lane to the Bear's Paw. Long term objectives would include completely segregated infrastructure from Marsh Lane to the Bear's paw. Advantages of this option include keeping cyclists on the same side of the A56 throughout and use of the wide footway from Marsh Lane. Disadvantages include the narrow footway from FP33 to Marsh Lane and inability to install permanent long-term infrastructure along this section. There would also be conflict with the popular Thursday market.

The second option initially involves crossing the A56 at FP33 into Castle Park and using North Walk through Castle Park to connect with FP59 and re-entering Main St at the Queen's Head. In the longer-term, permanent segregated infrastructure could be installed on the south side of Main St running to Fountain's Lane. Existing infrastructure supports this option in the short-term however excessive road crossings to connect with Ship St, the additional distance and requirement to dismount at the tunnel behind the Queen's Head and Church St junction will dis-incentivise some users. The location of FP33 where it meets the A56 and the North Walk through Castle Park would require a thorough assessment for suitability of a pedestrian crossing due to the proximity of the blind bend approaching the railway bridge. A crossing located further up the A56 (closer to the Castle Park main entrance) would involve additional distance for cyclists.

Either option above using the A56 route would necessitate cyclists dismounting at the railway bridge due to the narrow footway on both sides.

Irrespective of which of the above options is chosen the route through Castle Park, along FP59 and through to the Church St junction should be designated and marked up.

Other long-term improvements in the Town Centre could be in conjunction with future development of the land behind the Medical Centre and also the future arrangement of the Morrisons car park.

The Sustrans report on sustainable transport routes through Frodsham (appendix, also Section 2: The West) suggests a priority system for traffic on Church St and Red Lane. Such far-reaching measures would necessitate extensive modelling to understand the consequences on traffic flows through Frodsham and air quality at the junction of Fluin Lane and Bridge Lane

"The Council will continue to lobby train operating companies to increase the number of cycles allowed on local train services." (CWaC Cycling Strategy)



Opportunity site for a future connection linking Castle Park with Eddisbury Square.



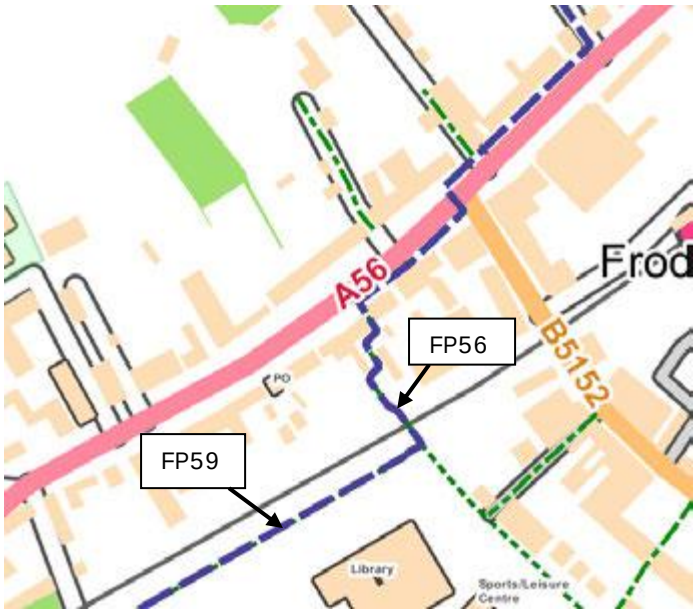
Opportunity site for a future connection linking FP59 with Church St.



Cycle parking at the station. Inadequate facilities disincentivise cycling for the train.

5.3.2 Detailed Recommendations

A. Connecting FP33 and with Ship St.



A route linking Castle Park with Ship St via FP59. The footway on the northern side of Main St should also be designated Shared Use with appropriate marking.

Quick Win. Re-designation of footway on north side of Main St running from the Devonshire Bakery to FP33 as Shared Use.



The footway running on the north side of Main St to Ship St; re-designation as Shared Use.

Quick Win. Re-designation of FP56 running from the end of FP59 past the Queen's Head to Main St as Permissive for Shared Use



FP59 meets FP56 at the Bottom of Alvanley Terrace. Although mostly suitable for re-designation, cyclists should dismount at the tunnel. Signage will be needed.

Quick win. Re-designation of the footway running on the south side of Main St from the Queen's Head to Church St as Shared Use.



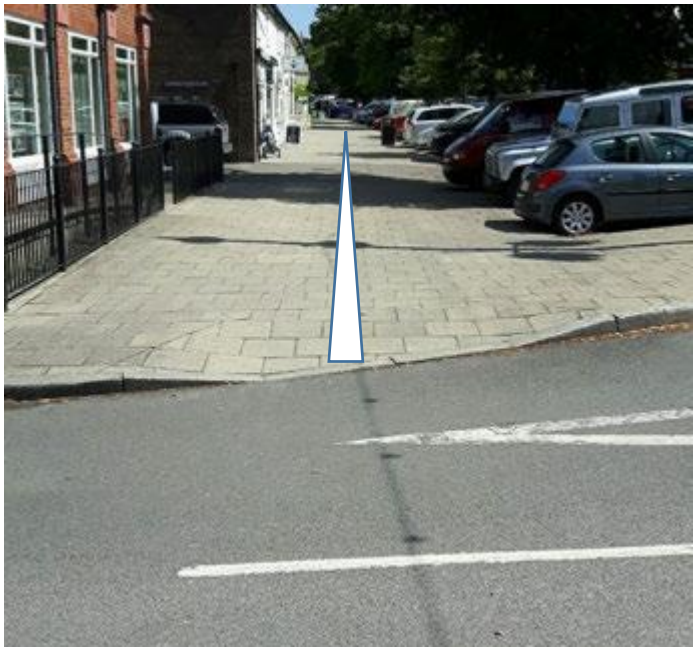
The footway running on the south side of Main St from Church St to The Queen's Head; re-designation as shared use.



Above, Right: The option of connecting FP33 with Ship St via the north side of Main St. Minimal road crossings but severe constraints on improvements from Marsh Lane to FP33.



Above: The narrow footway on the north side of Main St looking towards the railway bridge and FP33.



The footway on Main St looking from Marsh Lane towards the Bear's Paw; supports DfT guidelines for shared-use but conflicts with the popular Thursday market.



Above: The long-term option of connecting Ship St to FP33 via the south side of Main St. Between Church St and Fountain's Lane segregated infrastructure would provide a long-term solution but require re-alignment of parking spaces to Coward's butchers, then the use of the existing carriageway to Fountain's Lane. The footway to the Castle Park entrance is more suitable for Shared Use than the northern side. (photo)



The footway on the south side of Main St looking towards the railway bridge and FP33 (opposite side); more suitable for shared-use (with upgrading) with the route through Castle Park via Fountain's Lane also available.



Above. The narrow footways under the A56 railway bridge; cyclist would have to dismount whichever side is used.



Above. The entrance to Castle Park North Walk and FP33 (opposite side). Siting of a crossing would require careful assessment.



Segregated cycle infrastructure in an urban environment. Such infrastructure on the A56 would provide a permanent solution connecting ship St with FP33.

B. Connecting the Town Centre to Church St. (Overton and The South)



Route connecting Castle Park and FP59 with Church St

Quick Win. Construction of a 3m wide asphalt multi-use path from the end of FP59 to run parallel to Alvanley Terrace and join with the access driveway for the Medical Centre from Martin Rd.



A 3m wide path connecting FP59 with Medical Centre would parallel Alvanley Terrace (cycling prohibited).

Quick win. Installation of a dropped kerb connecting the Medical Centre footway with the service road joining Martins Rd and permissive use of the service road for cyclists.



The service road leading from the Medical Centre to Martins Rd; a dropped kerb and permissive-use needed. The footway on the left side runs to Alvanley Terrace.

TC to Church St: Quick Win. The access road around the back of Eddisbury Square joining with Church St to be Permissive Use for cycling. (for Church St see The South).



The access road around Eddisbury Square; landowner agreement for use as a permissive path would be required.

C. Connecting the Lakes to the Town Centre

Quick win. Upgrade of the path (FP110) running from the Station Car park towards Blue Hatch including improved lighting and re-designation as Shared Use.



Looking down FP59 toward the Station Car Park; inadequate lighting dis-incentivises all users.



The narrow alley connecting FP56 and the London Rd path with Blue Hatch; not suitable for shared use and cyclists should dismount. Signage would be needed.



The Station Car Park. Significant up-grade work, including lighting, is needed.

Lakes to TC: Quick Win. Re-designation of FP62 running from the top of FP110 to London Rd and Church St as a Permissive Path.



Looking along FP62 toward London Rd, a key route connecting The Lakes with Church St. Also see St Luke's School.

D. Connecting Ashton Drive and Weaver Rd to the Town Centre



The route using the footway on the south side of Main St from Morrison's Supermarket to Ashton Drive.

Quick Win. Re-designation and signage of the footway running from Ashton Drive, via the pedestrian crossing and along the south side of Main St to Morrison's Supermarket as Shared Use / Segregated Use where possible.



The footway running from Morrisons to Trinity Gardens; enough space for segregated-use as far as The Rock.



Looking along the footway on the south side of Main St at the Trinity Gardens entrance.

Longer Term. Arrangement for designated cycle access through the Morrisons car park to link Main St with the Station. This should be done in conjunction with any proposed car park re-configuration.



Main St looking to the Morrisons car park; a potential future connection linking the A56 High St with the Station?

E. Other Town Centre recommendations.

Quick Win. Installation of a dropped kerb at the end of Kydd's Wynt. (FNP T&AXXX)



Kydd's Wynt (bridleway) crossing Alvanley Terrace to the Medical Centre path; a dropped kerb needed.

Quick Win. Re-designation of the footway on Church St running from Eddisbury Square to Costa's as Shared Use.



(Top right) Looking north down Church St. Shared use of the footway on the west (left side) would support access from Churchfield Rd through to Costa's. A pedestrian crossing scheme would connect to the Station and support St Luke's School. Cycle parking is provided at Eddisbury Square and outside WH Smith (top right).



Quick Win. Installation of secure and covered cycle storage at Frodsham Station.



Above: secure cycle storage in the urban environment. (Auckland, NZ)



Above; Covered and secure cycle storage at Manchester Oxford Rd.



Above; Cycle storage at Chester Station. (Photo Chester Cycle Campaign)

Section 6: Primary Schools

"Cycling will continue to be actively promoted as an important part of school and workplace travel plans. It will also be considered in our Air Quality Action Plans." (CWaC Cycling Strategy)

6.1 General

Recommendations for the Frodsham Primary Schools are intended to complement the existing School Transport Plans. All conceivable routes to schools are not mapped, however improvements to support cycling to school at Bikeability Level 2 are detailed. Speed limits, although under review at the time of publication do not include proposals for Fluin Lane. Vehicle speed on Fluin Lane is frequently measured in excess of 30mph[9] and it is recommended a 'school zone' 20mph scheme be considered.

6.2 Recommendations

6.2.1 Frodsham Manor House



Connecting the north side of the A56 with Frodsham Manor House School.

Quick Win. Re-designation of footway on north side of Bridge Lane from the pedestrian crossing to the Chinese Delight restaurant.

Quick Win. Upgrade of the pedestrian crossing at Bridgewater Close to a controlled 'Toucan' type crossing.



(Bottom right) The pedestrian crossing at Bridgewater Close looking across to the footway on the north side of Bridge Lane. An upgrade to a controlled crossing gives parents the confidence for children to walk or cycle to school.

Quick Win. Re-designation of FP70 joining Bridgewater with Langdale Ave as Shared Use.

[9] Community Speed Watch data 2012-present



FP70 connecting Bridgewater Close with Langdale Way.

FMH: Longer Term. Installation of a pedestrian crossing at the existing pedestrian refuge at the junction of Fluin Lane and Langdale Ave.



Pedestrian refuge at the junction of Fluin Lane and Langdale Way. Drivers are not obliged to give way to pedestrians.

6.2.2 St Luke's School



Quick Win. Re-designation of FP61 from Blue Hatch to the School Gates as Shared Use.



FP61 looking towards St Luke's School. Overgrowth is an issue in the summer.

Quick Win. Re-designation of FP63 and FP64 connecting Lime Ave with London Rd as Shared Use.

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Appendix

i References to good and best practice

ii Phasing of Weaver Valley Scheme

iii CWaC report Frodsham to HHS

iv Sustrans report on A56 improvements

v Sustrans Frodsham traffic concepts

Good and Best Practice

The primary guidance for Good and Best-Practice is set out in Department for Transport (DfT) recommendations. The DfT recommendations for cycling infrastructure design and standards can be viewed at: www.gov.uk/government/publications/cycle-infrastructure-design-ltn-208

Other documents exist that bring DfT recommendations into a more specific context, Lancashire County Council has produced a guide to implementation of cycling infrastructure in the county and rural environment: http://www3.lancashire.gov.uk/corporate/web/viewdoc.asp?id=20844&mode=edit

Figs 1.4-1.6 Examples of good cycling infrastructure



1.4 Shared use scheme in the rural environment; a wide well surfaced path separated from the roadway. (Daresbury, Cheshire)



1.5 Segregated infrastructure in the urban environment; 'armadillos' remind motorists if they leave the carriageway! (Denia, Spain)



1.6 Infrastructure in a busy city environment. (Manchester)

Report carried out by:	Sian Williams, Principal Engineer, Cheshire West & Chester Council (CW&C) & Lee Holt Highway Engineer, Cheshire West & Chester Council (CW&C)
Report for:	Janet Mills, Safer Routes to School, (CWAC)
Reason for report:	Feasibility study into the introduction of a cycle route from Frodsham to Helsby High School, due to the closure of Frodsham High School.
Drawing(s) / documents Attached:	- 'PD/3000564/50/01' - 'Preliminary Cost Estimate'.
NOTE:	This report is to be read in conjunction with Drawing 'PD/3000564/50/01'

Section 1(i)

Existing

There is an existing gated access from 'Fountain Lane' to the 'Arts Centre' within the Castle Park grounds (Point A on the drawing). The photo's below show the existing path through the wooded area.





Proposed

From the 'Art's Centre' gates on 'Fountain Lane' (Point A on the drawing), the existing path running up to the 'Castle Park' car park area is currently being upgraded by "others". The full extent of their works is, at present, unknown however, lighting will be required in this area.

Section 1(ii)

Existing

From Castle Park car park area there is a section of wooded area before opening out onto the existing playing fields at 'Netherton Drive. The wooded area is dark even during daylight hours. The Photo below shows (Point B on the drawing) the view of where the footway runs along the playing field area connecting onto Netherton Drive.



Proposed

The 'Castle Park' car park area would require the construction of a shared footway/cycleway (approx 175 linm). This would follow the route along the western side of the car park, through a section of the wooded area, upto the northwest corner of the Playing Field and connecting at

'Netherton Drive' shown at Point B. It will also require lighting to specification along the full length of this section.

Section 2(i)

Existing

From Park Lane (Point C on the drawing) there is an existing pathway through to 'Synagogue Well'. The photos below show the steps near to 'Synagogue Well' and the wooded area along Section 2(i). It is to be noted that the wooded area is: dark even during daylight hours; is undulating in level; and has open land drainage channels running through it.





Proposed

The path through to by Synagogue Well would require the removal of the existing random stone steps (not sure if these are historic!) to be replaced with the construction of a shared footway/cycleway at a gradient. This construction would be required to continue through the wooded area following the existing path shown at Point D (approx 185 linm). Lighting would be required and this would be a significant element. Also there are significant changes in level throughout the site and further analysis on details such as gradients, levels etc. will be required.

Section 2(ii)

Existing

From the Wooded area at Point D following the route of the southeast side of the playing Field, it is generally a fairly level grassed area except for the connection to 'Netherton Drive'. The photo below highlights the existing difference in level at this location shown at Point E.



Proposed
From Point D on the drawing, this section would require the construction of a shared footway/cycleway running along the perimeter of the existing playing field (approx 260 linm). The connection to 'Netherton Drive' at Point E would require a 'ramp' to be constructed to a suitable gradient. Lighting will also be required along this section.

Section 3
Existing
From the playing field, following the route of Netherton Drive which is at a fairly steep gradient upto the junction with Howey Lane. The photo below shows a typical view along the route.



Proposed
'Netherton Drive' to 'Howey Lane' junction. Cycleway signage, for direction, will be required in this area.

Section 4(i)
Existing
From the junction of Netherton Drive with Howey Lane, there is a wide verge area with an existing footway as shown below.



Proposed
This section would require the widening of the existing footway to create a shared use footway/cycleway (approx 52 linm of construction).

Section 4(ii)
Existing
Progressing along Howey Lane, this is a narrow road with no footway and is bounded by stone walls. The existing full length of Howey Lane has existing street lighting and is traffic calmed with speed cushions, as shown in the photo below.



Proposed
The short length at the end of 'Howey Lane' upto the junction with the A56 is to be used with only signing to be included to direct users. Unfortunately, due to the existing constraints no segregated footway or cycleway can be achieved in this location.

Section 5
Existing
The junction of Howey Lane with the A56 Chester Road is a large open junction also incorporating a side road. Below is a photo of the existing junction showing the view up 'Howey Lane'.



Proposed
Redesign of the existing junction layout would be required to aid safe crossing. A detailed design would be required,(options could range from a basic do minimum design or a full signalised crossing area).

Section 6
Existing
From Howey Lane junction progressing along the A56 Chester Road upto the junction with the side road to the Cemetry, there is an existing footway on both sides of the road and an existing cycle lane on the carriageway for the Frodsham bound traffic only. The photo below is a view of the A56 looking Northbound (heading towards Frodsham) along Section 6.



Proposed
Option 1: Length of 'on-carriageway' cycle lane could be implemented to the Helsby bound lane (on the right side lane on the photo - would require lining, approx 180 linm).
Option 2: The construction of an 'off-carriageway', shared use footway/cycleway (approx 265 linm). This could be introduced on either side of the carriageway; however, crossing facilities would be required.

Section 7

Existing

Continuing along the A56 Chester Road, there is an existing cycle lane on both sides of the carriageway together with footways segregated from the carriageway by a verge area. The length of road has existing street lighting. The photo below shows a typical view Southbound (towards Helsby). The difference in level between the carriageway and footway varies along this section.



Proposed

Option 1: Refresh the lining to the existing on carriageway, Northern and Southern direction, cycle lanes.

Option 2: Provision of an 'off-carriageway, shared use, footway/cycleway' along the west side (school side) footway. This option would require a crossing point, preferably a signalised crossing, near to 'Howey Lane'. Section 6 proposals may then not be required under this option.

Option 3: Provision of an 'off carriageway, shared use, footway/cycleway' along the east side footway (Howey Lane side - approx 800 linm). It is to be noted that there are side roads and various accesses to negotiate.

Section 8

Existing

At Helsby High School there are existing cycle lanes to both sides of the carriageway. It has footways to both sides, segregated by a verge on the side of the school, and has street lighting. It is to be noted that during school drop-off & collection times of the day, vehicles park along both sides of the carriageway adjacent to the school frontage and within the existing cycle lane areas.

The photos below show:

(i) a typical view looking Southbound from 'Godscroft Lane' with 'Helsby High School' to the right of the photo.

(ii) a possible location for the provision of a signal controlled crossing (Point J on the drawing) to aid crossing the busy road to the school.





Proposed
The provision of an off carriageway shared cycleway/footway (approx 135 linm) and the addition of 2 no. drop crossings at points H and I on the plan. Possible location for a signalised crossing is indicated at point J on the plan.

Other routes/locations considered.

The proposal of a signalised crossing, near to the Frodsham rail bridge, in order to utilise a a route along the railway line as an option.
This option would connect the Castle Park route to the railway siding (Point L on the drawing). The photos below highlight the existing poor visibility in either direction due to the railway bridge being located on a bend.
A signalised crossing placed too close to the bridge would give restricted visibility to the driver. Therefore if a signalised crossing were to be installed it would have to be placed at a safe distance away from the bridge so as to provide adequate visibility. This would result in an indirect route for the pedestrian/cyclist in order to cross at a safe location, also, access to and from the signal crossing in order to link the proposed route would be required. This, however in itself, would pose a problem, as an off carriageway shared footway/cycleway is not an option that could be implemented along this length as there is insufficient Highway Land to incorporate. Unless additional land take was gained then, due to existing constraints, this connection via a signal crossing would not be easy to achieve.







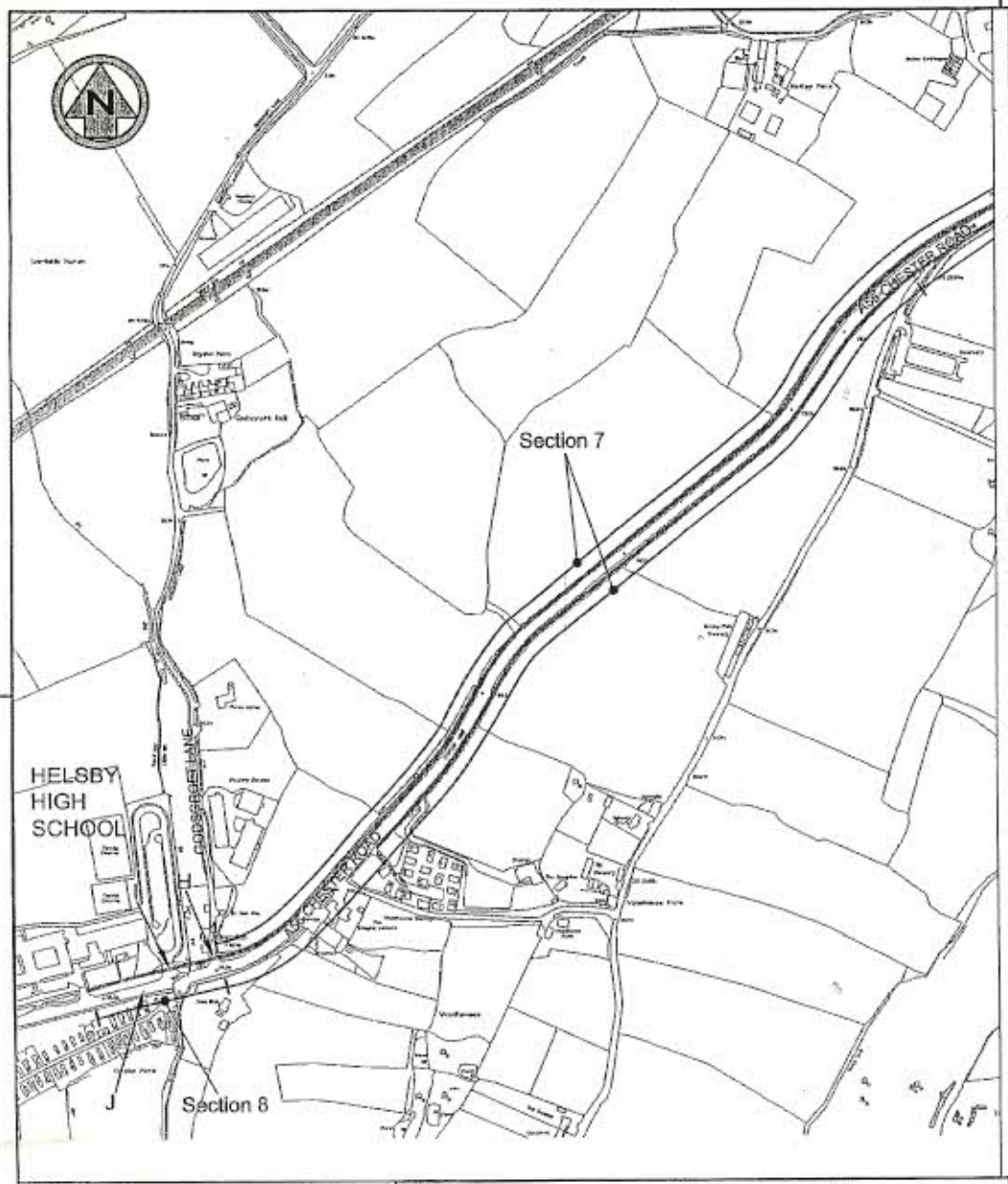
The possibility of utilising the pathway (Point/section G on the drawing) as an off-road link from Howey Lane to the 'A56 Chester Road' was investigated. On inspection it was deemed that this route is unsuitable due to its secluded, built up nature and the steep gradient. Also, the link along the A56 Chester Road from the footpath to Howey Lane Junction would be difficult to achieve due to the existing constraints on the A56.

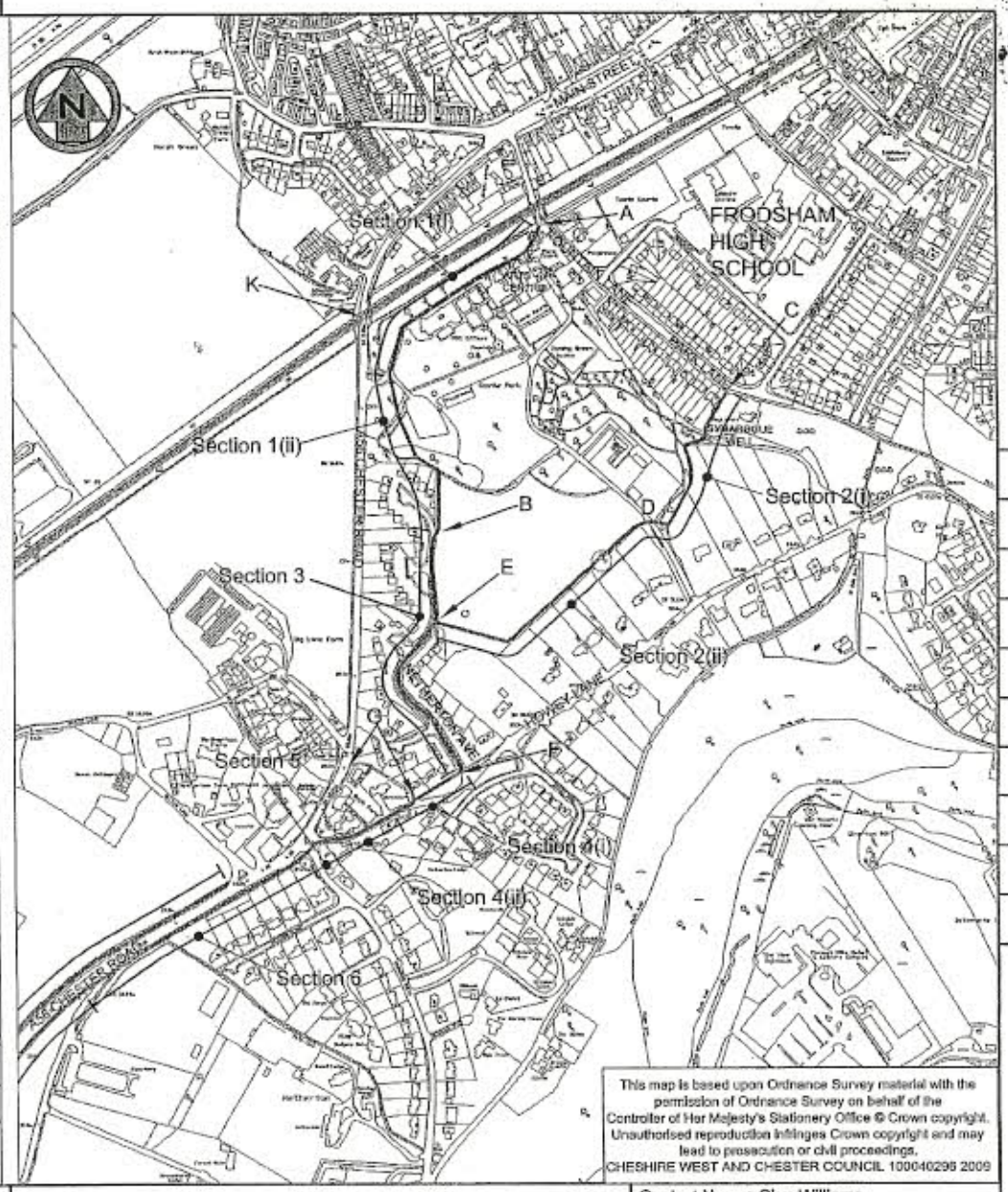




Summary.

Many options and routes are available to use, however, those thought most practical have been reported. It is to be noted that the wooded areas through Castle Park, all be it a safe off-road route, it can also be a potentially "nervy" area to the user. The lack of lighting, the quite nature of the route and the tree environment being a possible hiding place for "others" to be lurking (behind the trees etc), could cause the route to be provided and not actually used and so end up being a wasted cause. Therefore any potential route would need to be thought through and executed ensuring all aspects and issues of safety are fully reviewed.





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Cheshire West and Chester

Cheshire West & Chester Highways Service
Backford Hall, Chester, Cheshire CH1 6EA

Project:

Frodsham to Helsby Cycle Route

Preliminary Route Analysis

Contact Name: Sian Williams
Tel: 01244 973880 Fax No: 01244 973917

Drawn by: L. Holt

Checked by: Sian Williams

Date: Aug 09

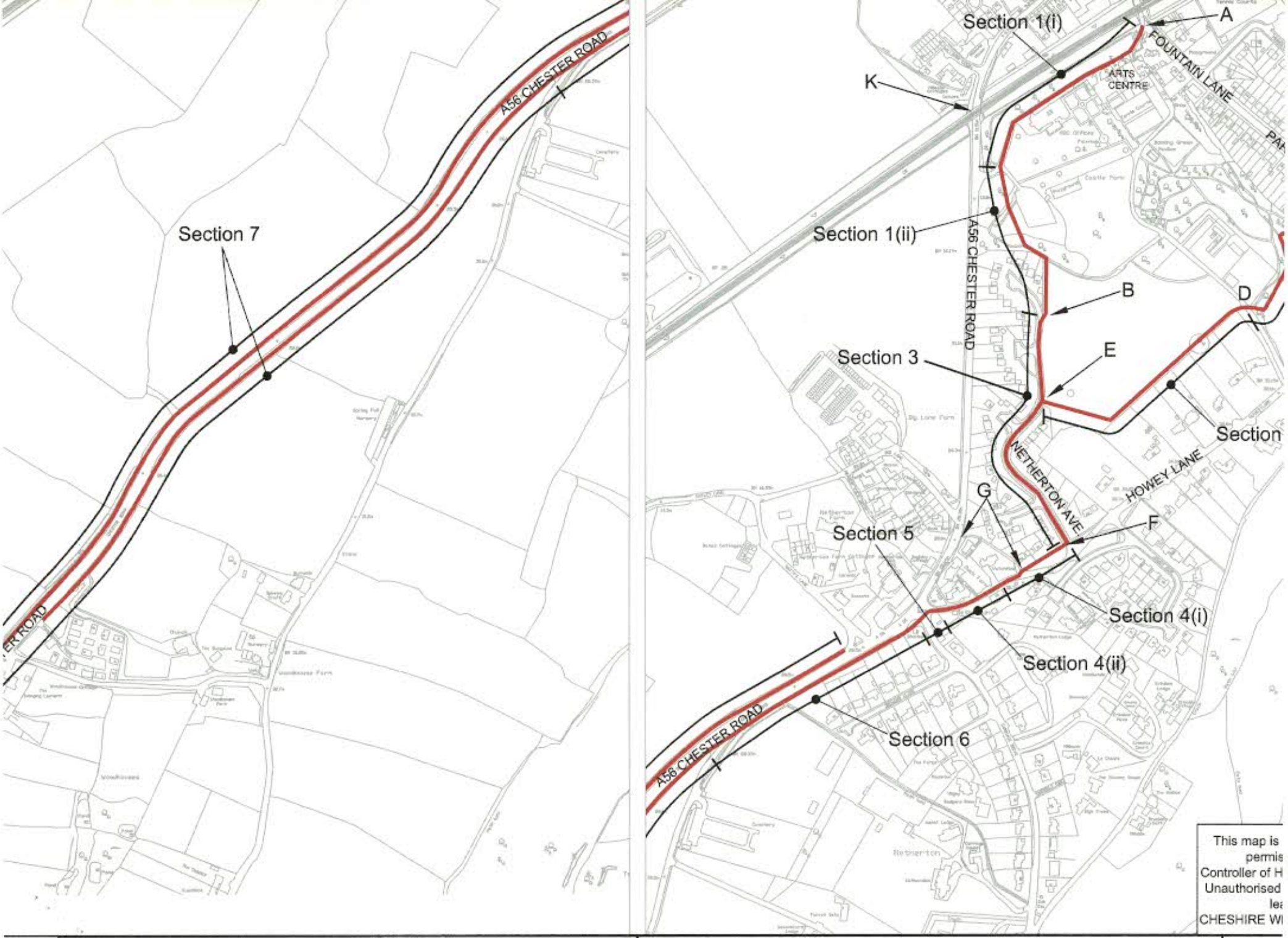
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Sheet 1 of 1

Drawing No: PD/3000564/50/01

Phase/Rev: D/A

AutoCAD File Ref: X:\12 KJD Current Projects Folders\3000564 Frodsham to Helsby High Cycleway\ Drawings\Issued Drwgs\ PD-3000564-50-01 DA Prelim Route Analysis.dwg Sep 22, 2009 - 3:55pm



Project:

Contac

A56 Chester Road Cycle lane options

December 2015



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Background ..... **Error! Bookmark not defined.**
Analysis and preferred options.....2
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Background

Sustrans have been contacted by the Weaver and Sandstone Cycle Forum (WaSSCF) based in Frodsham. The cycle forum are looking at options for the existing cycle lanes on both sides of the A56 between Helsby and Frodsham in Cheshire. The route is just over a mile long and links the two towns, with Helsby High School located on the road towards Helsby. Sustrans' NCN Route 5 runs along a section of the A56 at the Frodsham end and two local routes connect Chester Road with other sections of NCN 5

The concern of WaSSCF is that the cycle lanes are under-used as they are too narrow for the speed and amount of traffic on the road. As a consequence they are not used by cyclists for the relatively short journeys between Helsby and Frodsham and are not used for journeys to Helsby High School. WaSSCF would ideally like to see physically segregated cycle lanes which provide cyclists with both perceived, and actual, safety from other vehicle traffic on the road.

Sustrans have been asked to suggest options which might help improve the situation and to give guidance as to best practice in similar situations.

Analysis and preferred options

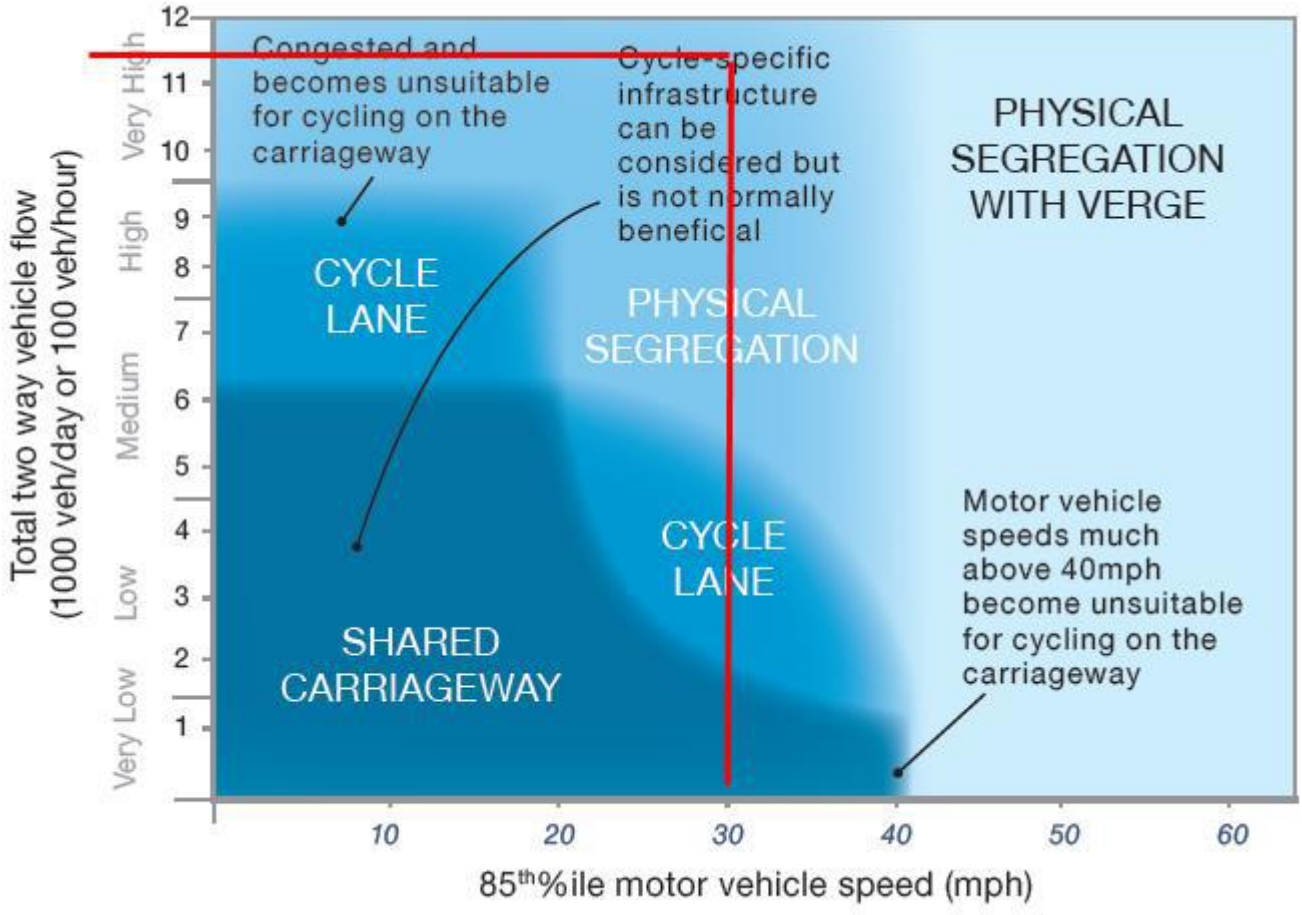
Traffic flows on this road were taken from the DfT website which showed 11,283 AADF (annual average daily flow). The speed limit is 40mph by Helsby High School and 50mph on the other stretches until the road enters the 30mph zone in the towns.

http://www.dft.gov.uk/traffic-counts/cp.php?la=West+Cheshire#46577

Putting this information on to the speed/flow chart in the Sustrans Handbook (see diagram below) shows that physical segregation is the preferred solution. Where the speed limit remains at 50mph the Sustrans guidance is that any cycle lane should be separated with a verge.

The options for physical segregation include: armadillos on each side of the road, an off-road cycle lane on the Helsby High School side of the road or kerbed cycle lanes on each side of the road.

An off-road cycle lane has been constructed on the A56 further to the east in Warrington and this offers an example of how cycling provision could be improved on the Chester Road section. The advantage of this option is that it provides a completely segregated path and removes the requirement for crossing provision outside the school. However, the path would need to be two-way and shared use within a fairly limited amount of verge space.



Alternative options

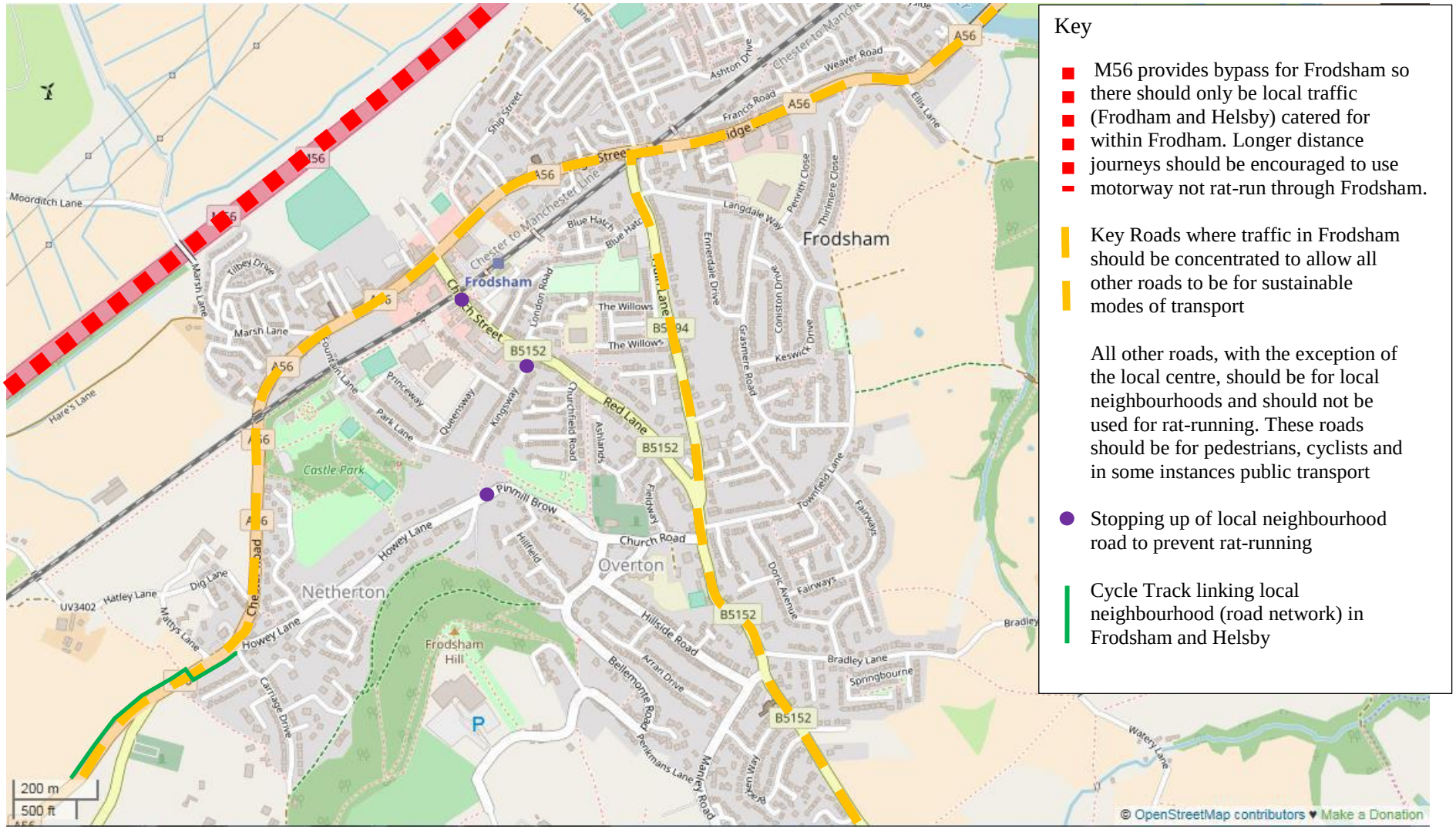
Given that funding for physical segregation may not be available the following table shows various other options for the cross section of the road, assuming an overall road width of 11.0 metres.

Layout	Westbound width (m)			Eastbound width (m)			Total width (m)
	Cycle lane	Separation	Lane	Lane	Separation	Cycle lane	
Existing layout	1.5		4.0	4.0		1.5	11.0
Wide cycle lanes	2.0		3.5	3.5		2.0	11.0
Separation margin	1.5	0.8	3.2	3.2	0.8	1.5	11.0
Separation margin and no centre line	2.0	0.8	5.4		0.8	2.0	10.9
Light segregation (eg armadillos)	1.7	0.3	3.5	3.5	0.3	1.7	11.0
Stepped (hybrid) cycle track	2.0		3.5	3.5		2.0	11.0
Full kerbed segregation	1.8	0.5	3.3	3.3	0.5	1.8	11.0

The accompanying sketch (Chester Road Cycle Lane options) illustrates the two separation margin options. Guidance on centre line removal is covered in Section 5.11 of Cardiff City Council's cycle design guide: http://www.keepingcardiffmoving.co.uk/uploads/documents/37/original/Design_Guide_FINAL.pdf?1319638020

This suggests that the lane width shouldn't be any wider than 5.5 metres. The advantage of removing the centre line is that it can contribute to slower vehicle speeds. TfL has carried out some research which demonstrates speed reductions associated with centre line removal (http://content.tfl.gov.uk/centre-line-removal-trial.pdf).

If a scheme is implemented using just road markings, consideration should be given to other localised speed reduction measures, particularly in the vicinity of the school. This could range from the creation of a gateway feature with different coloured surfacing on the road to kerb line changes to create road narrowings (with appropriate cycle lane bypasses), depending on the budget available.


Key
M56 provides bypass for Frodsham so there should only be local traffic (Frodham and Helsby) catered for within Frodham. Longer distance journeys should be encouraged to use motorway not rat-run through Frodsham.
Key Roads where traffic in Frodsham should be concentrated to allow all other roads to be for sustainable modes of transport
All other roads, with the exception of the local centre, should be for local neighbourhoods and should not be used for rat-running. These roads should be for pedestrians, cyclists and in some instances public transport
Stopping up of local neighbourhood road to prevent rat-running
Cycle Track linking local neighbourhood (road network) in Frodsham and Helsby
Frodsham
Netherton
Overton
Castle Park
Frodsham Hill
A56
B5152
Church Street
Red Lane
Pinmill Brow
Church Road
Howey Lane
Marsh Lane
Moordrich Lane
Hare's Lane
Hatley Lane
Dig Lane
Mathys Lane
Carriage Drive
Hillside Road
Bradley Lane
Springbourne
Watery Lane
Penkmans Lane
Manley Road
Bellemonte Road
Aran Drive
Doric Avenue
Fairways
Townfield Lane
Fieldway
Ashlands
Churchfield Road
Kingsway
Queensway
Princeway
Park Lane
Fountain Lane
London Road
The Willows
Blue Hatch
Ship Street
Francis Road
Weaver Road
Ellis Lane
Penrith Close
Thirlmere Close
Langdale Way
Ashton Drive
Emerdale Drive
Grasmere Road
Coniston Drive
Keswick Drive
Tilbey Drive
Chester to Manchester Line
200 m
500 ft
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Local neighbourhoods becomes quieter because there is no rat-running.

People can move around more easily within the local neighbouthoods because more roads are available to cyclists that are not subjected to rat-running.

20mph speed limit should be applied across the local neighbourhoods.

Pedestrian/Cycle crossings on Key Roads will link local neighbourhoods to create a cycle network across the whole of Frodsham. Waiting times for pedestrians and cyclists should be minimised to reduce journey time and therefore give added incentives to use walking and cycling for local journeys.

Less car dominated local town centre will be possible making it a nicer place to shop and do business.

Some people will have longer car journeys but overall the community benefits in having quieter roads and more roads that are pedestrian and cycle friendly.

The aim is that cycling should be quicker than a car trip for local journeys otherwise people will still choose the car.

Concentrating traffic on the Key Roads will lead to increased congestion. However this will help deter rat-running through Frodham by traffic that should be on the motorway. Increased journey times by people using cars for local journeys will help encourage people to walk and cycle because it will be quicker.

The above is the transport model that the Dutch use.

Document 11

Frodsham Design Code, AECOM [November 2019]

FRODSHAM NEIGHBOURHOOD PLAN



locality
the power of community

AECOM
Imagine it.
Delivered.

Frodsham Design Code

November 2019

Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by
Frodsham Design Code	60571087 DR- 10224	FNPSG	Bramastra Prabowo, AECOM	10/05/19	Wei Deng, AECOM

Revision history

Revision	Revision date	Details	Authorised	Name	Position
DRAFT	22/05/19	First draft	WD	Wei Deng	Principal Urban Designer
FINAL DRAFT	13/09/19	Final Report	WD	Wei Deng	Principal Urban Designer
FINAL	08/11/19	Final Submission to the Locality and Steering Group	WD	Wei Deng	Principal Urban Designer

Limitations

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Introduction

01

1.1 Background

Locality is a national membership network for community organisations which empowers communities to lead and influence decision-making in their area.

Local communities can use neighbourhood planning as a means of changing their neighbourhoods for the better. Through Locality's support programme, the Frodsham Neighbourhood Plan Steering Group (FNPSG) have appointed AECOM to undertake a number of studies which will underpin their emerging Neighbourhood Plan. AECOM has been commissioned to provide a Design Codes document, which will provide urban design guidances to help deliver good quality places within Frodsham.

1.2 Purpose and Approach

The purpose of this report is to provide design principles and codes for all development in Frodsham Parish, which can be applied to potential development sites.

Frodsham sits within the North Cheshire Green Belt. The boundary for the Frodsham study area in this Design Code report is based on the outer boundary from a previous Frodsham Townscape Area study. Any future developments outside of the town in countryside areas should look to the National Planning Policy Framework (2018), Cheshire West and Chester Council local Plan Part One (2015), Cheshire West and Chester Council Local Plan Part Two (2019), the Local Landscape Designation: Areas of Special County Value in Cheshire West and Chester report (2016) and A Landscape Strategy for Cheshire West and Chester report (2016) for design guidance.

The process that was undertaken in order to produce this Design Code report is as follows:

- AECOM representatives attended an inception meeting and site walkover in Frodsham with the FNPSG to define the brief and direction for this Design Code report.
- AECOM studied and reviewed the existing town character areas and simplified these into a series of focus areas.
- AECOM produced a draft Design Code report based on the finding from the previous stages.
- The draft report was reviewed by the FNPSG.
- After capturing the feedback from the review, AECOM issued the final Design Code report.

1.3 Document Structure

This Design Code report has 7 sections:

1. Introduction
2. Understanding the Character of Frodsham
3. Defining Focus Areas
4. Engagement
5. Design Codes for the Town
6. Applying Design Codes to Potential Sites
7. Next Steps



Fig 1.1 Frodsham study area map


Birchall

Understanding the Character of Frodsham

02

2.1 Policy Review

Frodsham lies within the unitary authority of Cheshire West and Chester Council. Any development within the area should comply with national and local planning policy. This section summarises the planning policy context as follows:

National Planning Policy

National Planning Policy Framework (2018)

This is the first revision of the National Planning Policy Framework (NPPF) since 2012. The revised NPPF will be a vital tool in ensuring that we get planning for the right homes, built in the right places, and of the right quality, whilst at the same time protecting our environment.

The relevant paragraphs are:

- Delivering a sufficient supply of homes;
- Building a strong, competitive economy;
- Promoting healthy and safe communities;
- Promoting sustainable transport;
- Making effective use of land;
- Achieving well designed places;
- Protecting Green Belt land;
- Conserving and enhancing the natural environment;
- Conserving and enhancing the historic environment.

Adhering to the NPPF will help to ensure high quality developments which blend into the fabric of the existing townscape and facilitate local distinctiveness and 'sense of place'. Development within the neighbourhood area should be respectful of its character and setting and at the same time adapt cohesively to future changes.

Local Planning Policy

Cheshire West and Chester Local Plan (Part One) Strategic Policies (2015)

The Local Plan (Part One), adopted in 2015, sets out the overall vision strategic objectives, spatial strategy and planning policies for the borough to 2030.

The key policies which will guide design codes in Frodsham include:

- Spatial strategy, STRAT 1, 2, 8, 9, 10, 11: Within this policy section, the Local Plan seeks to enable development that improves and meets the economic, social and environmental objectives of the borough, whilst protecting the high quality environment with an appropriate scale and design so as not to harm the character of the area.
- Social, SOC 3,6: Within this policy section, the Council encourages a mix of housing types, tenures and sizes. The Council will seek to protect, manage and enhance existing open spaces, sport and recreation facilities to provide a network of diverse, multi-functional open spaces.
- Environmental, ENV 1, 2, 3, 4, 5, 6: This policy section seeks to protect and enhance our natural, historic and built environments to create a sustainable development. It also seeks to deliver the highest quality design and sustainable construction.

Cheshire West and Chester Local Plan (Part Two) Land Allocations and Detailed Policies (2019)

The Local Plan (Part Two), adopted in 2019, provides further detailed policies and land allocations which support the strategic objectives and policies set out in the Local Plan (Part One).

The key policies which will guide design codes in Frodsham include:

- Rural area, R1: The policy in this section set out the housing and employment land allocations within the rural area and provide policy criteria for development proposals.
- Green Belt and countryside, GBC 2: This policy provides the approach to be taken in protecting the landscape (see figure 2.1).
- Transport and accessibility, T1, 5: The policy set out the Council's approach to local road network improvement schemes and detailed requirements for parking and access within new developments.
- Development management, DM 1, 2,3: Within this policy section, the Council encourages any new development and redevelopment to achieve a high quality design and efficient use of land and buildings; and should respond creatively and positively to the character of the surrounding area.
- Housing, DM 19, 20, 21: This policy section provides detailed criteria for development proposals relating to housing.

- Open space, sport and recreation, DM 35, 36: This policy section provides further guidance for protecting and enhancing existing sport, recreation and the network of multifunctional open spaces. It also sets out requirements for the provision of, and contribution towards open space, sport and recreation facilities with new development.
- Green infrastructure, biodiversity and geodiversity, DM 44, 45: The policies in this section provide further detailed guidance to support the achievement of no net biodiversity loss and delivery of net gain, by guiding consideration of biodiversity, geodiversity and planting in development proposals.
- Historic environment, DM 46, 47, 48, 49: The policies in this section seek to ensure that all elements of the historic environment are considered and that there is an informed analysis of any proposal that will impact on them.

Local Landscape Designations: Areas of Special County Value in Cheshire West and Chester

This document has identified eight areas of special character and landscape qualities within Cheshire West and Chester as Areas of Special County Value (ASCV) within the Cheshire West and Chester borough. This document will also support policy within the emerging Cheshire West and Chester Local Plan (Part Two) for the preservation and enhancement of ASCV's.

Within this document, it is explained that Frodsham is located between two ASCVs; Helsby and Frodsham Hills ASCV to the west, and Weaver Valley ASCV to the east of Frodsham.

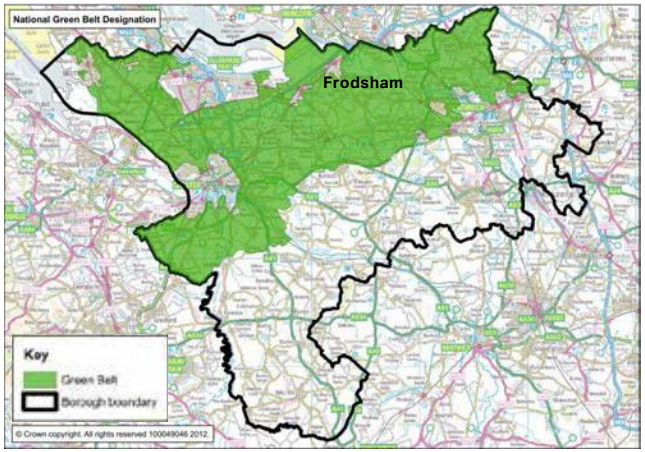


Figure 2.1 North Cheshire Green Belt, (Cheshire West and Chester Council Local Plan Part One: Strategic Policies, Green Belt Study Part One, 2013)

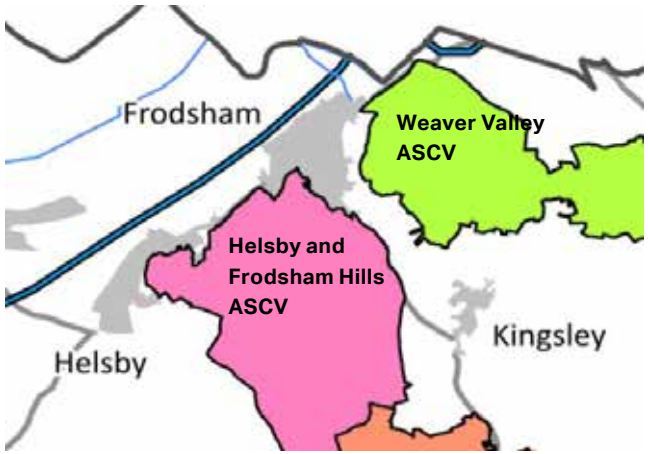


Figure 2.2 Areas of Special County Value around Frodsham, (Local Landscape Designations: Areas of Special County Value in Cheshire West and Chester, June 2017)

A Landscape Strategy for Cheshire West and Chester Borough (2016)

This document provides the first concise strategy for managing the landscapes of Cheshire West and Chester and for guiding landscape change beyond the built up areas of the borough to 2030.

This landscape strategy contributes to the achievement of these principles and the environmental dimension of sustainable development by identifying opportunities for protecting and enhancing the intrinsic character of the landscapes of Cheshire West and Chester.

It provides information to those who live, work or visit the borough, and to the general public and others with an interest in the borough's rich and diverse landscape. It also provides advice to applicants seeking to develop land within the borough about how to consider landscape character in their proposals. It offers a day-to-day working reference document to guide officers and members of the council when considering the implications of planning applications on the environment.

There are several Landscape Character Areas (LCA) located around Frodsham. Below are the list of the landscape character areas with a general description:

- LCA 2A: The War Memorial on Frodsham Hill is a landscape feature, from where there are panoramic views over the Mersey Estuary. It is of a low density with dispersed farms and hamlets. Many farm buildings are constructed from sandstone (quarried from the ridge) and red brick with welsh slate roofs. It is locally designated as an Area of Special County Value (ASCV), which recognises its landscape and scenic quality and its historic, archaeological and ecological importance. More recent development includes some scattered residential houses.
- LCA 4A: The flat, open landscape provides clear views to and from the adjacent Frodsham Sandstone Ridge and Helsby Hill. Incomplete hedgerow boundaries provide partial enclosure along some field boundaries. There are important views to and from the Frodsham Sandstone Ridge and Helsby Hill. No prominent skyline, but embankments, pylons and industrial development are visually prominent. The visual impact of prominent development and traffic could be reduced by tree planting but this would change the open character of the area.
- LCA 5B: The Frodsham to Northwich Undulating Enclosed Farmland represents an area of large scale, gently undulating farmland located to the south of the Weaver Valley, between Frodsham and Northwich. Building materials are typically red brick but with some sandstone and white-wash/rendered finishes, with large red brick dairy barns as a particular feature. Red sandstone and brick contrast with the green pasture, providing warm colours in the landscape. The Frodsham Sandstone Ridge and the Norley Undulating Enclosed Farmland form a backdrop to views, with the Weaverham Church tower as a landmark on the skyline. Generally there is no strong skyline to this relatively low lying landscape.
- LCA 5F: The Helsby to Frodsham Undulating Enclosed Farmland is a small transitional character area lying between the steeply rising Frodsham Sandstone Ridge to the south and the steeply rising Helsby Hill to the west, and the flat, low lying Frodsham, Helsby and Lordship Marshes and Mersey Estuary to the north. Building materials include a mix of red brick and sandstone, with white wash and timber framed buildings, and large red brick barns. Any new development should conserve the open setting of the church spire at Frodsham that forms a landmark on the skyline.
- LCA 15C: Located in Weaver Valley ASCV, The River Weaver is the key feature of the valley. It is a distinct valley with a flat open floodplain and steep, wooded, valley sides. Settlement is generally absent from floodplain. The presence of infrastructure and industry (past and present), and the proximity to built development, influences the character of the eastern and western ends of the LCA around Northwich and Frodsham. It is generally a quiet, tranquil landscape with a low settlement density. However, industrial elements have a defining visual influence on parts of the valley. The steel road bridges and arched sandstone railway viaducts are features of the valley and provide historical interest. There are recreational opportunities along the river corridor.

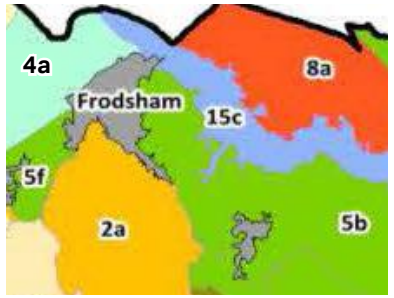


Figure 2.3 Landscape character areas around Frodsham, (A Landscape Strategy for Cheshire West and Chester Borough (2016), page 21)

Frodsham Town Design Statement (2010)

The purpose of the Frodsham Town Design Statement is to manage change in both the landscape and buildings, whether large or small, in a way which reflects and harmonises with the local character and setting of the settlement.

The Frodsham Town Design Statement also provides guidance to householders and local businesses, planners, builders, architects and any other organisation or individual wishing to undertake development within the Frodsham Town Policy Boundary. Any development is expected to contribute and maintain the local character and distinctiveness of the town and its setting.

The Town Design Statement was adopted in July 2010, before the adoption of the Local Plan in 2015. Therefore, a simpler version of Focus Areas study based on the Town Design Statement has been used. The Focus Areas should focus on both Townscape Areas of study and placemaking design codes which would provide design guidances for future development within Frodsham.

Frodsham Townscape Areas (TA)

- **TA01:** Marsh Lane
- **TA02:** Motorway Buffer Zone
- **TA03:** Commercial Core
- **TA04:** Ashton Drive
- **TA05:** Saltworks Farm
- **TA06:** Frodsham Bridge
- **TA07:** The Lakes
- **TA08:** Doric Avenue
- **TA09:** Five Crosses
- **TA10:** Overton
- **TA11:** Fluin Lane
- **TA12:** Community Centre
- **TA13:** Kingsway
- **TA14:** Castle Park
- **TA15:** Howey Lane

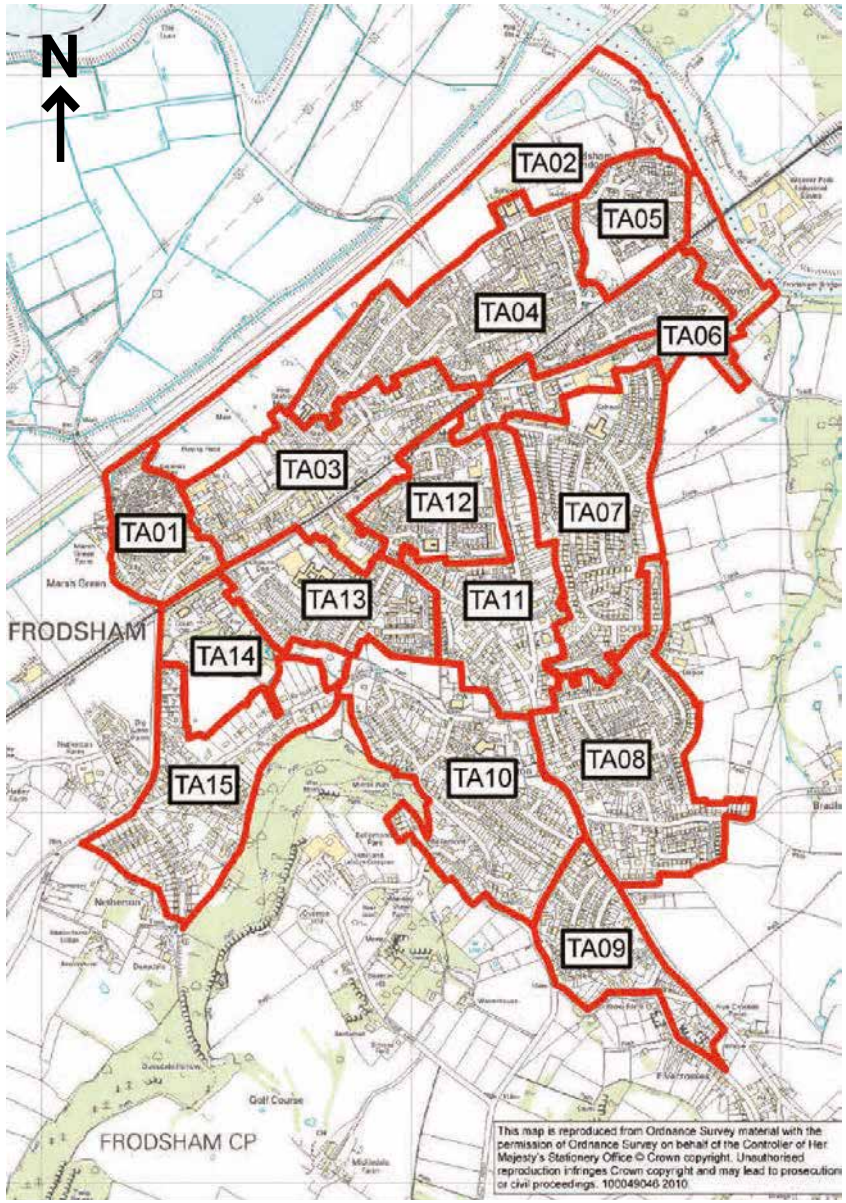


Figure 2.4 Frodsham Townscape Area (Frodsham Town Design Statement, 2010)

2.2 Approach for Defining Focus Areas

The Methodology

To define Focus Areas within Frodsham, AECOM reviewed approaches used by the Landscape Institute (LI) and the Royal Town Planning Institute (RTPI). The methodology used in LI Townscape Assessment and RTPI for character assessment cover similar items, but in different categories.

LI Townscape Assessment- Technical Information Note (2017)

This document explains how the principles and general approach of landscape character assessment can be applied to townscape character assessment. It also helps to clarify how practitioners typically interpret that guidance for townscapes by giving emphasis to particular issues that may need to be considered when assessing, mapping and describing the character of built-up areas.

A townscape character assessment may present a description of the townscape that is distinctive to that place, supported by materials such as maps, illustrations and photographs. It can provide an understanding of how a place has evolved and developed over time to respond to natural, social and economic drivers, and how this is reflected in the layout of streets, the architecture of buildings and the materials used.

Specific Consideration for Townscape Character Assessment:

- Historical development
- Movement and connectivity
- Urban structure and built form
- Heritage assets
- Green infrastructure and public realm
- Tranquility
- Stakeholder engagement

RTPI- How to Prepare a Character Assessment to Support Design Policy within a Neighbourhood Plan

This document describes how to prepare a character assessment document, which details the distinct appearance and feel of a settlement or an area, illustrating key physical features and characteristics which gives the area its specific identity. Through preparing a character assessment document, the existing character of a neighbourhood area can be documented and described. The assessment can then be used by developers and architects to help them understand local character, which will contribute in creating sensitively designed proposals to preserve the local area's feel and appearances.

The RTPI also produced a character assessment proforma which provides a structured approach to identifying and classifying the distinctive character of a settlement or neighbourhood area. The proforma breaks character down into the following ten distinct categories:

- Layout
- Topography
- Spaces
- Roads, streets, routes
- Green and natural features
- Landmarks
- Buildings and details
- Streetscape
- Land Use
- Views

Method used in the report

AECOM used principles from the LI and the RTPI documents, focusing on the 4 categories from the LI Consideration:

- Heritage assets
- Urban structure and built form
- Movement and connectivity
- Green infrastructure and public realm

The Focus Areas are based on the study of the 4 categories above in the next section. The design codes will provide further detailed design guidelines for each category in Section 6.



Defining Focus Areas

03

3.1 Defining Focus Areas

Summary of Baseline Study

AECOM has conducted a high level spatial analysis review of Frodsham in the Frodsham Masterplan Report, April 2019.

Frodsham is a thriving Cheshire Market Town that dates from the 13th century. Frodsham is rich in history and consists of a large number of historic assets, (4 conservation areas and over 40 statutory listed buildings). All historic designations form an essential part of the local character.

Frodsham is rich in landscape features which create a number of key views towards Frodsham Hill and to the open countryside. These important view corridors should be maintained and protected.

A number of environmental designations and several environmental features like Local Wildlife Site and Site of Special Scientific Interest (SSSI) can also be found in Frodsham.

From the previous study, a number of green spaces and their key function in Frodsham have also been mapped. These green spaces are also helpful to identify and analyse the character areas within Frodsham

Evolution of the Town (Heritage Assets)

Frodsham was formed throughout several eras, in which different architectural styles were established and various focus areas were formed.

The Planned Medieval Borough, now better known as the commercial core of the town, contains many properties dating from the 17th and 18th centuries, as well as several properties in Overton. The majority of the development in Frodsham dates from the interwar period to the 1970s. Figure 3.1 illustrates how the land in Frodsham has been developed throughout history until today.

A variety of the properties from different periods form the wider Frodsham area. The oldest property groups in Frodsham are located along the Main Street, forming part of Frodsham Conservation Area. The other oldest property groups stretch along the Overton area which forms part of the Overton Conservation area. The most recent property groups within Frodsham are located on the north east of the town.

Phases (text from Frodsham Town Design Statement, 2010)

Phase 1: Pre First World War. This category identifies those areas where the town's surviving older properties are mainly located, indicating the early extent of the town. These properties include places of worship, inns, former farms and structures for new and improved transport as well as private homes – many of the buildings are nationally or locally listed, e.g. the Church of St Laurence, late 12th century; the Queen's Head Hotel, Main Street and the outbuildings to Manor Farmhouse, now refurbished as dwellings, both dating from the 17th century; Frodsham Viaduct and Frodsham Bridge, both completed in 1850; and a diverse range of private homes such as the 17th century thatched cottages and Ashley House on Main Street, and Albert Row, between High Street and Ship Street.

Phase 2: Inter-War to 1950s. This period saw several small housing developments take place, each with distinctive design features. This phase includes the area to the south of Main Street, between Church Street and Castle Park which surrounds the Leisure Centre and the recently demolished secondary school. Upper Park Lane is part of this area, and Hillsboro Avenue in Overton is also an example of this period of settlement expansion.

Phase 3: 1960s and 1970s. These decades saw a variety of residential development on all sides of the town; the most extensive occurring to the east and south of Frodsham (e.g. Wayford Close and Fairways).

Phase 4: 1980s to present. This period saw small areas of significant residential infill, from single bungalows and houses on windfall sites, to large apartment blocks on the sites of demolished property (e.g. bungalows near Lawrence House, Churchfield Road; four pairs of semi-detached houses in Ship Street near the junction with Weaver Lane; seven detached properties in Foxglove Court off Fluin Lane; Bridge Lane Mews, next to Frodsham Bridge and a mixed residential estate developed at the former Saltworks Farm on the northern edge of Frodsham).

The area along Main Street (A56) presents a distinctive historic area, which is different from the rest of the town. It also consists of the majority of commercial and social services within Frodsham. This is the 'Historic and Commercial Core' Focus Area.

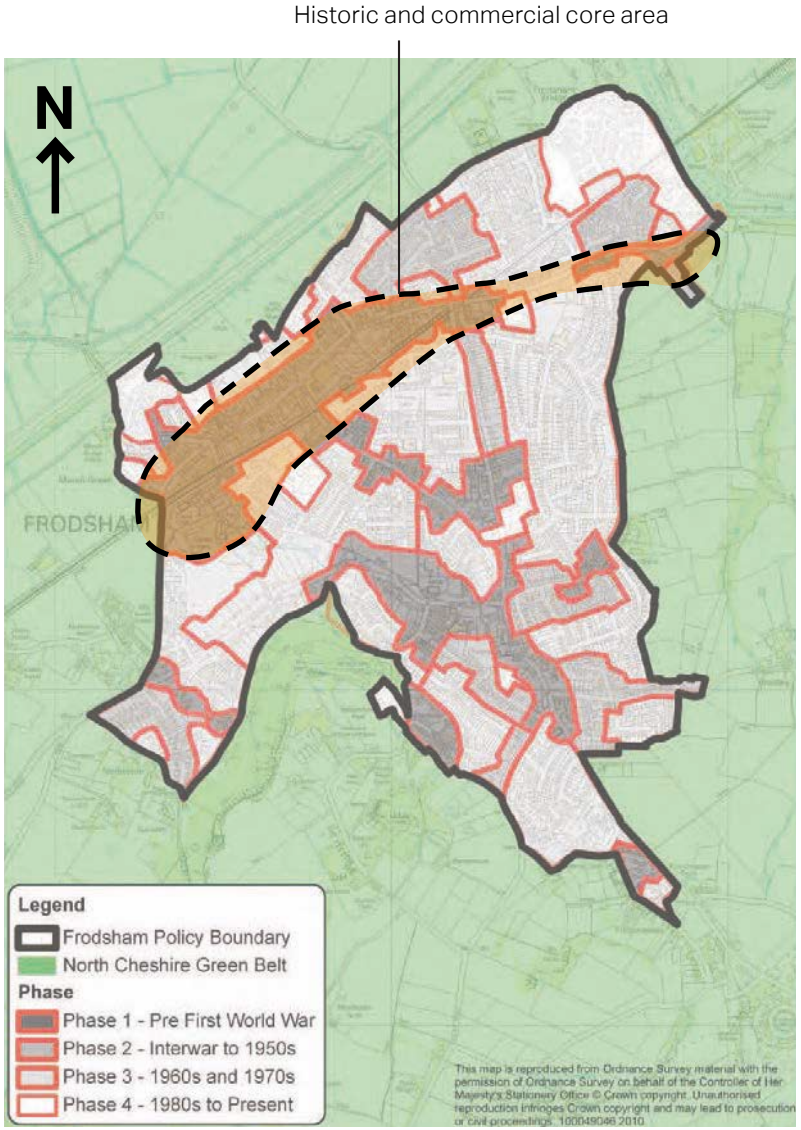


Figure 3.1 Evolution of the Town (Frodsham Town Design Statement, Page 23)

Urban Structures and Built Form

The historic core of Frodsham lies within the town conservation areas: Frodsham Town Conservation Area and Overton Conservation Area. As is evident throughout this designation, the more historic parts of the town tend to exhibit a strong character and locally distinctive architecture. The majority of historic buildings sit on the A56 road. This area also contains community services and mixed use facilities.

The most prominent building type that can be found in the historic area are buildings with linked frontages. In the other areas, Frodsham exhibits a greater variety of building typologies including bungalows, terrace houses, semi-detached, detached, mixed-uses buildings and apartments.

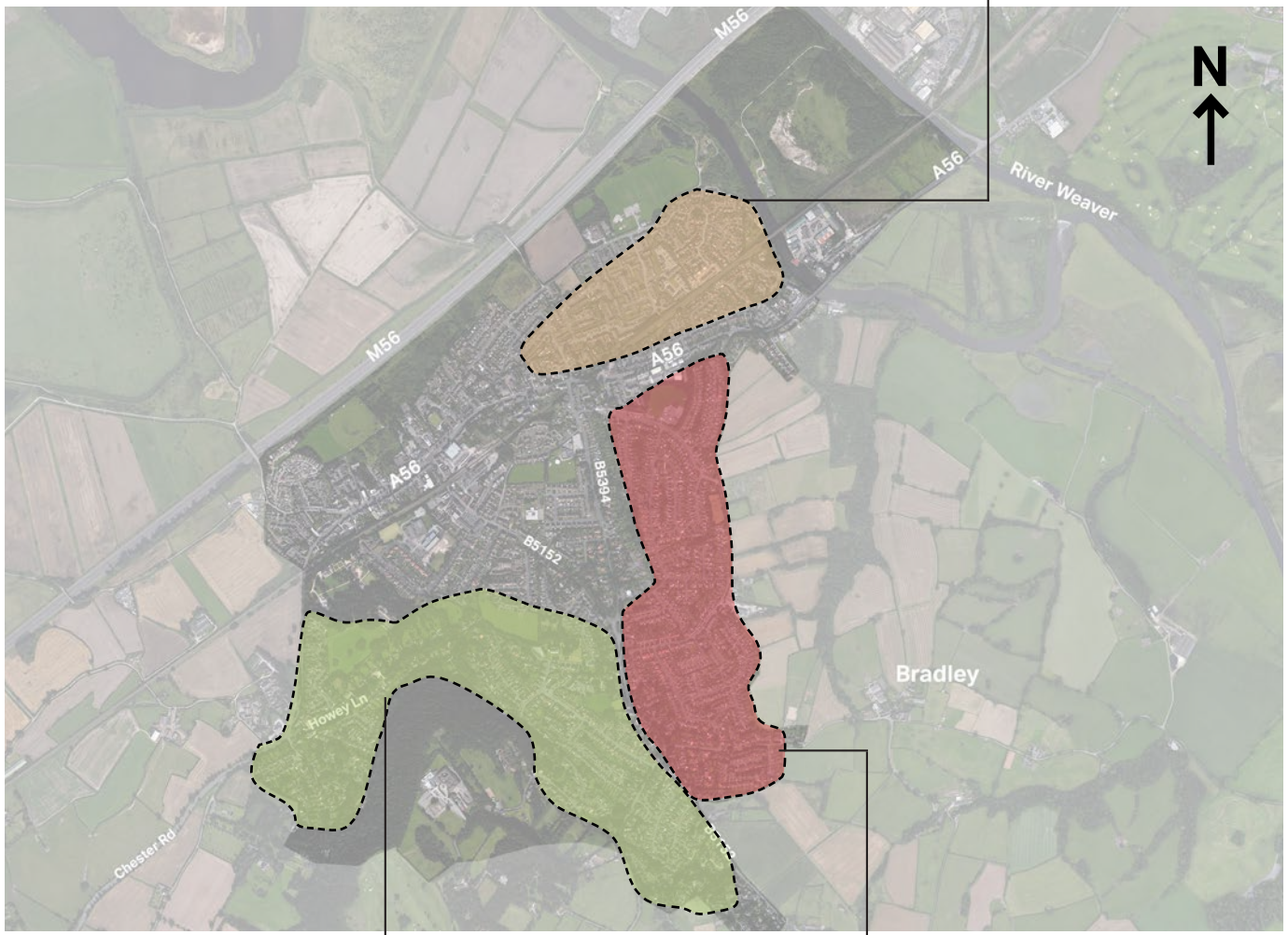
Building arrangements within wider Frodsham exhibit more variety. In the majority of Frodsham, the building arrangements are formal arrangements, while informal arrangements can be found on the development on Netherton Drive.

Across most of the settlement, building heights vary mainly between two and three storey, especially within the historic core. There are some areas of one storey bungalows within 20th-21st century housing estates to the north of the town, and some three-four storey apartment located on the north of the town.

Building materials in Frodsham are predominantly brick with slate and tiled roofs, but some white render buildings can be found throughout Frodsham. The historic core has contrasting building materials and styles, with Victorian brick buildings and timber-framed building located along the Main Street.

In terms of land use, Frodsham is predominantly residential, with the commercial and community activities located along the Main Street and Church Street, making these some of the busiest areas within Frodsham.

Residential area with the most recent development in Frodsham with building height up to 3.5 storeys. This could be a distinctive Focus Area (Northern Residential Area).



The residential area is heavily influenced by Frodsham Hill towards which it orientates. The area also has several historic Pre-War buildings that should be respected. This could be a distinctive Focus Area (Hillside Residential).

Residential area adjacent to the open countryside, with dominant post-World War development and formal building arrangements. This could be a distincitve Focus Area (Eastern Frontage).

Fig 3.2 Frodsham urban structures and built form characteristics

Movement- Vehicular and Non Vehicular

Frodsham sits on the main A56 regional distributor from Helsby to Runcorn, which connects the Parish with the wider region, local towns and main national motorways. There is a hierarchy of streets in Frodsham which shows the access and the growth of the town.

The Primary Distributors are the highest order routes within Frodsham, which provide access into and out of the town. They form a spine to a wider street network, interconnecting routes of lower tiers allowing better navigation and legibility throughout the town. Red Lane, Fluin Lane, and Vicarage Lane act as a primary connectors to wider Frodsham and other towns. Most of the commercial and community facilities are located along the primary route, creating the core structure within the road network in Frodsham.

As the Primary Distributor runs through the Town Centre it becomes a Main Street with a narrower carriageway, increased footway and increased enclosure through 2-3 storey buildings. Main Street and Church Street has a more intimate and pedestrian focused character than the Primary Distributor and will naturally calm and slow traffic. Within Frodsham, the A56 and Main Street is where the town historically developed from, and is where the majority of the local amenities are. It runs from The Bears Paw Pub to the Community Church. Every Thursday, the north side of Main Street serves as a local market for the town.

Town Streets are the primary movement corridors within the residential areas. Enclosure is achieved with higher densities and building heights. The alignment of the street naturally calms down traffic, creating a more pedestrian/cycle focused environment. Some T junctions outside the core area may need enhancement to increase safety for pedestrians and cyclists.

There are also numerous non-vehicular routes including Public Rights of Way (PROW) and long distance trails running within and outside the town. The internal footpaths link a series of green amenities and provide connectivity with the wider movement network, creating a pleasant walking environment. There are two long distance routes in Frodsham: the Sandstone Trail and Weaver Way long-distance route.

A 'Central Area' can be identified at the core of the town. It is rich in access, and contains a number of primary distributor streets, Public Rights of Way and a long distance trail.

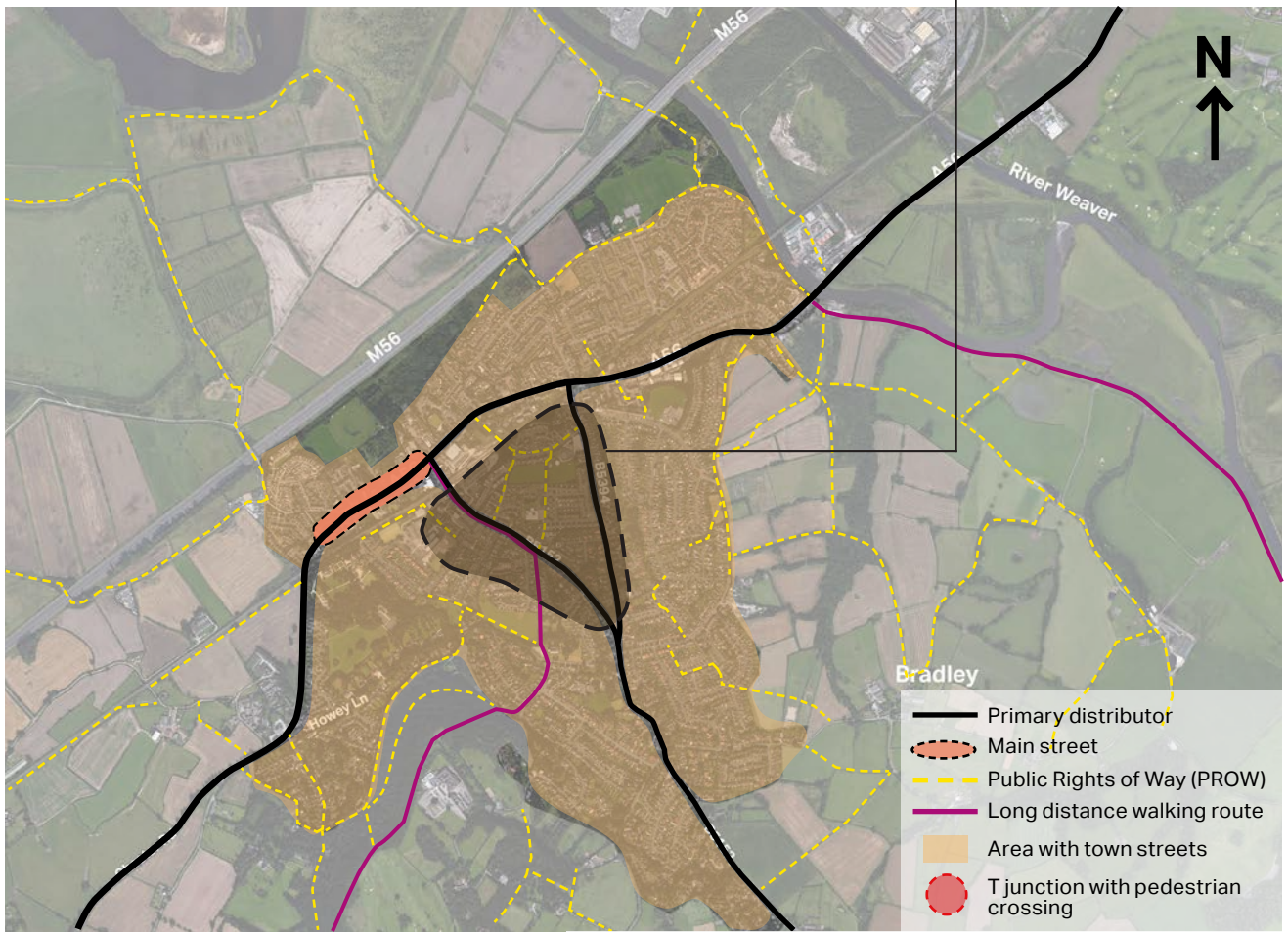


Fig 3.3 Frodsham vehicular and non-vehicular movement network

Green Infrastructure

Frodsham has a number of important green infrastructure assets. Several green infrastructure elements including Site of Special Scientific Interest (SSSI), Local Wildlife Sites (LWS), open spaces, Tree Preservation Orders (TPO), hedgerows, and woodlands are scattered throughout Frodsham, and play an important role in creating Frodsham's character.

Frodsham Railway and Road Cuttings of Special Scientific Interest are located in the Frodsham Town Centre and Overton area. In the town centre, the sandstone exposures northeast of the railway station and on the High Street and The Rock, form part of this area's SSSI. Meanwhile, the rock exposures on Howey Lane are part of the Frodsham Railway and Road Cuttings SSSI in the Pinmill Brow area.

LWS's in Frodsham are mostly located on the open space area around Frodsham, including Frodsham Hill, the Riverside site, and around open space areas on the east of Frodsham. The majority of Frodsham's open spaces are located around Frodsham's historic core, such as Castle Park. Another example of open space with significant contribution is the Churchfields green space located near St Laurence church, and the salt works play area and skateboard park, which is one of the outdoor sports open spaces in the north of Frodsham.

Other important green infrastructure includes trees, hedgerows, and woodland. There are a number of TPOs located throughout Frodsham which need to be considered as well as hedgerows, which have an important role as natural boundaries on the east and west sides of Frodsham.

The 'Northern Frontage' Focus Area acts as an interface between the town and countryside. It is also an important buffer between the Frodsham and Helsby and Inche Marshes Local Wildlife Site, and Frodsham

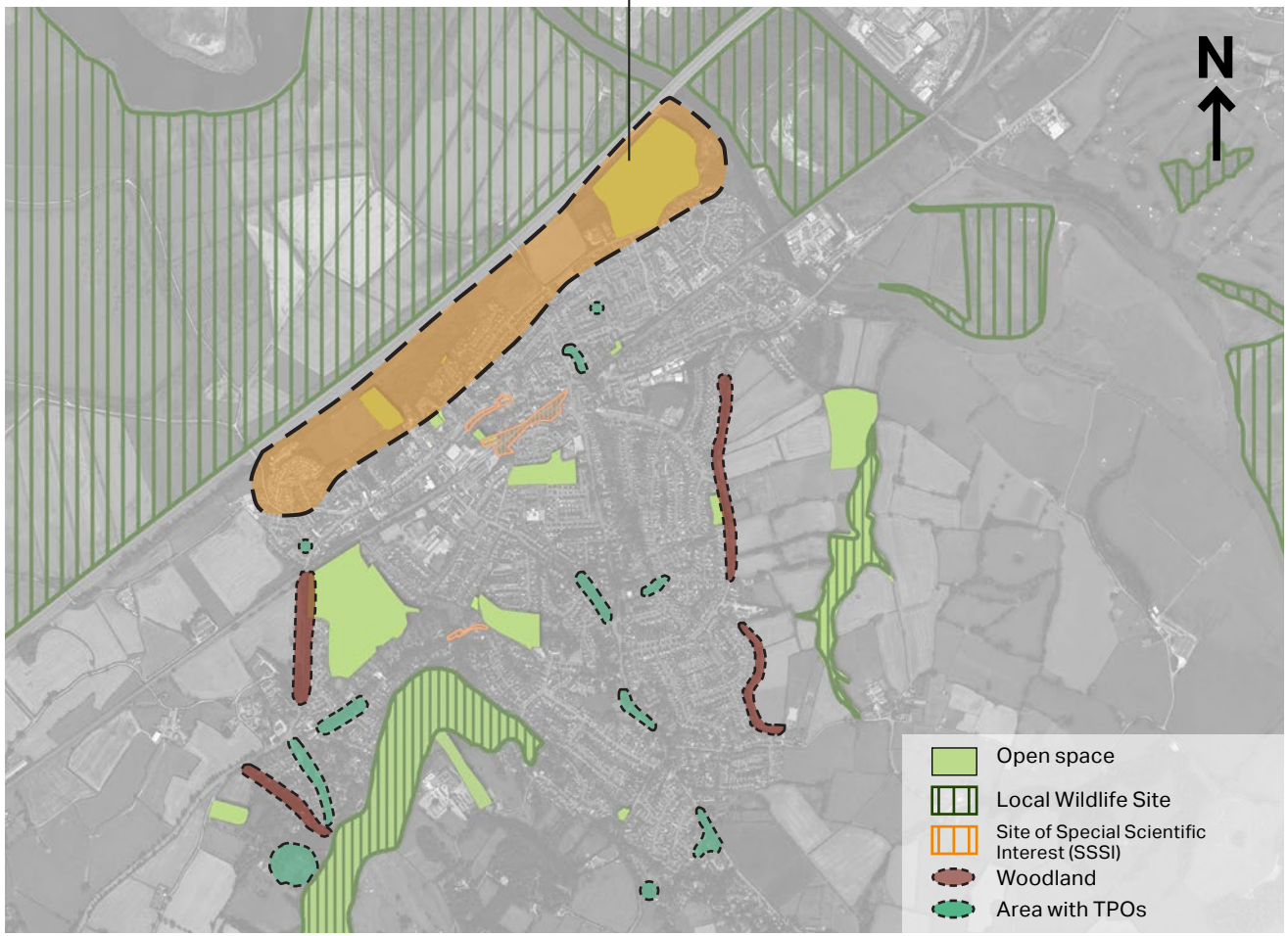


Fig 3.4 Frodsham green infrastructure

Key Views of Focus Areas

Frodsham Hill War Memorial is one of the most important local features in terms of views. This point overlooks Frodsham Town Centre and the Mersey Estuary. There are also a number of key views of the hill which should be maintained and protected. Of these, there are some long distance views which will be particularly sensitive to development (view A). The areas in the north and west of Frodsham are heavily influenced by the Frodsham Hill features. Meanwhile, the developments on the north and east part of Frodsham are influenced by views to the open countryside (view F).

Views should be protected by controlling development densities and building heights particularly when in the sight lines of local landmarks and open countryside. Key views into and out of the town were studied to check/confirm the defined focus areas.

View A: A view shows close relationship between residential properties and Frodsham Hill.

View B: The photo demonstrates the long distance views which can be obtained from the 'Eastern Frontage' residential area.

View C: A typical view within the ' Central Area' where various types of streets and footpaths run through this area.

View D: A photo of Main Street; historic buildings, commercial land uses and social facilities dominate the view.

View E: Residential development from various periods are present in this view of the 'Northern Residential Area.

View F: The photo looking towards the north demonstrates the appearance of northern edges of the town



Fig 3.5 Frodsham key view locations



View A. View towards the Frodsham Hill War Memorial from Netherton Drive



View B. Long distance view towards the open countryside from Bradley Lane



View C. Streets and footpaths in 'Central Area'



View D. View of the Frodsham Historic Core Area



View E. Residential development in Overton Green



View F. M56 frontage view

3.2 Focus Areas

Focus Areas

Based on townscape and local character study, 6 Focus Areas have been identified by AECOM. A brief description of each area is summarised below:

- A: Hillside Residential

This area developed from medieval settlements that grew around the Parish Church. A large part of this focus area sits within the Overton Conservation Area. Residential buildings in this area are most heavily influenced by views towards Frodsham Hill, with building layouts orientating towards the hill. There are also a number of important walking routes connecting this area to Frodsham Town Centre.

- B: Eastern Frontage

This area is located on the east of Frodsham, with developments dating from Pre-War to the 1970s. Some of the residential buildings within this focus area also act as a frontage to the open countryside on the east of Frodsham which has a woodland boundary. This area also has a number of long and panoramic views towards the River Mersey and the open countryside to the north of Frodsham.

- C: Central Area

This central area comprises two primary distributor routes, the B5152 and B5394, which are two main roads with very busy traffic. This area consists of diverse mixed-age residential buildings, with prominent Pre-War buildings along the B5152 road.

- D: Historic Core and Commercial Area

This focus area predominantly lies within Frodsham (Town) Conservation area, with residential, commercial and community uses. The area has significant contributions in Frodsham's social and economic aspects, especially the High Street area which consists of a number of buildings from the 13th century. This area also includes the recently developed Princeway Health Centre.

- E: Northern Residential Area

This area is mostly developed from Post-War to 21st century developments, with building height up to 4 storeys. The area is predominantly residential and bounded by the railway. The view towards the River Weaver contributes significantly to this focus area.

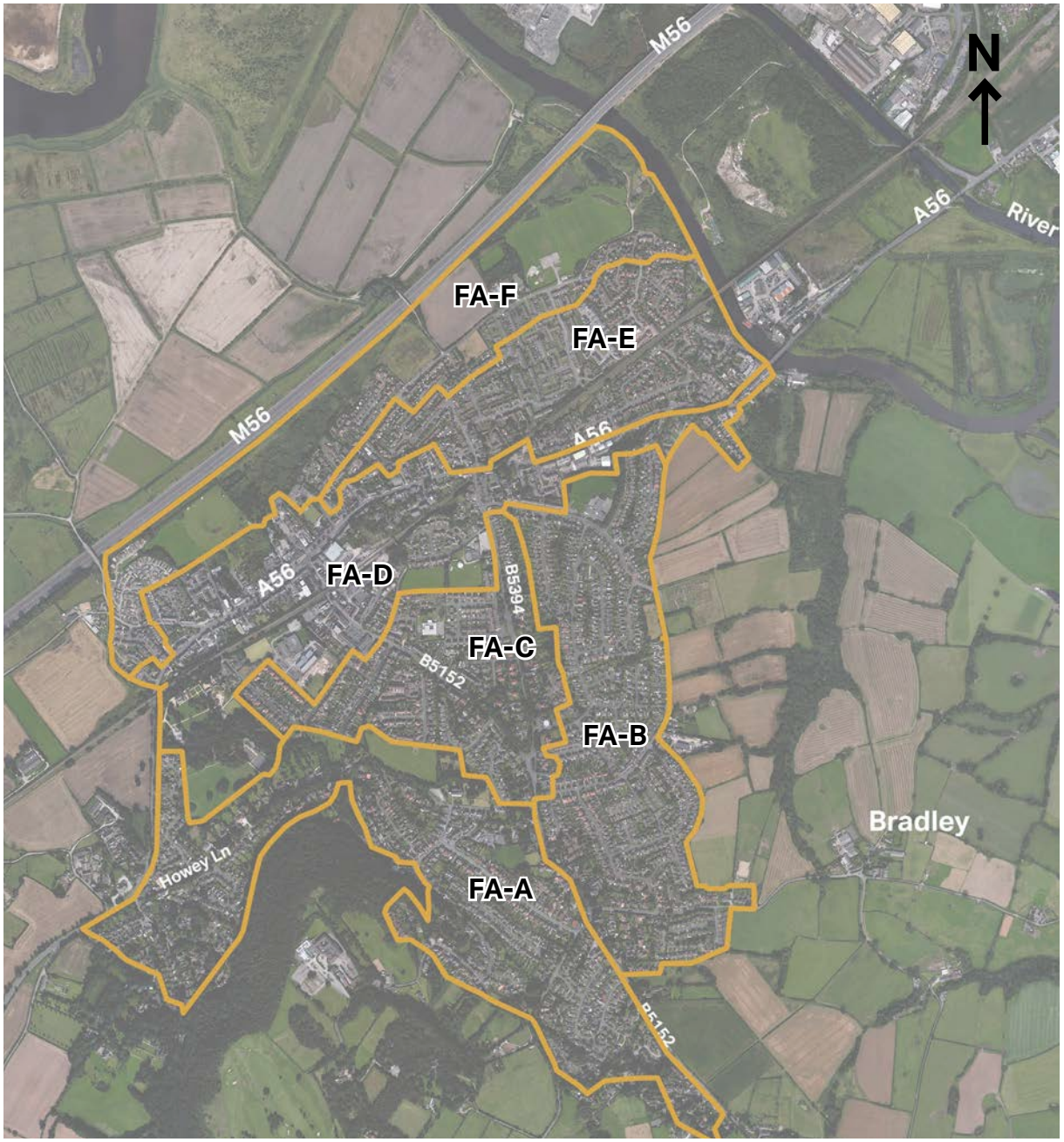
- F: Northern Frontage

This area's predominantly green infrastructure comprises a mixture of recreational open spaces and wildlife habitats, with residential developments that are strongly influenced by the view towards the open countryside on the north of Frodsham.

The focus areas are depicted based on the previously determined Frodsham Townscape Area boundary. Some changes that occurred are as follows:

- Focus Area A (Hillside Residential) covers TA09, 10, 15.
- Focus Area B (Eastern Frontage) covers TA07, 08.
- Focus Area C (Central Area) covers TA11, 12, 13.
- Focus Area D (Historic Core and Commercial Area) covers TA01, 03, 06.
- Focus Area E (Northern Residential Area) covers TA04, 05.
- Focus Area F (Northern Frontage) covers some part of TA01 and TA02.

3.2 Focus Areas



Focus Areas (FA):
A: Hillside residential area
B: Eastern frontage
C: Central area
D: Historic core and commercial area
E: Northern residential area
F: Northern frontage

Fig 3.6 Frodsham Focus Areas


YOUR MOVE
FOR SALE

Engagement

04

4.1 Engagement

General Description

During the preparation of the Design Codes document, two neighbourhood plan steering group engagement events were held. These workshops gave the members the opportunity to ascertain, share and debate the key opportunities and constraints. These events helped to confirm an understanding of the key issues, and also helped to shape the content of the design principles & guidance.

Workshop

- Workshop 1, Inception Meeting: The first workshop was held on 29 January 2019. In this workshop, AECOM explained about the approach that was going to be adopted in the design code exercise. AECOM also gathered aspirations from the members of the FNPSG.

- Workshop 2: The second workshop was held on 14 May 2019. AECOM explained the progress of the design code. In this workshop, AECOM explained the approach used during the analysis, including redefining the character area within Frodsham. FNPSG provided feedback regarding the preferred approach.

Final Discussion

The final discussion with the FNPSG was held on 8 August 2019. In this discussion, the FNPSG representative provided comprehensive feedback from the first draft report that had been delivered by AECOM. After this meeting. AECOM made updates to the report based on the provided comments and issued the final report to the FNPSG.



Design Codes for the Town

05

5.1 Applying Design Codes for the Town

How Design Codes Links to the Focus Areas

A series of design codes have been produced to provide guidance for any developments in Frodsham, to ensure developments consider local character and can enhance the local distinctiveness of the area.

Design codes set out within this document have been significantly influenced by the combination of good design examples in Frodsham and also the guidance and content of best practice materials such as: Urban Design Compendium, Manual for Streets, Building for Life 12, and Car Parking: What Works Where.

Based on the understanding gained in the previous sections, feedback captured in the engagement workshop and the policies within Frodsham, the design code matrix has been broken up into 4 focus categories:

- Heritage Assets (Protecting Local Distinctiveness)
- Urban Structure and Built Form
- Movement
- Green Infrastructure

All proposed developments need to consider the character areas to ensure negative impacts are avoided where possible. The design codes will help to understand what types of development are appropriate in Frodsham.

How to use the Matrix

The matrix in table 5.1 shows which part of the code appears within each focus area.

The code will guide any development within each focus area to understand what the Frodsham Neighbourhood Plan expects in terms of design, layout, materials and landscape. It will help with the preparation of planning applications for development proposals.

This design code highlights the assets of the wider focus areas. Any potential developments should observe this code and analyse which assets are relevant for the specific development.

Focus Areas	Heritage Assets			Urban Structure and Built Form							
				Building Blocks and Building Line			Building Heights and Skylines		Architectural Style		
	Conservation Area	Listed Building	Other historic features	Type 1	Type 2	Type 3	Type 1	Type 2	Before WW	Post WW	Recent
A	●	●	●	●	●		●	●	●	●	
B	●			●	●		●		●	●	
C			●		●		●	●	●	●	●
D	●	●	●	●	●	●	●	●	●	●	●
E				●	●		●	●		●	●
F				●	●		●	●		●	●

Table 5.1 Frodsham design code matrix

Focus Areas	Movement								Green Infrastructure		
	Vehicular			Non-Vehicular Route	Key Views	Parking Typology			Statutory and Non-Statutory	Open Space	Trees, Hedgerows, Woodland
	Primary Distributor	Main Street	Town Street			Garage and On-Plot Parking	On-Street Parking	Courtyard Parking			
A	●		●	●	●	●				●	●
B			●	●	●	●					●
C	●		●	●		●		●			●
D	●	●	●	●	●	●	●	●	●	●	
E			●	●		●	●	●			●
F			●	●	●	●				●	●

Heritage Assets (Protecting Local Distinctiveness)

Historic features play an important role within Frodsham, which has various heritage assets that contribute to it's historic character. Cheshire West and Chester Council defines heritage assets as a building, monument, site, place, structure, area or landscape identified as having a degree of significance, which merits consideration in planning decisions, because of its heritage interest. Careful consideration of any potential impacts brought by developments on these historic assets is needed, and relevant historic organisations should be consulted.

In this section, heritage assets will be classified as 3 components as follows:

Conservation Area

Frodsham has a number of Conservation Areas, such as the Frodsham (Town) Conservation Area (see figure 5.1) and Overton, St. Laurence's Conservation Areas (figure 5.2). Enhancement of Frodsham's historic value and character needs to be provided by developments. It has been recognised that if the special interest, character and appearance of a conservation area is to be retained.

Listed Buildings

A large number of historic assets are present in Frodsham, including over 40 nationally Listed buildings. The majority of these listed buildings are found in the historic core and the Overton area. This setting needs to be respected, and any development that may impact these historic designations needs to be sensitive to it.

Other Historic Features

Frodsham also has other non-statutory historic features such as Castle Park Registered Park and Gardens (see figure 5.7). Other features include Pre-War settlements located around Belemonte Road, Howey Lane, and Bridge Lane, and locally listed buildings scattered throughout Frodsham, all of which need to be considered by any future developments.

Design Codes: Heritage Assets (HA)

- To avoid loss or harm to the significance of designated heritage assets and their settings, developments will be required to respect and respond positively to these assets.
- Developments must protect or enhance both designated and non-designated heritage assets, and the character and setting of areas of acknowledged significance.
- Any development must create areas of positive character by responding to prevailing characteristics in terms of street patterns, density and layout, built form, materials and details.
- Materials and architectural styles applied by any developments must respect the existing character area and conservation area setting, including minimising any work that may affect the heritage assets located near to any development.



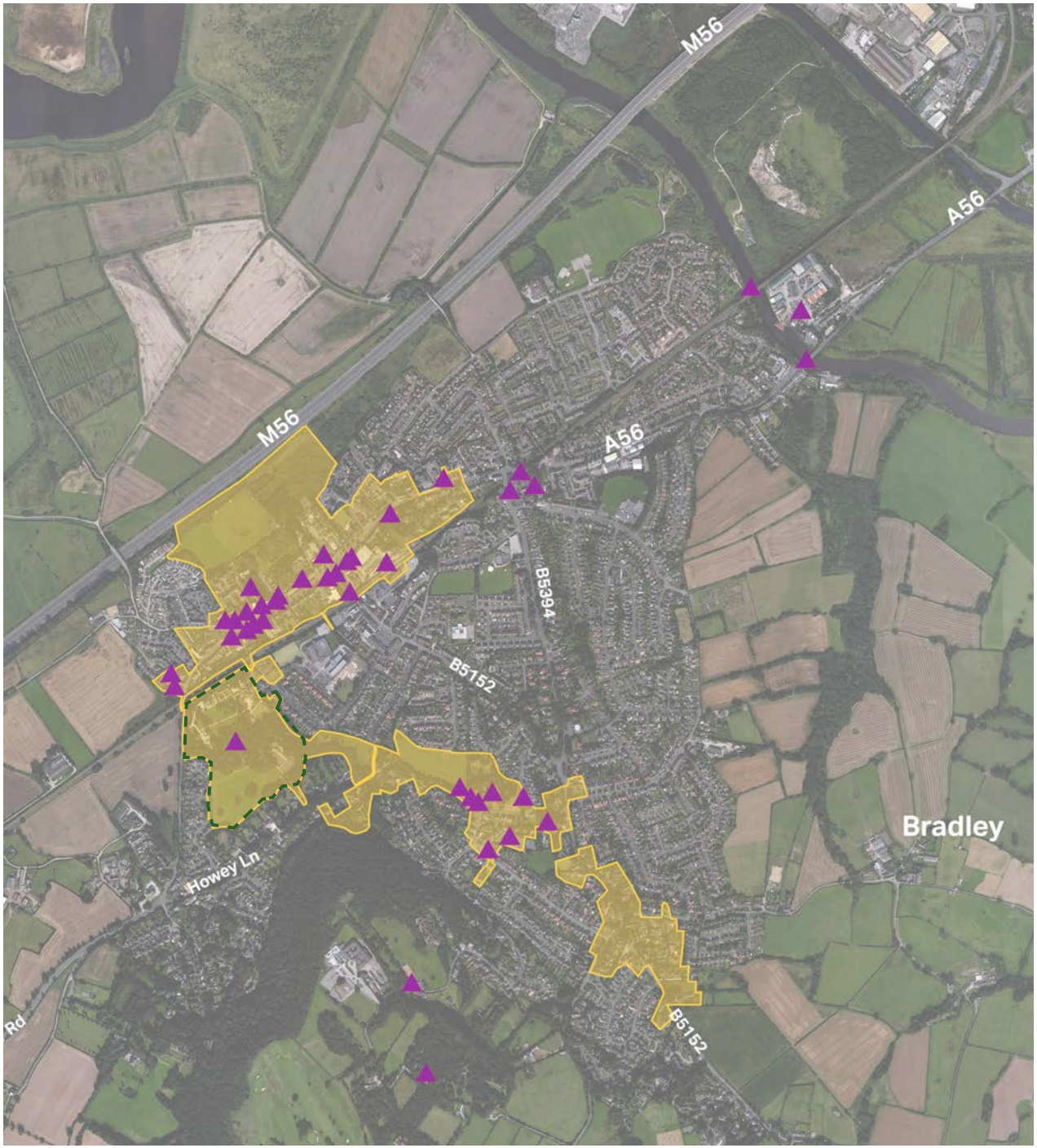
Fig 5.1 Frodsham (Town) Conservation Area



Fig 5.2 Grade I Listed Building Church of St Laurence located in Overton, St Laurence's Conservation Area



Fig 5.3 Castle Park Registered Park and Garden



KEY

Conservation Area

Nationally Listed Buildings

Registered Parks and Gardens

Fig 5.4 Heritage Assets map

Urban Structure and Built Form

Building Blocks and Building Line

Building lines play a key role in defining the layout and the character of an area. There is a good mix of housing typologies in Frodsham. Housing typologies are one of the important features that contribute to the variety of building lines in Frodsham.

Any development should ensure buildings are aligned along the street with their main facade and entrance facing it, where this is in keeping with local character.

In Frodsham there are three types of building lines that can be found throughout the area:

Type 1 Informal building lines

Within Frodsham, informal building lines usually have a larger variety of housing typologies and consist of lower density developments. Developments with informal building lines are usually characterised by larger plots, generously-sized gardens, or greater provision of open space. Most of the buildings face the street with various recesses, which usually include a front yard and a garden. The alignment of these informal building lines usually responds to the context of the surrounding landscape. Examples of informal building lines can be found in Figure 5.5.

Type 2 Formal building lines

Formal building lines can be found in the majority of Frodsham's residential areas. The typologies observed tend to be a variety of terraced properties with small or medium sized gardens, and the housing type is generally uniform. The lines usually consist of 4-5 houses with breaks in between (figure 5.6).

Type 3 Linked buildings

Linked buildings can be found in the Historic Core area of Frodsham along Main Street, with a variety of uses within them. Lines of linked building generally have a higher density, and the length can reach up to 60m (figure 5.7).

Design Codes: Urban Structure Building Line (US-BL)

- Development should respond to each focus areas' existing development pattern, in respect of existing block sizes, layout and structures.
- The layout of developments shall be permeable in order to provide legible connections through the area and beyond.
- A buildings' main facade and its entrances should face the public spaces, allowing natural surveillance and enhancing interface activity.
- Properties should provide gardens in the front and rear, or a small buffer as a minimum.



Fig 5.5 Building line type 1 (informal building lines)



Fig 5.6 Building line type 2 (formal building lines)

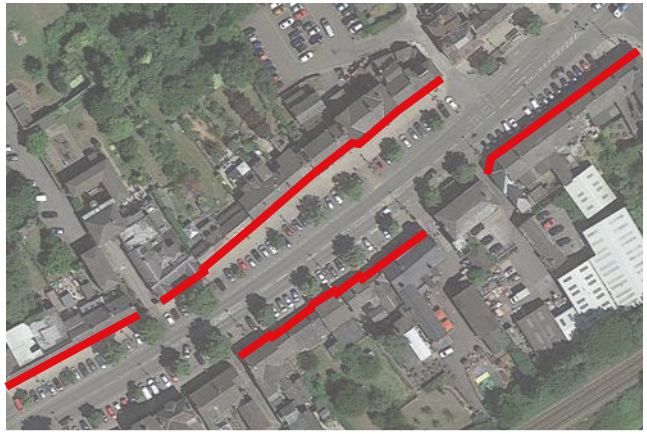


Fig 5.7 Building line type 3 (linked buildings)

Urban Structure and Built Form

Building Heights & Roofline

A comfortable variation in the size and scale of buildings - from single storey bungalows to three storey townhouses - can enhance local character. It provides variety and difference, as opposed to homogeneity. Houses within Frodsham are mainly 1-2.5 storeys high, with a minority of 3.5 storey townhouses which can be found in recent developments. The variety of the building heights in Frodsham also help create a distinct character within Frodsham especially regarding the roofline. Development should be sympathetic in scale to the context and should respect the building heights of its setting. There are two types of building roofline throughout Frodsham that can be identified:

Type 1 (Uniform roofline)

Buildings with uniform skyline can be found throughout Frodsham. This type of building roofline can be found along the development, for example on the Penrith Close (figure 5.8).

Type 2 (Varied roofline)

Buildings with various heights can be found predominantly in the areas with Pre-War developments. This type of building roofline can be easily identified along the historic core of Frodsham (Town) Conservation Area (figure 5.9).

Design Codes: Urban Structure Building Height (US-BH)

- Development should be sympathetic in height and scale to its context.
- The roofline should reflect the nature of buildings in Frodsham, and should have adequate variety to provide points of interest.
- Roofing materials, eaves, pitch, verge details, chimney stacks, or other features visible above the ridge line should be carefully considered.



Fig 5.8 Uniform roofline in Penrith Close



Fig 5.9 Varied roofline along Main Street

Urban Structure and Built Form

Architectural Style and Materials

This section identifies the variety of architectural styles, and materials that contribute to the local distinctive character of Frodsham.

Frodsham has various architectural styles and materials which differ by location, age and type of buildings. This is reflected in the local vernacular and contributes to the area's local distinctiveness. The materials and architectural detailing used throughout Frodsham contribute to the distinct character of the area.

Building Materials

Pre-War

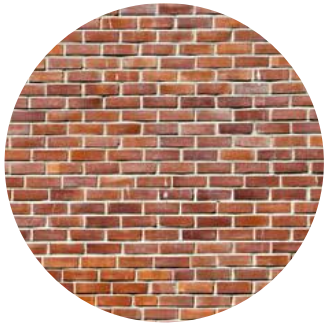

Natural stone wall


White rendered building


Grey slate roof


Thatched roof

Post-War


Red brick

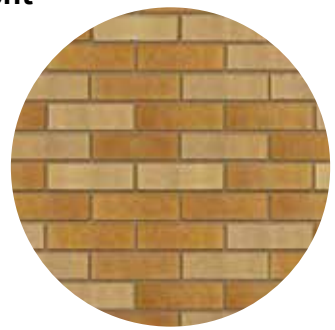

Red multi brick


Hanging tiles


Slate roof

1980's- recent development


Timber cladding


Buff brick


Metal roofing


Roof with solar panel

Building Style Appearances

Pre-War







Post-War







1980's- recent development







Design Codes: Architectural Style Materials (ASM)

- It is recommended that contemporary architectural solutions are considered, but they must be well considered, high-quality designs which use local materials, forms, massing and detailing to reflect the existing built fabric of Frodsham. It should also respect the surrounding character area.
- It is very important that the proposed developments are of a high quality and reinforce local distinctiveness of the area. Material selections should be made based on an understanding of the Frodsham built environment.
- The materials list in this document should not be considered prescriptive. Complementary innovation and creativity in material use are allowed, with consideration of materials used in local heritage buildings.
- Developments in High Street must ensure that that shopfront design and materials are of a high standard and respect the character of the building concerned, the character and visual amenity of the surrounding area.

Movement

Vehicular Route

A well-designed street hierarchy and streetscape is a key element of successful places. The relationship between streets and the adjacent buildings strongly influences the safety, appearance and movement function of development. Development should accommodate traffic flow and allow for access by service vehicles, but it should also contribute positively to the character of the development.

There are three types of vehicular routes present in Frodsham that should be put into consideration for new development:

Primary Distributor

The Primary Distributors are the highest order routes within Frodsham, which provide access into and out of the town. Primary distributor are main roads through residential and commercial areas. A56, B5152, and B5394 are three primary distributors within Frodsham, and form the core movement structure within Frodsham (see figure 5.10).

Main Street

As the Primary Distributor runs through the Centre it becomes a Main Street with a narrower carriageway, increased footway and increased enclosure through 2-3 storey buildings (figure 5.11). The Main Street has a more intimate and pedestrian focused character then the Primary Distributor, and naturally calms and slows traffic.

Town Street

Typically, these are distributor streets, and each may have a different character based on the street scene. They are usually fronted by either detached, or semi-detached properties with garages or front gardens, or terraced properties with setback. They should blend in with the existing character of the streetscape. Town Streets will be the key movement corridors within the residential areas.

When designing a development, this hierarchy of routes should be respected and carefully considered and incorporate the following design codes within the development:

Design Code: Vehicular Route (VR)

- Streets should be identified by a hierarchy of movements and have a specific character linked to the scale of development.
- Streets should provide interest and evolving views.
- The distribution of land uses should respect the general character of the area and street network.
- Any proposed routes should provide a permeable and connected pattern, creating different travel options, particularly for pedestrians.
- Provide improved access to new developments which will funnel new traffic away from existing primary routes.
- Provide 'Refuges' for pedestrians in specified unsafe locations whenever possible, such as Howey Lane/Manley Road.
- Speed limits should be considered for roads and lanes leading to countryside area, which will ensure the tranquillity of these corridors as a 'gateway' to the countryside.



Fig 5.10 A56 road as a primary distributor route



Fig 5.11 Frodsham Main Street



Fig 5.12 Town street in Frodsham's residential area

Movement

Non-Vehicular Route

Particular attention in terms of sustainable movement should be given to the non-vehicular movement networks. Frodsham is highly walkable, with a number of PROW routes, long distance walking routes and trails which create a pleasant walking environment within the village and link it with the open countryside surroundings and the wider region. These non-vehicular movement networks should be carefully considered in any development.

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Design Codes: Non-Vehicular Route (NVR)

- Developments must provide attractive and direct walking and cycling connections and promote sustainable movement network.
- Pedestrian paths in new developments must be integrated with any existing pedestrian routes and provide access to wider walking routes, wherever possible.
- When designing non-vehicular routes high quality materials and high landscaping should be encouraged, as such environments will encourage walking and cycling.

Key Views and Vistas

Development in Frodsham is strongly influenced by a number of key views. There are several important key views from Frodsham, including views towards Frodsham Hill and the open countryside, which have strong influence on developments. Future developments need to especially consider this influence.

Design Codes: Key Views and Vistas (KVV)

- Development should be planned to respond to existing view corridors or reinforce views of existing landmark.
- Orientating buildings to face open views should be enforced.
- The spacing of development should allow for long distance views of the Frodsham Hill or open countryside.
- Key vistas should be protected by controlling development densities and building heights, particularly when in the sight lines of local landmarks.



Fig 5.15 Open countryside view



Fig 5.16 View towards Frodsham Hill from Manley Rd



Fig 5.13 Existing PROW on east Frodsham



Fig 5.14 Sandstone Trail Beacon in Frodsham



Fig 5.17 View towards Frodsham Hill from Netherton Drive

Movement

Parking Typologies

The arrangement of car parking shapes the character of different development areas. Parking provision should provide a balanced mix of parking solutions that are integrated into the design and layout of proposals to support its appearance without cars becoming visually dominant. The provision of parking space and safe access must be in line with the Cheshire West and Chester Council Local Plan (2019) and the Parking Standards Supplementary Planning Document (2017).

Design Codes: On-Plot and Garage Parking (Mo-OPGP)

- Ensure houses with on-plot parking maximise the extent of a well-defined vertical front boundary.
- Front garden depth from the back of the pavement should be sufficient for a large family car.
- Avoid uninterrupted banks of frontage parking and mitigate the impact of any parking in front of houses with a well-designed landscape.
- On plot parking should consider amenity space and access to the front and back of properties.

Design Codes: On-Street Parking (Mo-OSP)

- Avoid large banks of uninterrupted or visually intrusive parking.
- Moderate visual impacts with small groups of spaces separated by trees or features that provide opportunities to cross safely.
- Delineate on-street parking spaces through the use of surface treatments.



Fig 5.18 Example of on-plot parking in Springbourne



Fig 5.19 Example of on-street parking in Main Street

Design Codes: Courtyard Parking (Mo-CP)

- Courtyard parking should be highly accessible.
- Courtyard parking should be safe, secure and convenient to use and appropriately located to facilitate natural surveillance and ownership.
- Courtyard parking should not dominate the views from the streets, and landscape elements should be incorporated as a natural buffer between the parking area and the streets.



Fig 5.20 Example of courtyard parking in Overton Green



Fig 5.21 Aerial view of on-plot parking type in Springbourne

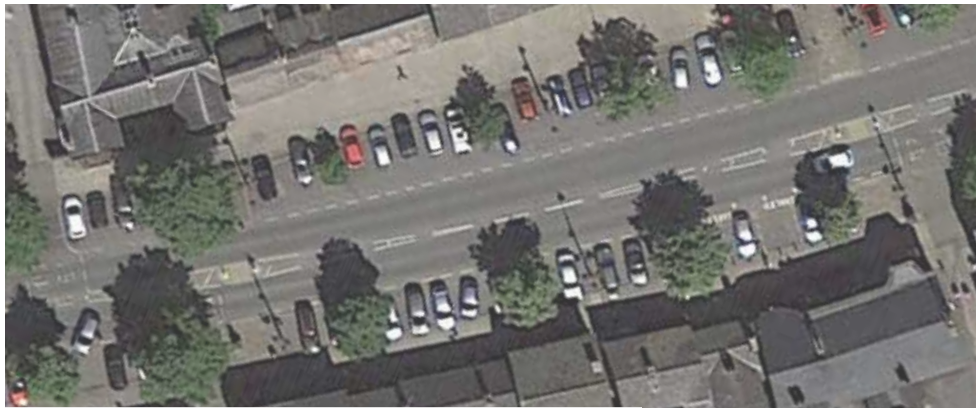


Fig 5.22 Aerial view of on-street parking type in Main Street



Fig 5.23 Aerial view of courtyard parking type in Overton Green

Green Infrastructure

From the CWaC Local Plan it is stated that Green Infrastructure is the network of green spaces, water bodies, biodiversity habitats, and other natural elements that surround, pass through, and link the settlements and landscapes, connecting the cities, towns and villages in the borough. Frodsham consists of a variety of green infrastructure types that make a significant contribution to Frodsham.

Statutory and Non-Statutory Environmental Designations

Frodsham has various statutory and non-statutory environmental designations, such as LWS and SSSI. Some Focus Areas lie within or are adjacent to these green infrastructures, thus consideration of these assets is needed in any development. (See figure 5.24 and figure 5.25)

Design Codes: Environmental Designations (GI-ED)

- Development likely to have an impact on statutory and non-statutory designations must be accompanied by an Ecological Assessment with industry best practice and guidance.
- Development should not result in any net loss of natural assets, and should seek to provide net gains. Where there is unavoidable loss or damage to habitats, sites or features because of exceptional overriding circumstances, mitigation and compensation will be required.
- Development shall contribute towards the provision of green infrastructure and support biodiversity through integration of new wildlife habitats.
- Any development should enhance biodiversity and geodiversity wherever possible. This will involve restoring and increasing the total area of natural habitats and landscape features.



Fig 5.26 Churchfields recreation area



Fig 5.24 Frodsham Railway and Road Cuttings SSSI



Fig 5.25 East Clifton Tip Local Wildlife Site



Fig 5.27 Development adjacent to Castle Park open space

Green Infrastructure

Open Space

Within Frodsham, 18 allocated green spaces are identified (with various key functions). Any development should consider these open spaces as an integral aspect of the development's layout planning and structuring. Any existing open spaces should be retained and enhanced, and developments need to contribute to the provision of enhancement of Frodsham's open spaces. (See figure 5.26 and 5.27)

Any development needs to provide and complement an appropriate level and quality of open space;

Design Codes: Open Space(GI-OS)

- Residential development must include an appropriate quantity and quality of outdoor private amenity space, having regard to the type and size of proposed development.
- Developments adjoining public open spaces should arrange main building façades and entrances to face the open space to enhance the character of the space, which will help create a sense of place, improve natural surveillance, and foster social interaction.
- Open spaces should offer a variety of uses related to the surrounding activities and buildings. Where play areas are required, ensure that they are not isolated, locate them within short walking distances of housing and promote natural surveillance with buildings overlooking them.
- Open spaces need to be well connected with the non-vehicular networks, and connected to the wider town area.

Woodland, Trees and Hedgerows

Woodland, trees and hedgerows have a significant contribution to both the built and rural environment of Frodsham. Some groups of trees and hedgerows in Frodsham can be seen as a natural village boundary on the east and west of the town. Their visual amenity helps define the character of the borough. Development should seek to enhance and protect networks of high quality trees, hedgerow and woodland.

Design Codes: Woodland, Trees and Hedgerows (GI-WTH)

- Development which causes loss of trees, hedgerows and woodland must include replacement of above assets within the site, or where this can be demonstrated to not be practical, contribute to off-site provision.
- According to the Hedgerow Regulation 1997, any good quality hedgerows classified as important should be protected and enhanced where necessary. This is known as 'Important Hedgerow'.
- The spacing of development should reflect the rural character and allow for long distance views of the countryside from the public realm. Trees and landscaping should be incorporated in the design.
- Within the countryside frontage areas, should be preserved the rural character of the roads by retaining grass verges, hedgerows and trees.



Fig 5.28 Hedgerow along Chester Rd as Frodsham natural boundary



Fig 5.29 Hedgerow along Townfield lane as Frodsham natural boundary

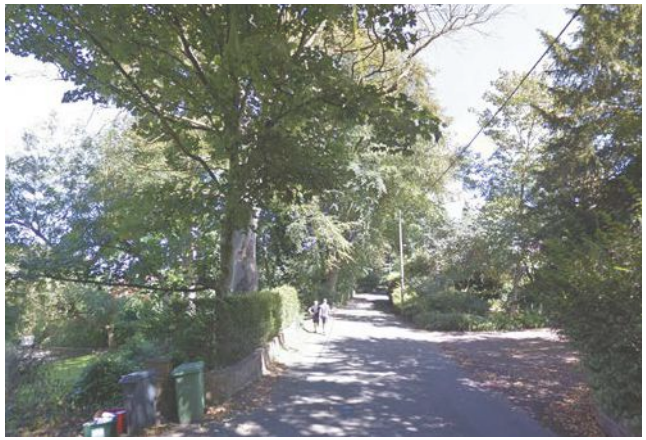


Fig 5.30 TPOs along Howey Lane



Applying Design Codes to Potential Sites

06

Applying Design Codes to Potential Sites

AECOM and FNPSG previously had a masterplanning exercise regarding the 11 potential allocated sites throughout Frodsham (Frodsham Masterplan Report, May 2019). This Design Code report is complementary to this and can be incorporated into the previous report. With the appointment of potential allocated sites in the predetermined focus areas, the sites' development is expected to comply with the codes described in this document.

This design code table looks at relevant assets for each potential allocated sites (see table 6.1). The grey bullet points within the table are assets in the Focus Areas which secondary priority considerations in each of the specific allocated sites.

Focus Areas	Site	Heritage Assets			Urban Structure and Built Form							
					Building Blocks and Building Line			Building Heights and Skylines		Architectural Style		
		Conservation Area	Listed Building	Other historic features	Type 1	Type 2	Type 3	Type 1	Type 2	Before WW	Post WW	Recent
A	Site 10	○	○	●	●	○		○	●	●	●	
B	FRO/0005	○			○	●		○	●	○	●	
D	FRO/0010	●	●	●	○	○	●	○	●	●	○	○
	FRO/0038	●	○	○	●	○	○	○	●	○	●	○
	FRO/0040	●	●	●	○	●	○	○	●	●	○	○
	Site 1	○	○	○	○	●	○	○	●	○	○	●
	Site 6	○	○	●	○	●	○	○	●	○	●	○
	Site 7	●	●	●	○	●	○	○	●	●	○	○
E	FRO/0039				●	●		○	●		●	●
F	FRO/0060				●	○		●	○		●	○

Focus Areas	Site	Movement								Green Infrastructure		
		Vehicular			Non-Vehicular Route	Key Views	Parking Typology			Statutory and Non-Statutory	Open Space	Trees, Hedgerows, Woodland
		Primary Distributor	Main Street	Town Street			Garage and On-Plot Parking	On-Street Parking	Courtyard Parking			
A	Site 10	○		●	●	●	●				○	●
B	FRO/0005			●	●	●	●					○
D	FRO/0010	●	●	○	●	○	○	●	○	○	○	
	FRO/0038	○	○	●	●	○	●	○	○	○	○	
	FRO/0040	●	●	○	●	○	●	○	○	○	○	
	Site 1	○	○	●	●	●	●	○	●	○	●	
	Site 6	●	○	●	●	○	○	○	●	●	○	
	Site 7	●	○	●	●	○	○	○	●	●	○	
E	FRO/0039			●	●		●	○	●			○
F	FRO/0060			●	●	●	●				○	○

Table 6.1 Design Code Matrix for 11 potential allocated sites

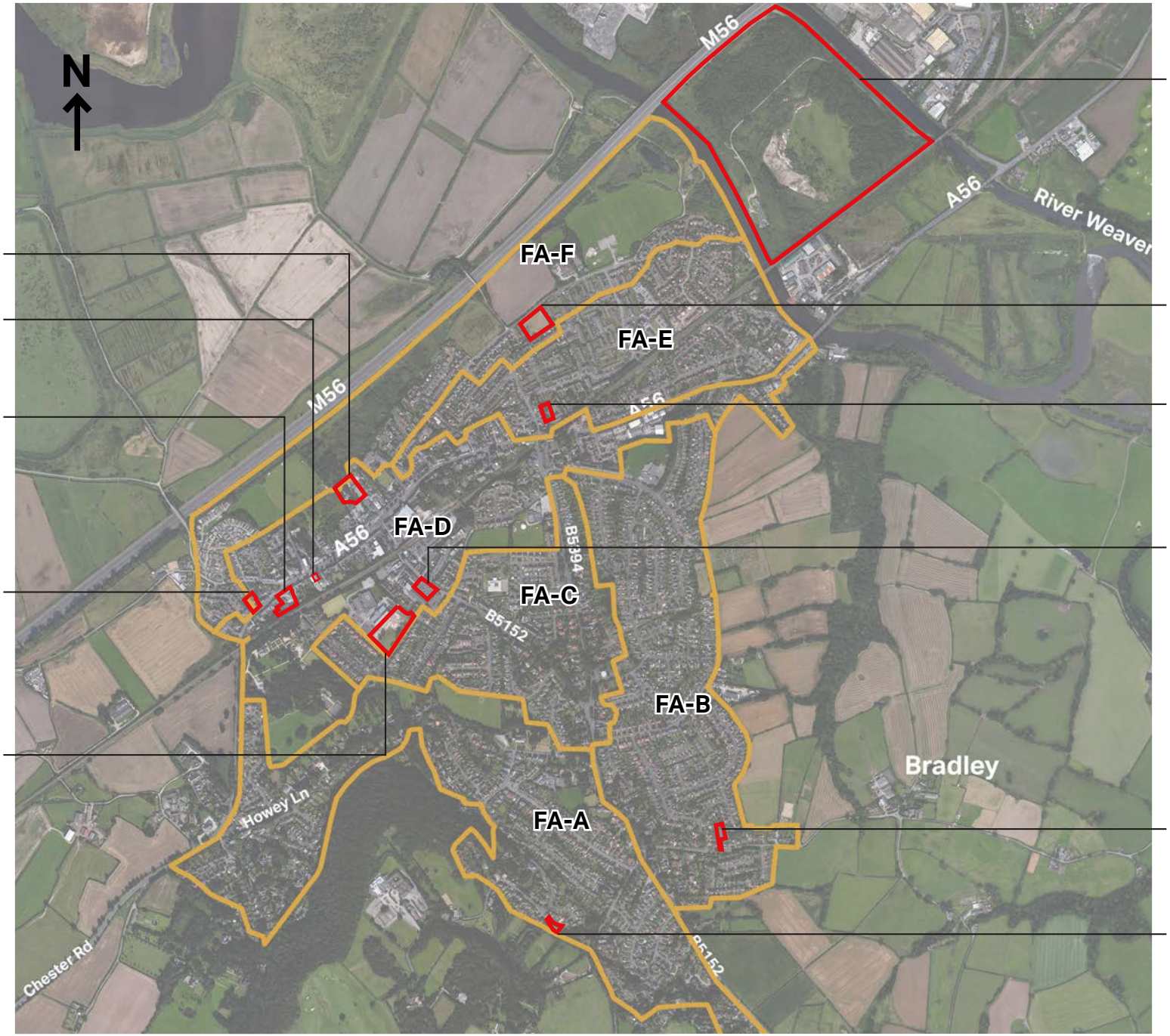


Fig 6.1 11 potential allocated sites within the focus areas


TAXI

Next Steps

07

Next Steps

This report aims to identify the key design features present in Frodsham with the intention of influencing the design of any forthcoming development. It is recommended:

- The FNPSG should use this document to embed design policies within the Neighbourhood Plan.
- The document should also be used by developers in order to understand the design character of the housing which will be appropriate within Frodsham's character areas.
- This design code should be considered together with the potential allocated sites within the existing masterplan report.
- The design codes apply to any potential development within Frodsham's focus areas.

It is important to note that the design details which have been noted in this report should be carefully interpreted in order to avoid developments which are a pastiche of the existing buildings within Frodsham as this would undermine Frodsham's character.

In order for the neighbourhood plan to be effective, any design and character-focused policies will require close liaison and co-operation with the Local Authority, landowners, and developers. Co-operation between and among these bodies can be used initially to ensure the proposed policies and strategy are robust and future proofed. At a later date, these discussions will help to refine proposals leading to future planning applications.

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Document 12

Fields in Trust Statement

FRODSHAM NEIGHBOURHOOD PLAN

FRODSHAM NEIGHBOURHOOD PLAN

Fields in Trust were founded back in 1925 as the National Playing Fields Association by King George V. Their mission is the same now as it was then: to ensure that everyone – young or old, able or disabled and wherever they live – should have access to free, local outdoor space for sport, play and recreation.

Fields in Trust believe these spaces are vital to building happy and healthy communities which sadly continue to be threatened by all kinds of development.

Fields in Trust are a national charity and operate throughout the UK to safeguard recreational spaces and campaign for better statutory protection for a variety of outdoor sites.

What does this mean for Frodsham?
Essentially, any owner of a playing field, park, green space, bowling green, games pitch etc. can register their land with the **Fields in Trust** organisation which legally protects the site from development *in perpetuity!!* Once registered, there is also an opportunity to access funds to develop the activities that take place on the registered site.

What can you and the FNP do?
We would like to encourage ALL Frodsham based sport groups, clubs, societies and any local organisations who are involved in activities around play and recreation, to contact the owners of the land/sites they use and ask them to register their sites with **Fields in Trust.**

How can you protect your outdoor recreational sites?

Fields in Trust protect land through Deed of Dedication. It's a robust, yet flexible way to do it. The Deeds (or Minutes of Agreement in Scotland) are a legally binding document which means each Field is protected for future generations to enjoy.

How do you get a Deed of Dedication?

Only the landowner of a site can apply to protect it by contacting Fields in Trust. This can be any landowner including sports clubs, private individuals and local authorities. Fields in Trust have a regional team on hand for any questions you might have.

Protection Application Pack

To nominate a site for protection simply download their application form, complete and email it to info@fieldsintrust.org or you can call them on: 020 7427 2110 for further information. Protecting your site with Fields in Trust means it will be safe forever.

- View the minimum criteria for protection
- View the guide to protecting land with Fields in Trust
- Joint guidance from Fields in Trust and Sport England on protecting land

Further information about Fields in Trust can be found on their website:

http://www.fieldsintrust.org

Document 13

Cheshire West and Chester Parks and Greenspaces Strategy Tier 1 [Draft September 2020]

FRODSHAM NEIGHBOURHOOD PLAN

Cheshire West and Chester Parks and Greenspaces Strategy

Cheshire West and Chester

TIER 1
(DRAFT V1 SEPTEMBER 2020)

ethos Environmental Planning

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Cheshire West and Chester Parks and Greenspaces Strategy

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Appendix 1 – Full initial engagement results

Appendix 2 - Quality audit template

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Glossary of Terms

Term		Meaning
ANGSt		Accessible Natural Green Space Standard
BAME		Black, Asian and Minority Ethnic
BNG		Biodiversity Net Gain
CABE		Commission Architecture and the Built Environment
CIL		Community Infrastructure Levy
CP		Country Park
CWAC		Cheshire West and Chester
FIT		Fields In Trust (originally known as the 'National Playing Fields Association')
GI		Green Infrastructure
GIS		Geographic Information Systems
IMD		Index of Multiple Deprivation
JSNA		Joint Strategic Needs Assessment
LEPs		Local Enterprise Partnerships
LSOA		Lower-layer Super Output Area
MUGA		Multi Use Games Area
MSOA		Middle-layer Super Output Area
NPPF		National Planning Policy Framework
PPS		Playing Pitch Strategy
RDA		Regional Development Agencies
SuDs		Sustainable Drainage System

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1.0 INTRODUCTION – AIMS, OBJECTIVES AND POLICY

1.1 Overview

This Parks and Greenspaces Strategy has been drafted by Ethos Environmental Planning in collaboration with Chester West and Chester (CWAC) Borough Council. The strategy has been split into two "tiers" of documents:

Tier 1 - this is a borough-wide strategy that provides an overarching document for the strategic provision of parks and greenspace.

Tier 2 – four locality frameworks supplying detailed analysis of parks and greenspaces at a locality level.

1.2 Scope of strategy, aims and objectives

This strategy focusses on priority parks and greenspaces owned by Cheshire West and Chester Borough Council. It will inform the shape and direction of the priorities and development of parks and greenspace from 2020 till 2030.

The parks and greenspaces strategy will complement relevant national strategies whilst at the same time incorporating the needs and aspirations of local people.

The scope of the strategy includes priority accessible natural green spaces, amenity green space and parks and recreations grounds of owned by Cheshire West and Chester Borough Council. These priority sites were agreed with the project team at Cheshire West and Chester Borough Council. Third party land will also be considered when looking at the existing levels of provision.

Despite only looking in detail at the priority sites, the strategy will look at how partnerships can enhance parks and greenspaces overall.

Aims

The aims of the strategy are:

- To support the provision of high-quality parks and greenspaces to meet the needs and aspirations of the people of Cheshire West and Chester.
- To ensure that the strategy supports the aims of national and local policies and should include opportunities for collaboration between other emerging CWAC policies.
- To ensure that provision is planned and managed with the active involvement and engagement of the community.
- To ensure that parks and greenspaces are provided where needed and that they are accessible for all.

Objectives

- To identify and provide evidence for the needs and deficiencies of parks and greenspaces enabling an informed approach for the future.

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- To address the gap between income and expenditure throughout the borough and determine how income should be utilised.
- To identify a mechanism for meeting local need including park management options and funding opportunities.
- To provide four Locality Improvements Frameworks to guide the Council on parks and greenspaces over the next 10 years.

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2.0 HOW THE STRATEGY WAS DEVELOPED

The strategy provides a framework for developing parks and greenspaces owned by Cheshire West and Chester Council. It places local facilities and services within a local and national strategic context.

The strategy process involves 6 main stages:

1. Audit and Mapping

47 priority Cheshire West and Chester Council owned sites were audited and mapped. Site visits and quality assessments were undertaken and mapped on GIS using the previous open space study data.

2. Consultation

Initial engagement was undertaken with strategic stakeholders to understand the current issues related to parks and greenspaces along with opportunities for improvements.

3. Providing Strategic Context

This involved a review of the relevant local and national policies to highlight:

- How this parks and greenspaces strategy sits within the local and national strategic framework.
- How this strategy can contribute to the wider council initiatives and priorities.

4. Analysing the supply of and need for parks and greenspaces

This involved:

- Analysis of the consultation findings.
- Review of the local standards developed in the Open Space study for parks and greenspaces.
- Agreeing prioritisation criteria to guide the development of the locality frameworks.
- Applying prioritisation criteria to the priority CWAC sites to identify where sites require improvements.

5. Income Opportunities

The strategy identifies where there are income opportunities within the wider remit of the Council and considers specific site opportunities for improving income generation which can be used for improving parks and greenspaces.

6. Partnerships and Park Management Models

Based on discussions with Council officers this section looks at the current and potential roles and responsibilities for managing and developing parks and greenspaces in Cheshire West and Chester.

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3.0 STRATEGIC CONTEXT

3.1 National Context

3.1.1 The National Planning Policy Framework (NPPF) (February 2019)

The NPPF sets out the Government's planning policies for England and how they should be applied. The NPPF must be adhered to in the preparation of local and neighbourhood plans and is a material consideration to planning decisions. The NPPF contains the following references relating to parks and greenspaces:

- ***Para 7*** *– the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.*
- ***Para 96*** *– access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision are needed, which plans should then seek to accommodate.*
- ***Para 97*** *– existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:*

  a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

  b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

  c) the development is for alternative sports and recreation provision, the benefits of which clearly outweigh the loss of the current or former use.
- ***Para 98*** *– planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users.*
- ***Para 149*** *– plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.*
- ***Para 170*** *– planning policies and decision should contribute to and enhance the natural and local environment.*

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3.1.2 A Green Future: Our 25 Year Plan to Improve the Environment (January 2018)

This 25 Year Environment Plan sets out government action to help the natural world regain and retain good health. It aims to deliver cleaner air and water in our cities and rural landscapes, protect threatened species and provide richer wildlife habitats. It calls for an approach to agriculture, forestry, land use and fishing that puts the environment first.

The 25-year goals are:

1. Clean air
2. Clean and plentiful water
3. Thriving plants and wildlife
4. A reduced risk of harm from environmental hazards such as flooding and drought.
5. Using resources from nature more sustainably and efficiently
6. Enhanced beauty, heritage and engagement with the natural environment

In addition, pressures on the environment will be managed by:

7. Mitigating and adapting to climate change
8. Minimising waste
9. Managing exposure to chemicals
10. Enhancing biodiversity

Actions/policies are identified around six key areas: using and managing land sustainably, recovering nature and enhancing the beauty of landscapes, connecting people with the environment to improve health and wellbeing, increasing resource efficiency and reducing pollution and waste, securing clean, production and biologically diverse seas and oceans and protecting and improving the global environment.

The plan sites alongside two other important government strategies. The Industrial Strategy sets out how productivity will be boosted across the UK through five foundations – ideas, people infrastructure, business, environment and places. Clean Growth is one of the four Grand Challenges laid out in the strategy that will put the UK at the forefront of industries of the future, ensuring that it takes advantages of transformational global trends. The Clean Growth Strategy sets out the UK's reaffirmed ambition to promote the ambitious economic and environmental policies to mitigate climate change and deliver clean, green growth.

Natural capital[1] is the cornerstone of the 25 Year Environment Plan for England.

3.1.3 Natural Environment White Paper (Natural Choice: Securing the Value of Nature June 2011)

The white paper[2] recognises that a healthy natural environment is the foundation of sustained economic growth, prospering communities and personal wellbeing. It sets out how

[1] Natural capital refers to the Stock of natural resources, such as water, air, soil and biodiversity, from which people can or do benefit.
[2] http://www.official-documents.gov.uk/document/cm80/8082/8082.pdf

the value of nature can be mainstreamed across our society by facilitating local action; strengthening the connections between people and nature; creating a green economy and showing leadership in the European Union and internationally.

It responds to the 2010 independent review of England's wildlife sites and ecological network chaired by Professor Sir John Lawton, which identified the need for more, better and bigger joined spaces for nature.

The vision is to be the first Government to ever return the environment in a better condition that it inherited it, over the course of a generation.

3.1.4 Sport England – 10 Active Design Principles (2015)

The 10 Active Design Principles were published by Sport England and supported by Public Health England. The principles were designed to encourage, promote and support activity through the design and layout of the built environment. By doing this it aims to promote active, healthy and stronger communities.

The 10 active design principles are:

- Activity for all
- Walkable communities
- Connected walking and cycling routes
- Co-location of community facilities
- Network of multi-functional open space
- High quality streets and spaces
- Active buildings
- Management, maintenance, monitoring and evaluation
- Activity promotion & local champions

3.1.5 Sporting Future – A New Strategy for an Active Nation (December 2015)

This cross-government strategy seeks to address flat-lining levels of sport participation and high levels of inactivity in this country. Through this strategy, the government is redefining what success in sport means, with a new focus on five key outcomes: physical wellbeing, mental wellbeing, individual development, social and community development and economic development. In future, funding decisions will be made on the basis of the outcomes that sport and physical activity can deliver.

It is the government's ambition that all relevant departments work closer together to create a more physically active nation, where children and young people enjoy the best sporting opportunities available and people of all ages and backgrounds can enjoy the many benefits that sport and physical activity bring, at every stage in their lives.

The government is reaffirming its commitment to Olympic and Paralympic success but also extending that ambition to non-Olympic sports where it will support success through grassroots investment in those sports, and by sharing UK Sport's knowledge and expertise.

The strategy outlines what is expected of the sector to deliver this vision, and how the government will support it in getting there.

3.1.6 Sport England Strategy – "Towards an Active Nation" (2016 - 2021)

Following the Government publication of "Sporting Future – A New Strategy for an Active Nation", Sport England published this strategy in response to the vision that everyone in England, regardless of age, background or ability, feels able to take part in sport or activity. Key features of this strategy include:

- Dedicated funding to get children and young people active from the age of five, including a new fund for family-based activities and offering training to at least two teachers in every secondary school in England to help them better meet the needs of all children, irrespective of their level of sporting ability.
- Working with the sport sector to put customers at the heart of everything they do and using the principles of behaviour change to inform their work.
- Piloting new ways of working locally by investing in up to 10 places in England – a mix of urban and rural areas.
- Investing up to £30million in a new volunteering strategy, enabling more people to get the benefits of volunteering and attracting a new, more diverse range of volunteers.
- Helping sport keep pace with the digital expectation of customers.
- Working closely with governing bodies of sport and others who support people who already play regularly, to help them become more efficient, sustainable and diversify their sources of funding.

3.1.7 Revaluing Parks and Green Spaces (Fields in Trust (FIT) 2019)

The Revaluing Parks and Green Spaces paper makes an economic evaluation of parks and green spaces in the UK as well as valuing improvements in health and wellbeing associated with their frequent use. This is the first research study on parks and greenspaces to use welfare weighting methodology allowing for more informed evidence-based policy decisions.

It is the view of Fields in Trust that few public services have such a wide-ranging, positive impact on local communities as parks and green spaces. Unfortunately, such spaces tend to be valued within local budgets according to their maintenance costs rather than their true dividend to local communities which vastly exceeds such sums because of their multiple benefits. Parks and green spaces can:

- Contribute to a preventative health agenda
- Reduce future exchequer expenditure
- Reduce health inequalities
- Increase social cohesion and equality

Although people who visit their park less often than once a month still value the existence of parks and green spaces, frequent park users state significantly higher Willingness to Pay value for parks and green spaces. Further analysis of the data also revealed significant difference in values depending upon a variety of factors including geographical location, size, income and

ethnicity. When welfare weighting for income is applied the average Willingness to Pay increases significantly for Black, Asian, Minority Ethnic (BAME) and lower socio-economic groups.

Whilst there are different drivers for using parks and green spaces across different user groups, the research survey showed clear social motivations for using these spaces across all settings. The report suggests that parks and green spaces are vital democratic spaces where people come together and interact therefore playing an important role in promoting social cohesion and integration.

The report found that parks and green spaces are valued highly by communities and provide a large amount of quantifiable benefit to their local population. The data provided by the report on Total Economic Value (use and non-use) of parks and green spaces is demonstrable for the entire local population thus enabling local authorities for the first time to make a robust, evidence-led business case for the economic and wellbeing value of parks and green space to local communities. This research will enable a strategic approach to the provision of parks and green spaces by identifying areas where investment will have the most significant impact on individuals. It presents a new and compelling argument that, in a different economic climate, the provision of parks and green spaces should be prioritised in areas with lower socio-economic groups and a higher representation of BAME communities given the disproportionately high level of benefits that these groups derive from parks and green spaces.

3.1.8 Fields in Trust: Guidance for Outdoor Sport & Play; Beyond the Six Acre Standard (October 2015)

The Fields in Trust guidance looks at provision, accessibility and quality. The guidance provides practitioners with recommended benchmark guidelines for formal outdoor sport, equipped/designated play areas and informal open spaces for quantity, accessibility and quality of open spaces.

These guidelines are as follows:

Open Space Typology	Quantity (ha/1,000)	Walking Guidelines	Quality
Playing pitches	1.20	1,200m	• Parks to be of a Green Flag standard. • Appropriately landscaped. • Provision of footpaths • Positive management • Designed so as to be free of fear of harm or crime.
All outdoor sport	1.60	1,200m	
Equipped/designated play areas	0.25	LAPs – 100m LEAPs – 400m NEAPs – 1,000m	
Other outdoor provision	0.30	700m	

The guidance also provides advice for practitioners on how to apply the guidance when informing planning policies, planning decisions or individual proposals.

3.1.9 Green Flag Award: Raising the Standard: The Green Flag Award Guidance Manual (2016)

The guidance manual was designed for the applicants and judges of the Green Flag Award but it is a useful tool for parks and green spaces management and development. The aims of the award are:

- To ensure that everybody has access to quality green and other spaces, irrespective of where they live.
- To ensure that these spaces are appropriately managed and meet the needs of the communities that they serve.
- To establish standards of good management, and to promote and share best practice amongst the green space sector.
- To recognise and rewards the hard work of managers, staff and volunteers.

Further details on the green flag quality guidance can be found in section 9.

3.1.10 The State of UK Parks (2016)

This is the second report produced by the Heritage Lottery Fund to update the previous 2014 report. The original 2014 report was the first piece of commissioned research that included three national surveys; local authority parks and green spaces managers, friends and user groups and the general public. The report highlights that there is a growing deficit between the rising use of parks and the declining resources that are available to manage them leading to a prediction that the quality of parks is expected to decline. New surveys were undertaken and found that while parks are highly valued by the public and usage is increasing, park maintenance budgets and staffing levels are being cut.

The research undertaken shows that although some local authorities and organisations are responding to the challenges, there is a need for more collaborative action to deliver new funding and managing parks. The key objectives set are:

- Continuing local authority leadership.
- Promoting active partnerships.
- Supporting communities to play a more active role.
- Developing new models of management and funding.
- Compiling, coordinating and updating data.

The report suggests that park trusts have performed better than local authorities since 2013 in terms of funding, staffing and quality. However, the reports findings are limited as the number of trusts are small in comparison with the number of local authorities that manage their parks.

3.1.11 Making Parks Count – The Case for Parks – The Park Alliance (2020)

In 2020 The Parks Alliance published “Making Parks Count” which set out the business case for parks setting out why they matter and why they are a ‘smart investment’. Parks in England deliver of £6.6bn of health, climate change and environmental benefits each year. For every

£1 spent on parks in England it is estimated that £7 is generated in additional value for health, wellbeing and the environment, therefore clearly demonstrating that parks are a smart investment. Due to these benefits never being understood, over the year parks have suffered from years of underfunding and therefore there are large inequalities in access to quality green spaces across the country. This report presents the case on how to turn it around.

Parks are the most visited green space in the country, providing a range of natural benefits including improving health and wellbeing, enjoying meeting with friends and family (especially important after the COVID-19 pandemic) and avoiding pollution and reducing temperatures. Figure 1 below illustrates why parks matter.

Figure 1 "Why parks matter" – Making Parks Count – The Case for Parks – The Park Alliance (2000)



Despite evidence that benefits of parks are still not widely understood, they are often taken for granted. Parks are often measured on their costs and not their benefits which can lead to disinvestment and failure to capitalise on the wider benefits and opportunities. Changing the way parks are perceived is critical to unlocking their potential. Parks should be seen as natural capital – key natural assets and essential infrastructure that supports a place's economic, social and environmental priorities. By estimating the value of parks using a Natural Capital approach it enables decision makers to understand their contribution to places and people. It also helps bring decision makers together, creating better partnerships, opportunities for

investment and more efficient use of public resources. To make parks count and maximise opportunities the report highlights four areas that local places must do.

Figure 2 "How to make parks count" -– Making Parks Count – The Case for Parks – The Park Alliance (2000)



3.1.12 Rethinking Parks: New business models for parks – Nesta (2013)

This report by Nesta highlights the need for new business models to run parks, given the cuts in government funding. Many of the UK's public parks face an uncertain future with a 60% reduction in public subsidy putting their management and maintenance at risk. Even though public subsidy will still contribute to the management and maintenance of parks new approaches are needed. The report shows some successful case studies of new models of management, funding and organisation which often involves communities, social and private enterprises. Examples include long-term management by 'friends of' groups and enabling charities to provide day to day management in lieu of rent for use of facilities.

3.1.13 Other Government Initiatives

These are other initiatives and groups which are funded by the government.

New Parks Action Group was originally launched in 2015 and has recently been relaunched in 2017 to ensure that England's park and green spaces meet the needs of current and future

communities. The group consists of experts in leisure, horticulture, heritage and tourism and they will be working to address issues faced by parks and green spaces. The government provided £500,000 of funding towards this work.

The Northern Forest Initiative is a joint project between the Woodland Trust and the Community Forest Trusts. It aims to increase tree cover across the northern area of the country comprising of 50 million trees. Cities where this initiative focusses on include Liverpool, Manchester, Chester, Leeds, Sheffield and Hull. The initiative will include work with key stakeholders such as the Mersey Forest, City of Trees and the White Rose Forest. As well as increasing woodland cover it will help to tackle climate change, encourage nature-rich landscapes and reduce the risk of flooding. There will also be benefits and opportunities for the residents of this northern region including the creation of new jobs, improved air quality and health and wellbeing.

3.2 Local Context

3.2.1 The Council Plan (2020-24) – Play your part to thrive

Cheshire West and Chester's Corporate Plan 2016-2020 sets out the council's vision and priorities. The Plan has six priorities where the council, business and residents will play their part to thrive, these are;

- Tackle the climate emergency
- Grow our local economy and deliver good jobs with fair wages for our residents
- Support children and young people to make the best start in life and achieve their full potential.
- Enable more adults to live longer, healthier and happier lives.
- Make our neighbourhood even better places to call home.
- An efficient and empowering Council

The parks and greenspace strategy links to themes and the priorities are noted below:

Priority	Parks and Greenspaces Link
Tackle the climate emergency	Parks and greenspaces can support the planting of trees to capture and absorb carbon dioxide emissions. Along with making it more attractive, it will encourage people to engage with the outdoors. They can also contribute to connecting cycling and walking routes allowing people to have more access to green transport.

Priority	Parks and Greenspaces Link
Grow our local economy and deliver good jobs with fair wages for our residents	High quality green infrastructure and parks and greenspace is important in retaining and attracting people into the area and therefore a supporting factor in maintaining the local economy.

Priority	Parks and Greenspaces Link
Support children and young people to make the best start in life and achieve their full potential.	Having enough provision, access and good quality parks and green spaces will encourage children and young people to "be active", therefore tackling to issue of childhood obesity and improving health and wellbeing.

Priority	Parks and Greenspaces Link
Enable more adults to live longer, healthier and happier lives.	Parks and greenspaces can help to provide neighbourhoods to support older generations giving them a space which supports help and independence. They can also help other generations to tackle lifestyles issues by providing accessible free spaces allowing people to become more active.

Priority	Parks and Greenspaces Link
Make our neighbourhood even better places to call home.	Provision of green infrastructure including parks and greenspaces is a key element of good residential design and high-quality spaces is important for maintaining the value of land and housing. This is key in contributing the value of the local housing market. Parks and greenspaces also provide habitats for important and diverse biodiversity making neighbourhoods more attractive places to live.

3.2.2 Cheshire West Place Plan (2019-2024)

This plan sets out the vision for improving health and wellbeing for everyone in Cheshire West and replaces the Health and Wellbeing Strategy (2015 -2020).

Vision: To reduce inequalities, increase years of healthy life and promote improved mental and physical health and wellbeing for everyone in Cheshire West".

The Plan sets out the following priorities:

- Prevention - and early detection
- Reducing inequalities
- Promoting wellbeing and self-care
- Making it easier to navigate health, social care and community based services
- Anticipating the future needs of our population - providing housing, schools and services to meet changing demand
- Integrating our health and care services
- Keeping people safe

Key areas for action are: Best start; Education and Learning; A healthy place to live; Healthy homes; Healthy lifestyles and preventing ill-health; Preventing social isolation and loneliness; A healthy place to work; Creating and age-friendly place; Health and care services; and The health and care workforce.

The Plan recognises the importance of the built and natural environment including neighbourhood design, accessible spaces, housing, the food environment, green spaces, transport, air quality and natural environments in affecting health and wellbeing.

It highlights inequalities, such as disadvantaged communities being more likely to lack good quality open and accessible spaces, easy walking and cycling routes and well located services, as well as being more likely to experience environmental burdens such as pollution and crime.

It highlights the importance of tackling climate change and carbon emissions in relation to health and wellbeing, particularly in regard to air quality. Some of the relevant actions set out within the plan, predominantly under 'A healthy place to live', are as follows:

- Jointly plan and develop environmental and other planning decisions, ensuring that they take account of all aspects of wellbeing
- Support infrastructure developments that support healthy lifestyle choices for all our residents, including the borough's gypsy and traveller communities
- Embed active design principles within all new developments
- Work together in partnership across Cheshire West to promote shared - and committed responsibility towards sustainability
- Implement the 10 climate change pledges agreed by the Cheshire and Warrington sub-Regional Leaders Board
- Encourage sustainable travel amongst our residents, visitors and key employers, including the Council and the NHS
- Ensure that safe natural environments and green spaces are accessible, functional and provide maximum benefit to the local community in terms of both recreation and biodiversity
- Monitor air quality and work across the area to reduce carbon emissions
- Promote free or low cost wellbeing opportunities in the borough, for example Brio Leisure, including the Cheshire Change Hub, the annual Cheshire West Walking Festival, Mersey Forest, arts, leisure and cultural events
- Use the assets available in our community, mobilising individuals, associations and organisations to come together to realise and develop their strengths

3.2.3 Health and Improvement Strategy 2018 – 2022

This strategy was produced on behalf of the Health and Wellbeing Board and sets out how it will support residents to live and enjoy a healthy lifestyle over the four years 2018 – 2022. It focusses on healthy eating and being active, smoking, alcohol and drugs misuse and sexual health. By helping and supporting healthier lifestyles now, it should prevent avoidable ill-health problems in the future.

Under the eating healthy and being active principle, it stresses the importance of green spaces for being active. Priorities under the strategy include promoting environments that support people moving such as parks, green spaces, forests and waterways. This is indicated as a key issue with local data captured in 2017 showing that 24% of adults are inactive.

3.2.4 Green Infrastructure Framework for North East Wales, Cheshire & Wirral (2011)

This framework looks at Green Infrastructure across North East Wales, Cheshire and Wirral. It is a partnership between local authorities and environment agencies and facilitated by the Mersey Dee Alliance. It sets out a vision of how a healthy natural environment can help sustain economic growth and self-supporting communities. There are six aims which work towards achieving this vision;

1. Create a setting for urban and rural prosperity.
2. Support and enhance the visitor experience and economy.
3. Build healthier communities.
4. Maintain and enhance quality of place.
5. Ensure urban and rural areas are resilient to effects of climate change.
6. Protect and enhance biodiversity and natural networks, providing opportunity for people to experience the natural environment.

3.2.5 The Sustainable Community Strategy (2010 - 2026)

This strategy was published in 2010 and sets out a vision for the future social, economic and environmental wellbeing of the area as follows:

By 2026 West Cheshire will be even more prosperous and attractive; a really great place to live, work, learn and visit. The borough will play a full role in the region and beyond, fulfilling our changing responsibilities and enabling our residents to benefit from the opportunities in the twenty first century.

Under this vision the strategy sets out three commitments:

1. Living well together – together promoting community spirit and supporting communities in the environment where they live.

2. Right services, right place, right time – responding to the varied needs of our communities including providing accessible services.

3. Seizing opportunities – working together to share the vision and resources to grasp new and existing opportunities.

In regard to green spaces, the strategy encourages people to adopt healthy lifestyles and promotes access to green spaces. It is also identifying the benefits of the natural environment and green spaces as benefiting physical and mental wellbeing.

3.2.6 Neighbourhood Plans

The Localism Act 2011 introduced new rights for local communities to shape new development by preparing neighbourhood plans. They set out the vision, policies and proposals for the future development of an area. It is used by the Council as part of the statutory development plan and is used in making decisions on planning applications. In total there are 20 neighbourhood plans currently in place with 15 currently in progress.

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3.2.7 Rights of Way Improvement Plan (2011-2016)

This strategy identifies how well the greenspaces and countryside access network is performing in Cheshire West and Chester and where improvements can be made.

The analysis showed that access is poor for horse riders and cyclists. There are also deficiencies within the network for walkers with poorly routed paths and limited access to attractive features and landscapes. The epidemic of foot and path disease saw a decrease in visitors to the countryside back in 2001 but numbers have reached levels where they used to be. Greenspaces in the borough have attracted many visitors to come back to the countryside with some of the most popular promoted trails including Castle Park and Grosvenor Park.

The strategy also highlights how people mainly use rights of way for leisure rather than as a non-motorised travel network. To help mitigate against climate change, non-motorised travel along rights of way needs to be increased through information provision and infrastructure.

There is a strong connection between health and access to the rights of way network. Greenspaces provide numerous opportunities for physical activity with lots of research indicating the health benefits of moderate exercise. Research suggests that people in England are more sedentary than they used to be with their health suffering as a consequence. Therefore, it is even more important to improve rights of way allowing people to feel safe and comfortable to walk and cycle.

3.2.8 Tree Strategy

This strategy sets out how the council manages its trees and woodland, to continue to provide benefits to communities and manage the risk to the Council. Managing trees must consider factors including increasing levels of litigation, changing climate, pressure on budgets and changing demands from communities. The strategy recognises that trees and woodlands provide a range of benefits for people, wildlife and the economy. In terms of people, trees and woodlands help to improve our physical and mental wellbeing through providing places of quiet and in contact with nature. Trees also help to adapt to projected climate change and flood alleviation. The council aims to manage trees and woodlands safety especially within public areas along with maximising the use of trees and woodlands to tackle issues as previously mentioned.

3.2.9 Open Spaces Study (2016)

The study was undertaken by Ethos Environmental Planning in 2016 to update the previous 2011 study. The document is a supplementary document as part of the Cheshire West and Chester Local Plan. It forms a robust evidence bases to support the emerging planning policies up to 2030.

Local standards were developed for parks and greenspaces in relation to quantity, quality and access. These standards were as follows:

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Typology	Quantity standards (ha/1000 population	Access standard
Amenity Green Space	0.60 for analysing existing provision of sites >0.15ha 1.0 for new provision (in combination with natural green space)	480 metres or 10 minutes' walk time
Parks and Recreation Grounds	0.5	720 metres or 15 minutes' walk time
Natural Green Space	1.0 to include natural and amenity green space for new provision. ANGSt and Woodland Trust for analysing existing provision	ANGSt and Woodland Trust for analysing existing provision

3.2.10 Play Strategy

The play strategy was undertaken by Leisure and the Environment in associated with Ethos Environmental planning in 2015 with a review undertaken in 2017. The strategy reviewed policy and produced overall strategic actions for the borough and subsequently created a set of local improvement frameworks detailing a framework to be used by partners/stakeholders with an interest in in play and youth facilities. Recommendations within the frameworks include prioritising sites for improvements, identifying sites with potential for alternative open space use, and areas where new provision would reduce gaps in accessing facilities. Some of these suggestions include adding play/youth facilities into parks and green spaces, therefore improving provision within parks and green spaces.

The play strategy is currently being reviewed and a new strategy will be produced later in 2020.

3.2.11 Playing Pitch Strategy (2018)

An update to the 2015 PPS was completed in February 2018. The strategy offers a supply and demand assessment of playing pitch and other outdoor sports facilities following Sport England's Playing Pitch Strategy Guidance.

Whilst the PPS is focused on formal pitch provision such as football, cricket, hockey and rugby, these spaces are often found to be located within parks and green spaces. This therefore provides some audit information on the wider aspects of parks and green spaces.

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4.0 CHESHIRE WEST AND CHESTER – PARKS AND GREENSPACES THE CURRENT PICTURE

4.1 Overview of Cheshire West and Chester

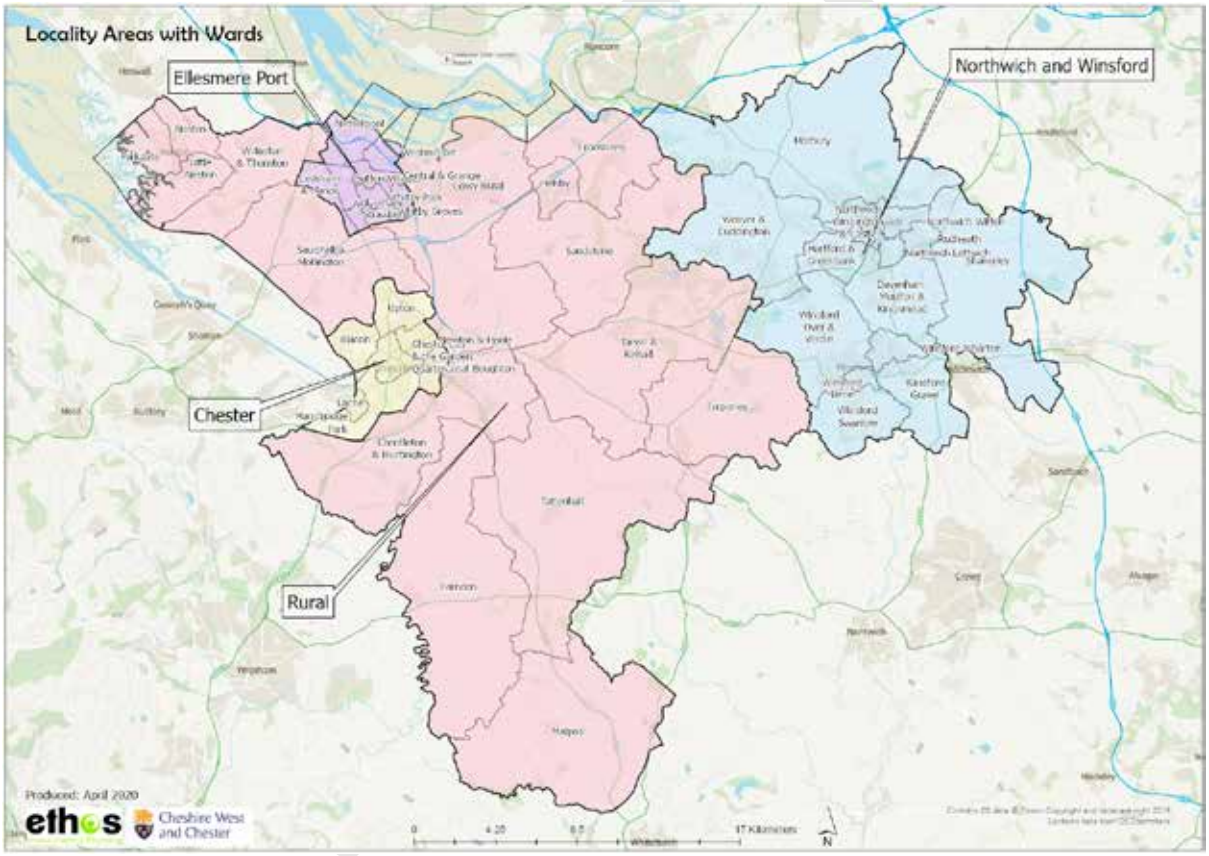
Cheshire West and Chester is a large demographic borough covering approximately 350 square miles and is the fourth largest unitary authority in the North West. The borough comprises the historic city of Chester, market towns of Ellesmere Port, Frodsham, Helsby,

Malpas, Neston, Northwich and Winsford and many rural villages. Around 340,500 live in Cheshire West with a third living in rural areas.

The north of the borough is dominated by Chester, Ellesmere Port and Northwich whereas as the southern part of the borough is largely rural with sparsely populated settlements. Overall, the quality of life in Cheshire West is good with low levels of deprivation, high incomes and good health but there are pockets of deprivation where residents have poor health quality, living conditions and economic prospects.

Cheshire West and Chester provide services within the Local Area framework. These are broken down in four locality areas (shown in figure 3); Chester, Ellesmere Port, Northwich and Winsford and Rural and these form the geographical area for the tier 2 locality parks and greenspaces improvement frameworks.

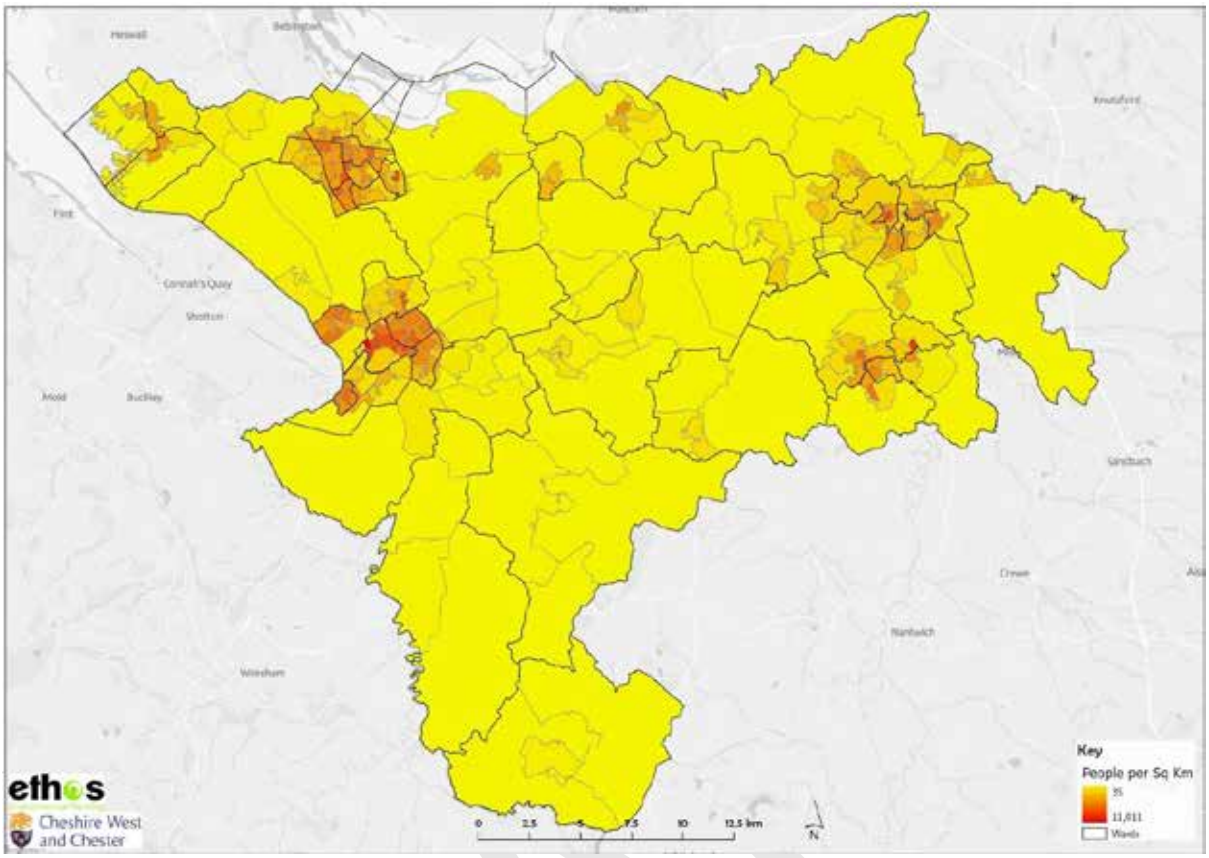
Figure 3 Locality Areas



4.2 Density

The map below shows the density of the Cheshire West and Chester Borough by people per square km.

Figure 4 Density of CWAC borough

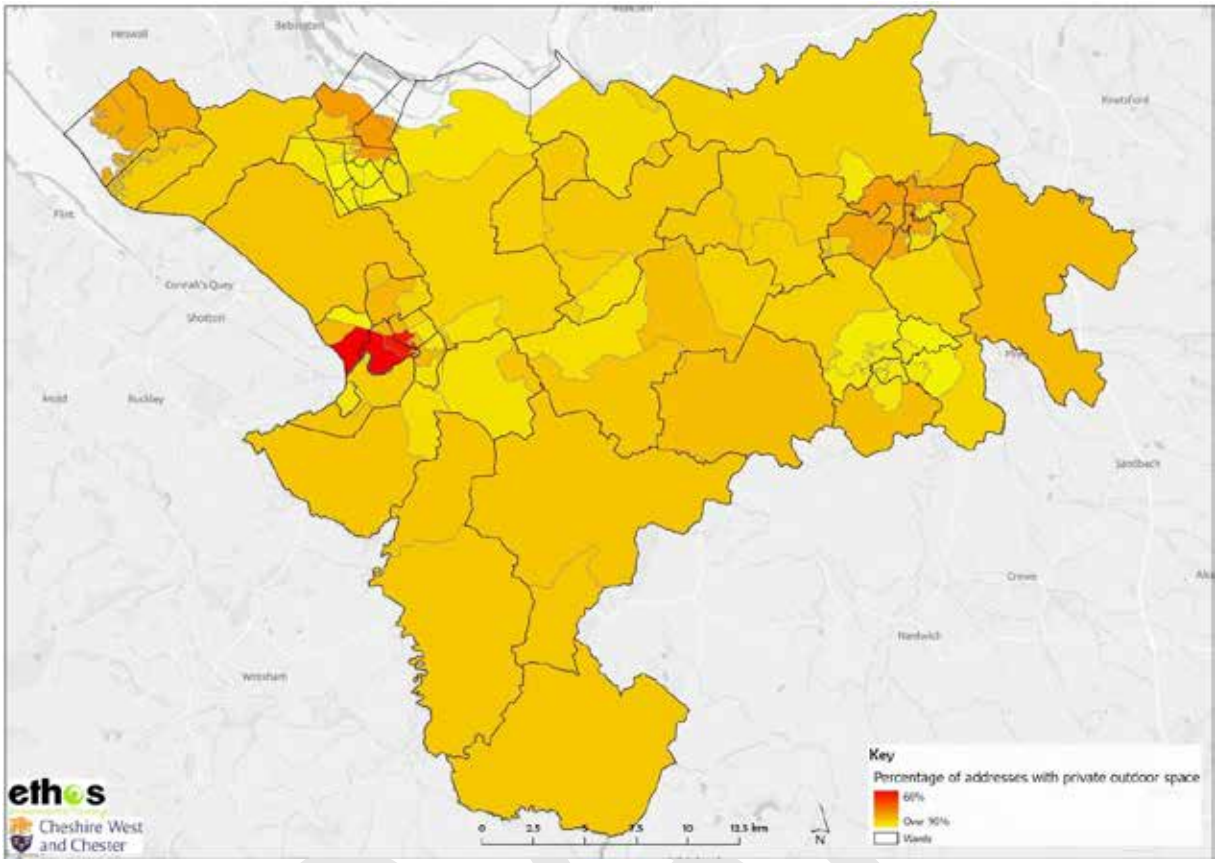


As can be seen, most densely populated areas are focussed around the locality areas of Chester, Ellesmere Port, Northwich and Winsford. There are some slightly more densely populated areas outside of the main localities including Neston in the far north east corner and Frodsham in the north of the borough.

4.3 Gardens

The below map shows the percentage of addresses with private outdoor open space.

Figure 5 Access to private outdoor open space



The majority of the borough has a high percentage of private outdoor space. Chester has the lowest percentage of address's with private outdoor space, with some areas of the city seeing only 60% of addresses with gardens. Northwich also has a relatively lower percentage of access to private outdoor space compared to the other localities of Winsford and Ellesmere Port. The rural wards of the borough generally have a good percentage of address's (between 80%-90%) with private outdoor space.

4.4 Index of Multiple Deprivation (IMD)

The Indices of Deprivation 2019 provide a set of relative measure of deprivation for small areas (Lower-layer Super Output Areas) across England, based on seven different domains of deprivation which are appropriately weighted:

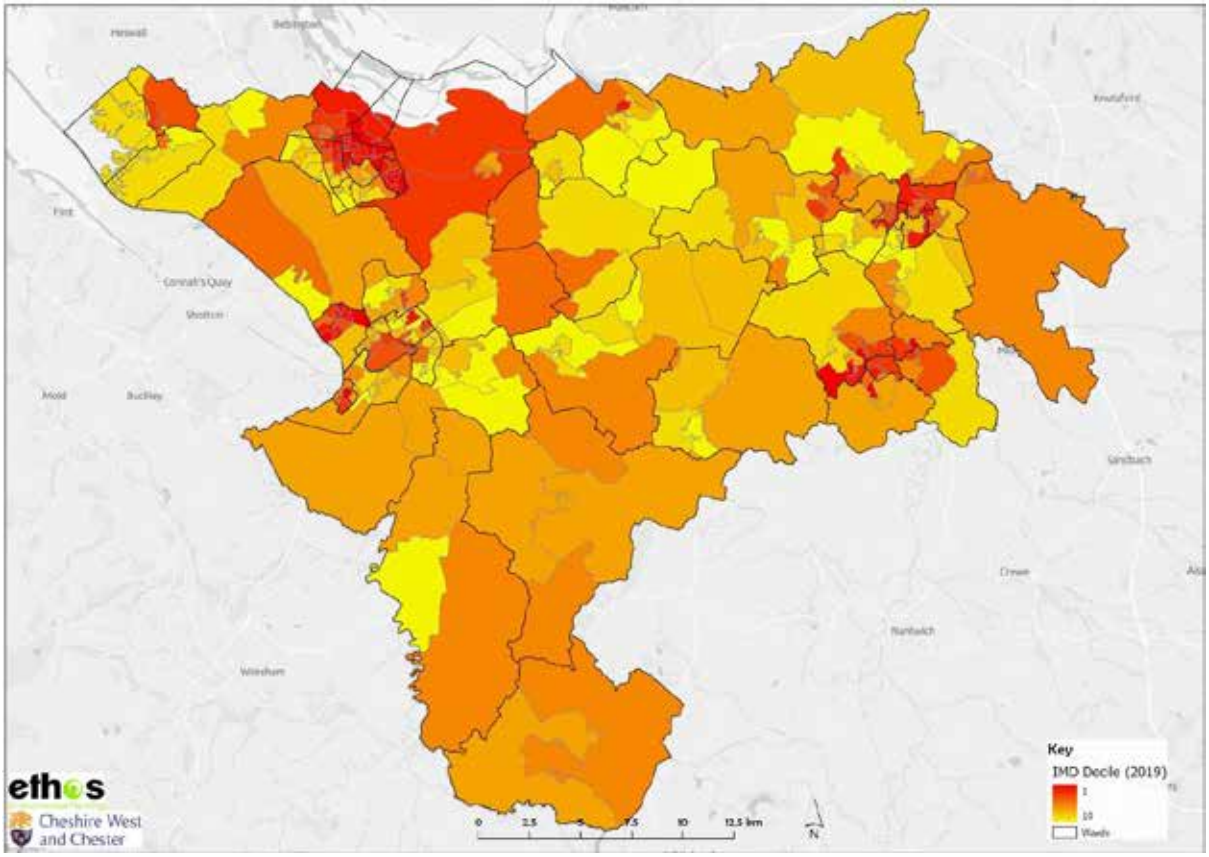
- Income (22.5%)
- Employment (22.5%)
- Health Deprivation and Disability (13.5%)
- Education, Skills Training (13.5%)
- Crime (9.3%)
- Barriers to Housing and Services (9.3%)
- Living Environment (9.3%)

Each of these domains is based on a basket of indicators. As far as is possible, each indicator is based on data from the most recent time point available; in practice most indicators in the Indices of Deprivation 2019 relate to the tax year 2015/16.

The Index of Multiple Deprivation combines information from the seven domains to produce an overall relative measure of deprivation.

Figure 6 below shows the IMD rank for each LSOA within the borough, where 1 is the most deprived and 10 is least deprived. As can be seen, levels of deprivation vary across the borough but with each of the four major towns (Chester, Ellesmere Port, Northwich and Winsford) areas having higher levels of deprivation that the rural wards. The ward next to Ellesmere Port also has a high level of deprivation compared to the other rural wards.

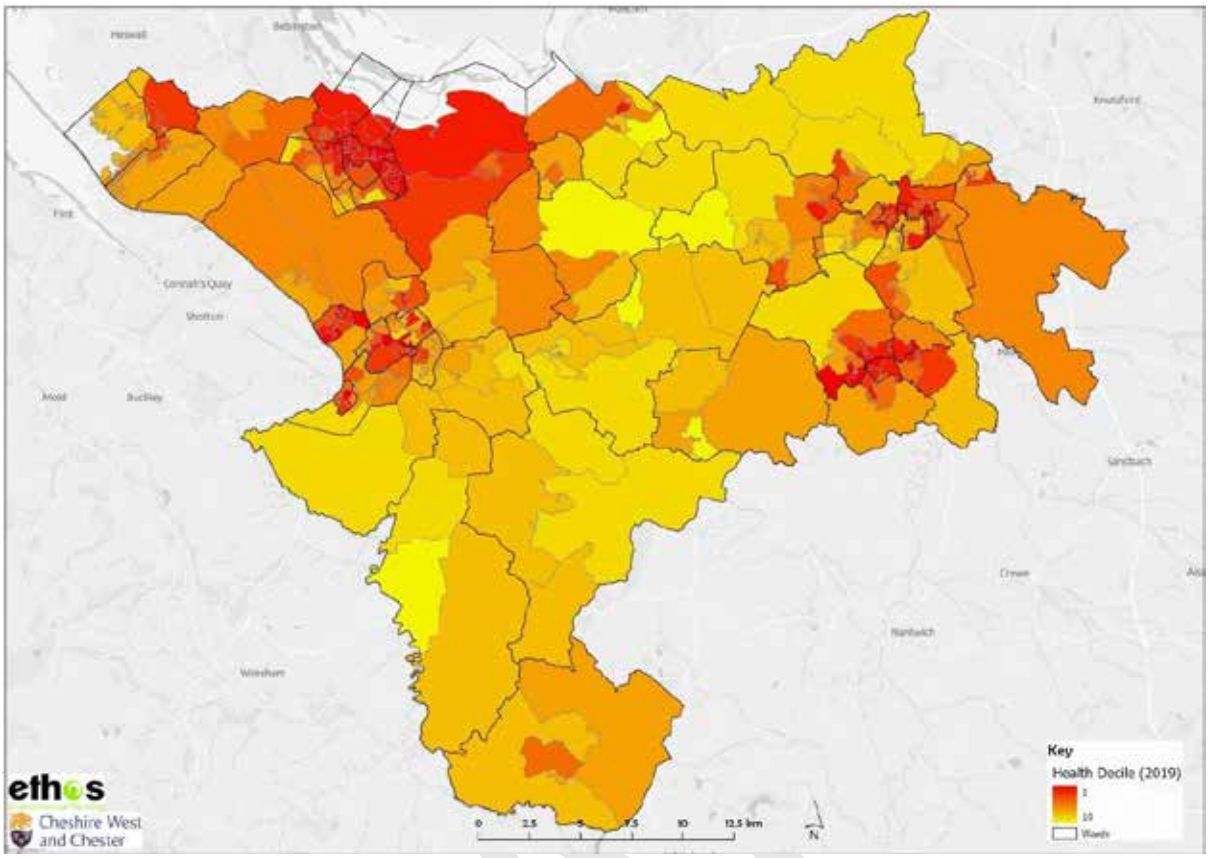
Figure 6 Index of Multiple Deprivation



4.5 Health

Figure 7 shows the unhealthiest parts of the borough based on adult health data with 1 being the unhealthiest and 10 being the healthiest.

Figure 7 Health of the borough



As can be seen, each of the four main towns has some parts that have an unhealthy proportion of the population. There a more prominent proportion with the Ellesmere Port locality. Overall, the rural area of borough has a relatively healthy population apart from in the north west of rural part of the borough which sees an overall higher proportion of an unhealthy population.

5.0 REVIEW OF STAKEHOLDER AND COMMUNITY ENGAGEMENT

This section outlines the stakeholder and community engagement that has been undertaken to help inform the needs and aspirations for parks and green spaces across the District. Information has been gathered from the following sources:

- Initial engagement undertaken in July 2020
- Community and stakeholder consultation undertaken as part of the 2017 Open Spaces Study

5.1 Initial Engagement (July 2020)

An online survey was undertaken in July 2020 to understand views of various stakeholders across the Cheshire West and Chester District. It was circulated to employees of Cheshire West and Chester Council, ward members, town/parish councils, service provides and community organisations. A total of 86 responses were received with the breakdown of consultees as shown below.

Figure 8 Type of Stakeholder Respondents

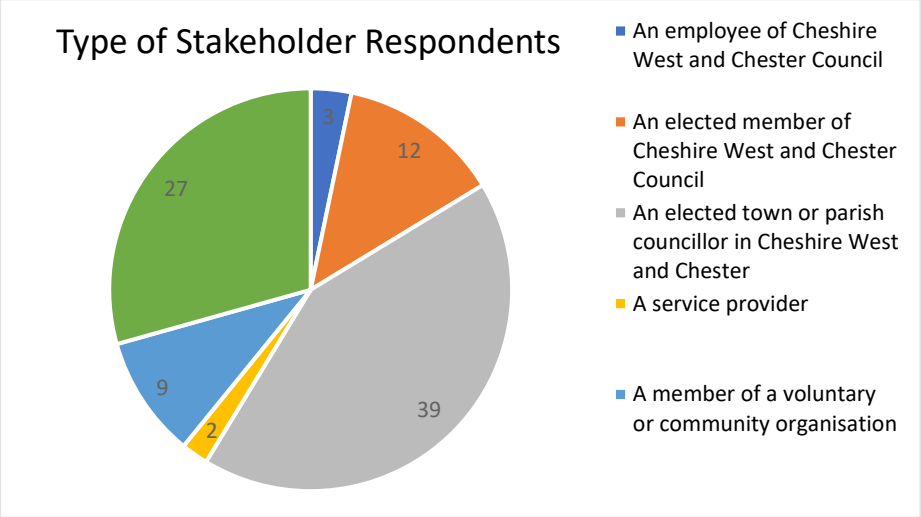
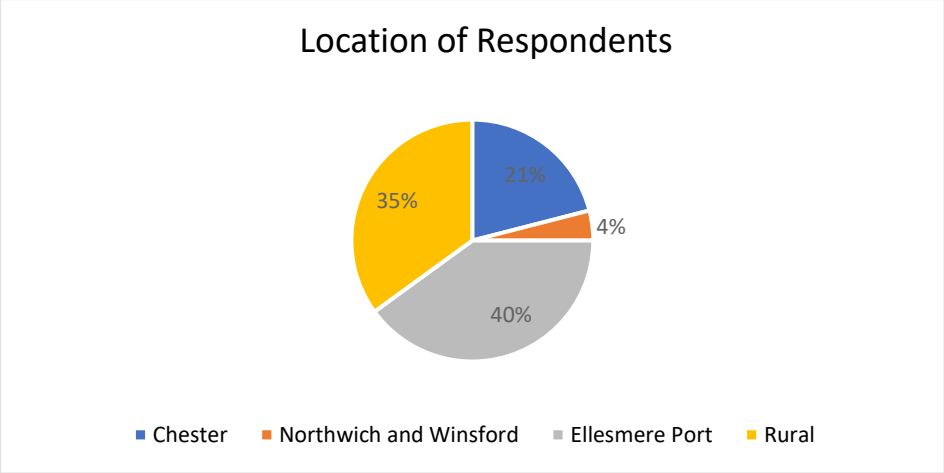


Figure 9 Location of Respondents



Stakeholders were also asked to confirm if they lived in the Cheshire West and Chester District, and by which locality.

5.1.1 Current Provision of Parks

Stakeholders were asked a series of questions in relation to the current provision of parks across the Cheshire West and Chester District. 67% of respondents use their local park with 32% of respondents who don't use their local park. Respondents were then asked why they use their local park and if they don't why not. Results are displayed below (the larger the text the more frequently mentioned):





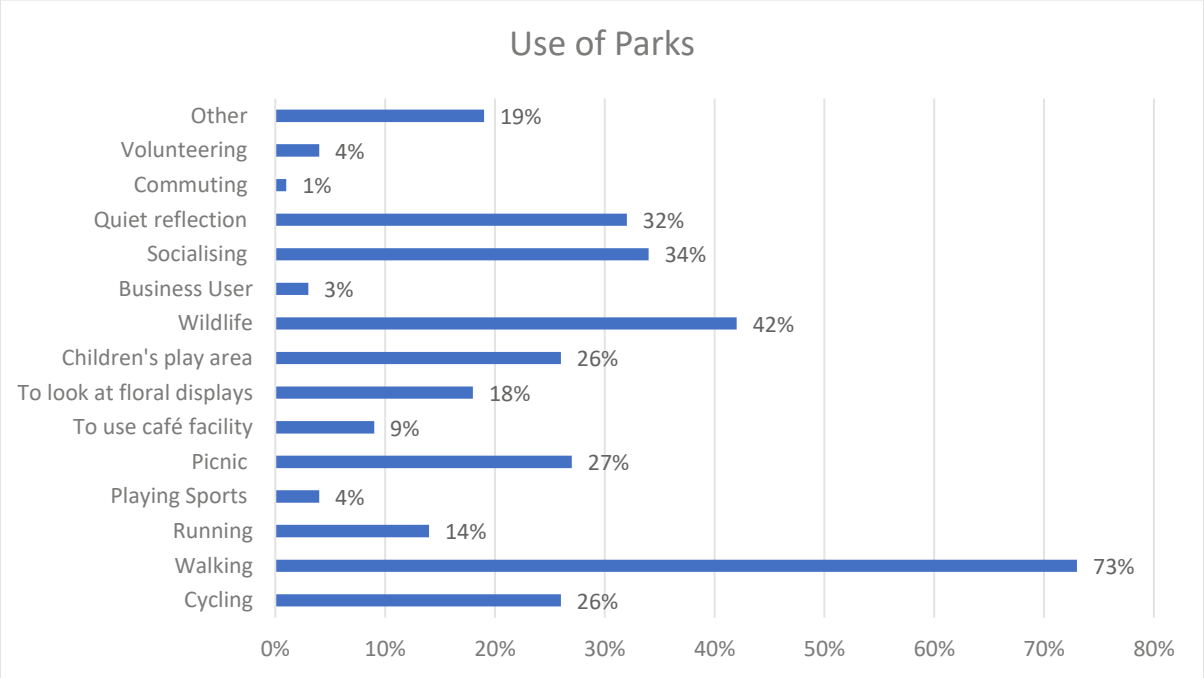
Following this, respondents were asked why they prefer other parks to their local one.



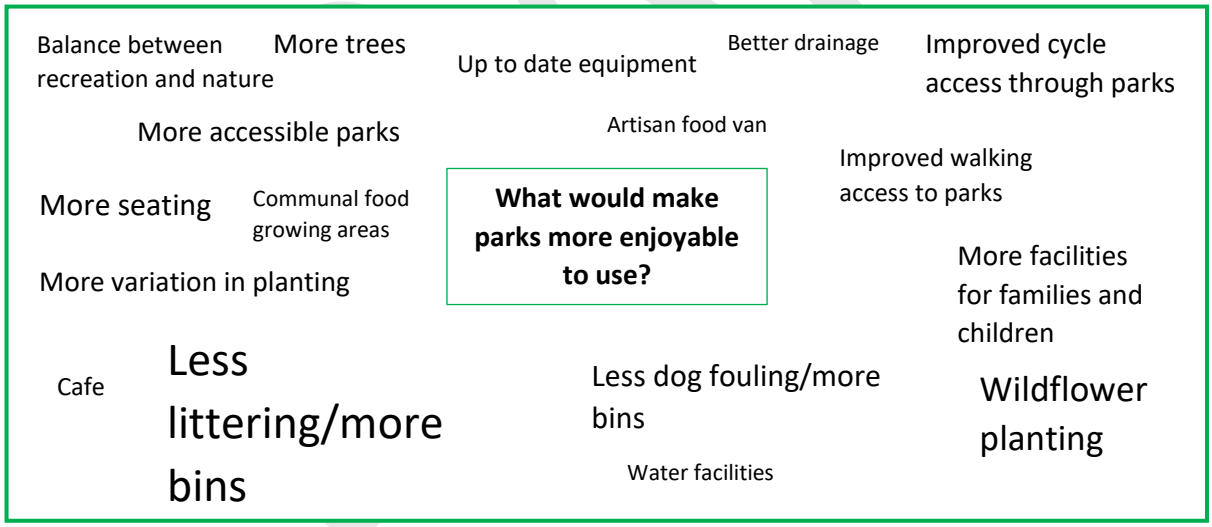
5.1.2 Uses of Parks

Consultees were asked why they used parks. The graph below illustrates the types of uses of parks, please note that consultees could select multiple uses of parks. The top use of parks was walking with 73% of consultees selecting this as a use, this was followed by wildlife (42%), socialising (34%) and quiet reflection (32%).

Figure 11 Use of Parks by respondents



Consultees were then asked what would make parks more enjoyable to use.



5.1.3 Fees and Charges

Consultees were then asked a series of questions about fees and charges. The questions focussed on different types of activities and uses within the parks following a review of fees and charges benchmarked against neighbouring local authorities.

Recreational Fees and Charges

Clubs including football, bowling, croquet, fishing, cricket and allotments use parks and greenspaces with the facilities associated with them. Consultees were asked if fees should be reviewed in line with the benchmarking review (currently 33% less than neighbouring

authorities) to secure the development of parks and greenspaces. 89% of consultees agreed with this approach, and 10% disagreed. A summary of comments about this approach were as follows (a full list of responses is available at appendix 1):

- Consider indices of deprivation across the locality.
- A charge for specific use would help e.g. maintaining equipment.
- Agree that an increase is required but potentially maintain a 25% difference against neighbouring authorities to encourage an advantage.
- Consider if facilities are currently being subsidised by areas with few facilities.
- Income should go into a pot specifically allocated for parks and green spaces.
- Annual reviews based on usage of specific facilities.
- Charge increases should be gradual.
- Charging more without having a valid increased budget for specific use of extra income on the facility is not appropriate.
- Reasonable charges must be made in order to provide good quality open spaces.
- Users should not be priced out of using facilities.
- Balance to be maintained between maintained between charges and investment/improvement to green spaces.

Concessions

Within parks and greenspaces, there is an opportunity to expand food and drink concessions within council owned sites to create an income to invest in parks and greenspaces. Consultees were asked for their comments and view on this approach, and these are summarised below:

- Independent and quality concessions should be prioritised.
- Food concessions would be need to have healthy options.
- Would require adequate bins for litters and litter collections to be upscaled to prevent increased littering.
- Pricing would need to be reasonable and inclusive for all to be able to use.
- Concessions are not appropriate everywhere, therefore location/setting must be considered.
- Could improve a park/greenspace and make it more attractive for visitors.
- Income from concessions should be used specifically for development/improvements where the concessions are located.
- Fast food outlets could create anti-social behaviour.
- Concerns over increased littering.
- Encourage concessions to be environmentally friendly and low waste.
- By adding concessions, you would also need to add toilet facilities alongside.
- Should be approach cautiously, some parks may suffer aesthetically and environmentally as a result.

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Events

In some parks, events are allowed to operate where a charge is made to enter, these include fun days, carnivals, music concerts, firework displays and triathlons. There is an opportunity to increase the amount of events across the parks to allow further investment. Consultees were asked for their views on this approach, comments are summarised below:

- Good to attract different audiences.
- Must ensure that large parks aren't taken over by events especially in the summer.
- Balance between charging for events and allowing free access for local residents.
- Fireworks displays should be managed better to be more environmentally friendly, less dangerous and anti-social.
- By holding events it could put pressure on parks in terms of damage to soil and disturbing wildlife.
- Events are not appropriate in all parks, therefore location/setting must be considered.
- Could increase the amount of litter within parks.
- Must take into account noise of events on the local residents.
- Traffic management planning should be considered to avoid local disruption as a result of events.
- Good to bring investment into the parks.
- Events should be consulted on with residents and the council before given the go ahead.
- The more events the better.
- Consideration from organisers that the events do not damage the parks.

Businesses

In some parks, individual businesses who charge for their services are allowed to operate in parks for free. These include fitness trainers, dog walking businesses and art classes. There is an opportunity to introduce a charging system when a park is used for businesses purposes to generate additional revenue to invest and improve parks. Consultees were asked for their views on this approach, comments are summarised below:

- A problem that doesn't exist.
- Businesses should be charged, and its unfair for them to access it without picking up any overheads.
- This would be stifling small businesses.
- Businesses running on council land should expect to be charged for the usage.
- Difficult to enforce.
- A modest charge makes sense and may make users more responsible for using the area.
- Dependent on size of business, size of participation & costs. Must be sensitivity to ensure that community ventures of not discouraged due to high costs.
- Individual businesses should not be charged.

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- If businesses users are not using the areas to the detriment of others, charging would be inappropriate.
- Some businesses users have a bigger impact on green spaces than other depending on the activity, therefore charging would have to be appropriate if costs were going towards maintenance of the park.
- Ensure charging is proportionate depending on the business.

5.2 Open Space Study Consultation (2016)

As part of the CWAC open space study, a community and stakeholder needs assessment was completed. This included consultation with residents through a household survey, town and parish councils, local group and organisations, local sports/recreation clubs and key stakeholders. A summary of this consultation is detailed below:

Quantity

- The household survey identified that 72% of respondents thought that there were enough parks, also 61% thought there were enough country park, local countryside and woodlands.
- The community organisations consultation highlighted that there was a lack of provision with the Blacon ward of Chester.

Quality

- The quality of council owned parks is varied but 8 parks do have Green Flag status.
- Some parks are maintained to a high standard, but others are falling into disrepair due to the council not being able to afford expensive repairs.
- Generally country parks are in good condition, but we are aware that budgets are restricting the resources that can be put into them to keep the previous levels of maintenance.
- A number of groups stated that they are happy with the management of parks and recreation grounds, many identified diminishing budgets and subsequent poor maintenance/condition of parks and play areas, dog fouling, litter and vandalism. The importance of volunteer groups in helping to care for/manage parks is also apparent.
- Suggestions for improvement in the quality of parks and recreation grounds from community organisations included more wildlife friendly management as well as more diverse use of sites including planting edible plants.
- The management of country parks are generally positive, although litter, dog fouling and reductions in maintenance have been identified as issues.
- For Countryside sites a common issue is the need to maintain and improve access to and within the sites - footpaths, cycle paths etc. Many of the countryside sites such as Marbury Country Park and the wider Northwich woodland, Little Budworth CP, and the Wirral Way have active volunteer groups who help with practical maintenance tasks.
- There is potential for greater use of the Council's open spaces and some barriers to use include some of the parks and green spaces not being of the quality the public

may wish for; anti-social behaviour and not feeling safe in some areas; poor location of facilities e.g. play areas that are a bit remote; and a lack of publicity, promotion and awareness of what is available. Providing more events and activities within parks and open spaces would introduce more people to the wider potential of the Council's open spaces.

- The household survey found that 65% of respondents thought that parks were good or very good in quality.

Access

- Access to country parks was an issue highlight by the community organisations consultation.
- The household survey identified that 53% of users would expect local recreation grounds to be within a 10-minute travel time, of which 17% would not wish to travel more than 5 minutes.
- In terms of mode of transport, walking was the preferred mode of transport to parks and recreation grounds with driving being the preferred mode of transport for country parks, local countryside and woodlands.

Funding/Management

- Most of the Council owned parks are located in the Chester and Ellesmere Port areas with 7 main community urban parks. There are 19 main Council managed country parks, woodlands and nature reserves.
- Town and parish councils tend to be the primary managers of parks in the eastern part of the borough. Other managers of public open spaces include some housing associations and charitable trust.
- Many parks have “Friends of” groups but these are active to varying degrees. Some of the more active groups with high levels of volunteering are at Marbury Country Park, Anderton Nature Park and Caldy Nature Park. There is however a lack of younger members within these groups.
- Resources for the management and maintenance of the Council parks and country parks has been severely reduced over recent years, and this is having an impact upon the capacity to maintain all of the facilities to the standard the public would wish to see.
- Some sites have partnerships with the community, local organisation, CWAC and town/parish councils to improve key sites, but many sites rely on S106 or external funding to be received.
- In some Country Parks, Friends of Groups are assisting with the maintenance and improvements, but without adequate support and guidance it is doubtful that they can take on the same roles and responsibilities due to insurance costs etc.
- The new park at the Countess of Chester is a good example where significant funding was secured through a partnership between CWAC, health sector and the third sector.
- As well as casual public use there are various events and programmes delivered making use of the Councils green spaces - such as theatre performances at Grosvenor

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Park and the programme of health walks. There is potential for greater use of open spaces for these kinds of activity.

- CWAC has good external contacts and partners managing parks and greenspaces these include; housing associations such as Plus Dane, Sanctuary and Weaver Vale; Groundwork; Mersey forest; and Keep Britain Tidy (Green Flag). A number of parks and countryside sites have active "Friend of" groups, Marbury Country Park and Anderton Nature Park being good examples.
- Maintenance budgets have been reduced over recent years meaning there is a need to prioritise the most important Council green space sites while less well used sites may receive less attention. A Green Space Strategy would help in this prioritisation process.
- In relation to developments and improvements for parks and green spaces this will only be possible in relation to securing new funding e.g. from S106, CIL and/or grant aid from external sources. There is no Council green space capital fund to support improvements. There may be potential to secure funding from Public Health sources given the increasing amount of evidence of the value of green spaces in promoting improved health and wellbeing.
- Where there are opportunities for new provision arising through S106/CIL it is essential to ensure that long-term management and maintenance arrangements are made so that such sites and facilities are sustainable. This could include management by town and parish councils, community organisations, and trusts.
- The drive for improvements tends to be driven by local community groups; and locality and regeneration teams; rather than being driven by a strategic assessment of need.

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6.0 LOCAL PROVISION EXAMINED – PARKS AND GREENSPACES

6.1 Types of parks and greenspaces

The Parks and Greenspace strategy mapped and audited provision into three typologies:

1. **Accessible Natural Green Space** – natural and semi-natural greenspaces covering a variety of spaces including meadows, woodland, copes, river valleys and lakes all of which share a trait of natural characteristics and biodiversity value, and are also partly or wholly accessible for informal recreation.
2. **Amenity Green Space** – open space to free and spontaneous use by the public, but neither laid out nor managed for a specific function. These areas are varied in size but are likely to have the following characteristics;
    - Unlikely to be physically demarcated by walls or fences.
    - Predominantly lain down to (mown) grass.
    - Unlikely to have identifiable entrance points.
    - May have shrub and tree planting, and occasionally formal planted flower beds.
    - They may have other recreational facilities and fixtures.
3. **Parks and Recreation Grounds** – open space surrounding play areas and sports facilities used for general recreation and includes those areas laid out as pitches which are accessible. They embrace a wide range of functions including:
    - Play spaces
    - Provision for formal pitches and fixed sports
    - Informal recreation and sport
    - Providing attractive walks and cycle routes
    - Offering landscape and amenity features
    - Areas of formal planting
    - Providing areas for 'events'
    - Providing habitats for wildlife
    - Dog walking

Site visits were undertaken at 47 of Cheshire West and Chester's priority owned parks and greenspaces. Sites were visited and a photographic record made of key features, along with a description of the park/greenspace and recommendation for improvements. An assessment of the quality of the site was undertaken based on the Green Flag field assessment categories (the quality audit form can be found at appendix 2). The 'Marketing and Communications' and 'Management' themes have not been included, and the 'Environmental Management' criterion has been changed to a single criterion. Each criterion is scored out of 10 (where 1 is very poor and 10 is excellent). The average score is then calculated and multiplied by 10 to produce the final score out of 100.

A score of 60 or above would indicate that the site is on track/likely to achieve the green flag award, although it should be recognised that there are other criteria that will also need to be met in order to meet the required standard.

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The site scores are categorised as follows:

0-40 (D): poor quality

40-60 (C): average quality

60-80 (B): good quality

80+ (A): excellent quality

6.2 Overview of provision

This section provides an overview of the existing level of provision of parks and greenspaces across the borough.

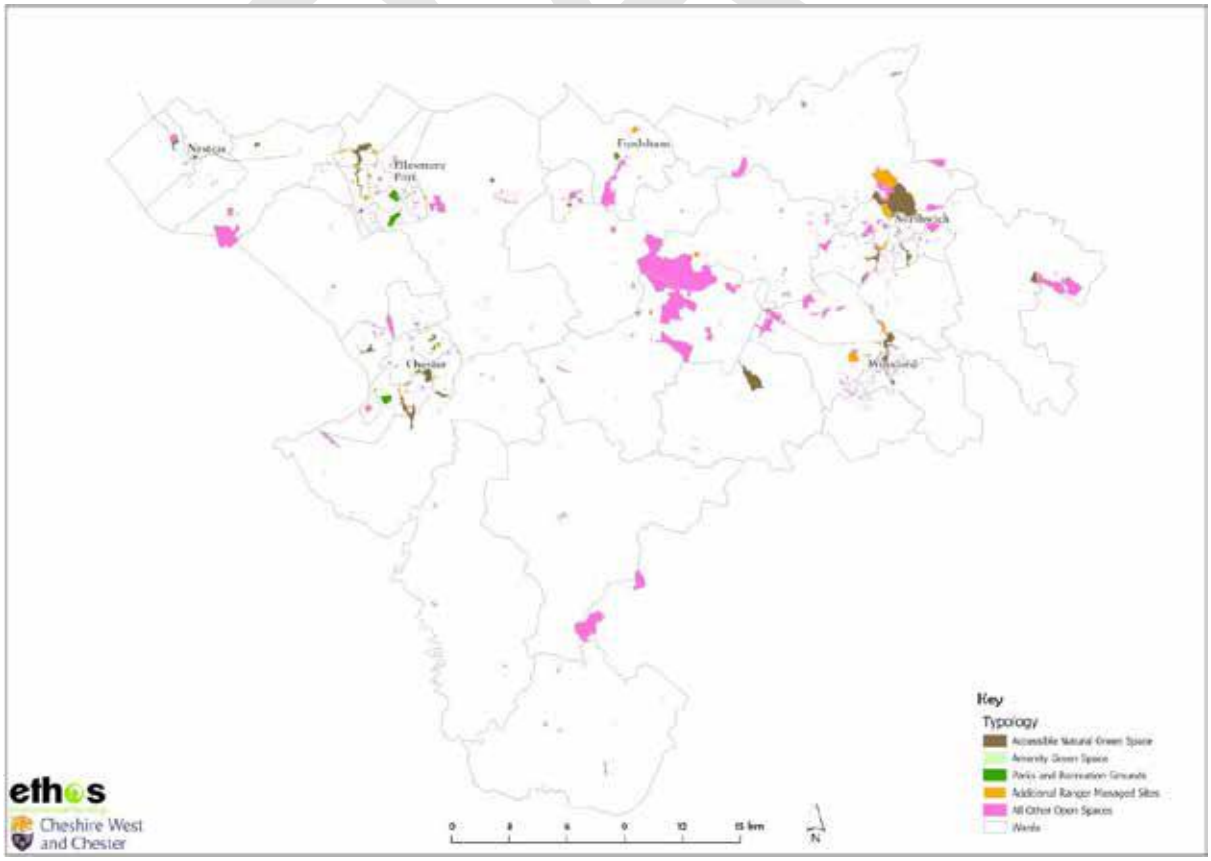
Provision of parks and green spaces

There are a total of 1029 parks and greenspaces within the borough.

Figure 12 below provides an overview of the distribution of the parks and greenspaces across the borough. Sites have been identified by typology (parks and recreation grounds, accessible natural green spaces and amenity green spaces). The sites coloured in pink identify third party owned spaces.

The maps are intended to be used for indicative purposes and large-scale maps and a GIS database of sites have been provided as an electronic database to the council.

Figure 12 Distribution of parks and greenspaces across the borough



Quantity

The Open Space Study (2017) identified standards for parks and greenspaces. These are summarised in table 1.

Table 1 Quantity Standards for parks and greenspaces (Cheshire West and Chester Open Space Study 2017)

Typology	Quantity standards (ha/1000 population)
Amenity Green Space	0.60 for analysing existing provision of sites >0.15ha 1.0 for new provision (in combination with natural green space)
Parks and Recreation Grounds	0.5
Natural Green Space	1.0 to include natural and amenity green space for new provision. ANGSt and Woodland Trust for analysing existing provision

Existing quantity of parks and greenspaces

Table 2 shows the existing supply of parks and greenspaces across the borough, as can be seen there is a shortfall in amenity green space but sufficient supply of parks and recreation grounds. Please note that this is all accessible parks and greenspaces across the borough. The mapping from the 2015 open space audit was used to calculate existing supply. Some of the typologies were changed when analysing this provision this included, 10 changes from outdoor sport (pitch) to park and recreation ground, 1 change from amenity to park and one additional accessible natural was added.

Table 2 Existing supply of parks and greenspaces across the borough

Typology	Existing Provision (Ha)	Existing Provision (Ha/1000)	Required Provision (Ha)	Required Provision (Ha/1000)	Supply (ha)	Supply (ha/1000)
Amenity Green Space	182.10	0.54	202.80	**0.6**	-20.70	0.49
Parks and Recreation Grounds	256.66	0.76	169.00	**0.5**	87.66	0.71
Accessible Natural Green Space	2399.00	7.10	N/A	N/A	N/A	N/A

Table 3 shows how the provision varies within individual wards. There are shortfalls in all typologies. Across parks and recreation grounds, there are some wards that have a large

supply such as Handbridge Park, Hartford and Greenbank and Winsford Over and Verdin. These will be analysed further within the locality frameworks.

Table 3 Existing supply of parks and greenspaces by ward against the CWAC standard (ha)

WARD	Amenity Green Space	Parks and Recreation Grounds	Accessible Natural Green Space
Blacon	-1.12	-0.77	-1.84
Central & Grange	-4.04	2.72	-5.53
Chester City & the Garden Quarter	-8.21	-1.93	-15.67
Christleton & Huntington	-4.24	-0.25	24.06
Davenham, Moulton & Kingsmead	-0.93	-1.35	13.39
Farndon	-2.58	5.02	-3.43
Frodsham	-2.16	10.47	83.19
Gowy Rural	10.64	-0.64	38.44
Great Boughton	-3.43	-0.83	-4.45
Handbridge Park	-0.66	16.19	41.14
Hartford & Greenbank	-1.06	22.86	28.77
Helsby	-2.82	-1.49	18.65
Lache	-3.06	-1.65	2.19
Ledsham & Manor	-2.88	-4.55	-3.71
Little Neston	-1.13	-1.11	-0.78
Malpas	-1.51	-0.79	22.48
Marbury	-5.10	-3.64	328.25
Neston	-2.53	2.43	-1.52
Netherpool	6.88	-2.65	29.59
Newton & Hoole	-6.44	7.02	-14.25
Northwich Leftwich	2.05	-2.25	11.58
Northwich Winnington & Castle	5.33	2.45	2.39
Northwich Witton	6.25	-1.11	63.51
Parkgate	4.12	-2.50	16.52
Rudheath	-1.92	3.23	14.32
Sandstone	0.30	-1.34	171.67
Saughall & Mollington	-1.14	0.19	-4.92
Shakerley	-0.82	-1.87	123.22
Strawberry	0.29	-2.65	-3.33
Sutton Villages	-3.68	-0.94	4.28
Tarporley	-1.88	-1.20	-3.75
Tarvin & Kelsall	-3.45	-1.37	767.00
Tattenhall	1.98	3.90	27.31
Upton	-3.13	5.10	16.11
Weaver & Cuddington	-3.17	-3.23	25.44

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WARD	Amenity Green Space	Parks and Recreation Grounds	Accessible Natural Green Space
Westminster	-0.34	-1.62	1.06
Whitby Groves	-1.19	-1.74	19.83
Whitby Park	0.35	17.32	-5.10
Willaston & Thornton	-2.67	2.88	91.21
Winsford Dene	3.63	-2.30	-3.97
Winsford Gravel	0.04	-1.49	0.80
Winsford Over & Verdin	2.42	29.44	116.94
Winsford Swanlow	2.64	-2.25	-2.97
Winsford Wharton	4.42	-0.95	38.08
Wolverham	5.25	6.90	-5.20

Quality

Sites were assessed for their quality using the quality audit framework (see appendix 2) and graded were categorised as follows:

0-40 (D): poor quality

40-60 (C): average quality

60-80 (B): good quality

80+ (A): excellent quality

In total, there were 18 sites that scored A, 22 sites that scored B and 7 sites that scored C.

The guidance in terms of quality varies slightly between the different typologies.

Amenity Green Space

All amenity green space should be subject to landscape design, ensuring the following quality principles:

- Include level surfaces capable of supporting informal recreation such as a kickabout, space for dog walking or space to sit and relax;
- Include well kept grass areas with regular maintenance;
- Include a high quality and variety of planting such as trees and/or shrubs to create landscape structure and biodiversity value;
- Be designed to maximise the natural capital value/multifunctionality of a site, retaining and improving existing green assets wherever possible e.g. trees, hedgerows, wildflower areas;
- Include paths along main desire lines (lit where appropriate);
- Be designed to ensure easy maintenance;
- Be clean and litter free;
- Include litter and dog bins (where appropriate);

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- Include seating (where appropriate); and
- Be designed with good levels of natural surveillance and sight lines/security and safety.

Accessible Natural Green Space

The shape and size of space provided should allow for meaningful and safe recreation. Provision might be expected to include (as appropriate) elements of woodland, wetland, heathland and meadow, and could also be made for informal public access through recreation corridors. For larger areas, where car borne visits might be anticipated, some parking provision will be required. The larger the area the more valuable sites will tend to be in terms of their potential for enhancing local conservation interest and biodiversity. Wherever possible these sites should be linked to help improve wildlife value as part of a network.

In areas where it may be impossible or inappropriate to provide additional natural green space consistent with the standard, other approaches should be pursued which could include (for example):

- Changing the management of marginal space on playing fields and parks to enhance biodiversity.
- Encouraging living green roofs as part of new development/ redevelopment.
- Encouraging the creation of mixed species hedgerows.
- Additional use of long grass management regimes.
- Improvements to watercourses and water bodies.
- Innovative use of new drainage schemes / Sustainable Drainage Systems (SuDS).
- Use of native trees and plants with biodiversity value in high quality soft landscaping of new developments.

Parks and Recreation Grounds

National guidance relevant to this typology is provided in the 'Green Flag' quality standard for parks which sets out benchmark criteria for quality open spaces (details on this can be found in Section 9). For outdoor sports space, Sport England have produced a wealth of useful documents outlining the quality standards for facilities such as playing pitches, changing rooms, MUGAS and tennis courts plus associated ancillary facilities. The Rugby Football Union have provided guidance on the quality and standard of provision of facilities for rugby, and the England and Wales Cricket Board have provided guidance for cricket facilities. It is recommended that the guidance provided in these documents is adopted by the council, and that all new and improved provision seeks to meet these guidelines.

A detailed summary of the quality audits is provided with the Locality Area Frameworks.

Access

Access standards set out in the Open Space Study (2017) for parks and greenspaces are summarised in table 4 below:

Table 4 Cheshire West and Chester Open Space Study – Access Standards for Parks and Green Spaces

Typology	Access standard
Amenity Green Space	480 metres or 10 minutes' walk time
Parks and Recreation Grounds	720 metres or 15 minutes' walk time
Accessible Natural Green Space	ANGSt and Woodland Trust for analysing existing provision

Analysis of access to parks and green spaces needs to be considered at local level and this analysis is included in the Locality Area Frameworks.

6.3 Prioritisation of parks and greenspaces – locality improvement frameworks

Locality Play Improvement Frameworks

The Framework documents (tier 2) provides a valuable evidence-based resource. The Frameworks list all Cheshire West and Chester priority parks and green spaces within the locality. In addition, they provide a strategic profile for the locality and a guide to making prioritising choices in relation to improvements.

A framework document has been used rather than a plan because it does not aim to produce a prescriptive parks and green space delivery plan but instead provides evidence for CWAC to use to reviewing, development and implementing their own delivery plans.

Prioritisation Framework

Sites have been prioritised through an objective assessment to determine where improvements are most needed.

Criteria used to prioritise the sites are:

- Demographics i.e. population density per square km
- Private Gardens i.e the % of households with access to private outdoor spaces (MSOA)
- Levels of deprivations
- Health i.e identifying the most unhealthy areas of the borough
- Proximity to education
- Proximity to bus stops
- Proximity to other parks and green spaces
- Biodiversity – proximity to ecological network
- Current quality of the sites and their potential for improvement

As a result of this process, the Framework scores the sites and categories them into high, medium or low priority for improvement.

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7.0 INCOME OPPORTUNITIES

7.1 Introduction

This section will look at several opportunities for generating income; income generation from sites, income generational through development, income generation through taxation and income generation through ecosystem services.

CABE Spaces's 2006 report 'Paying for Parks'[3] sets out the eight most common income streams for UK parks which are:

1. Traditional local authority funding
2. Multi-agency public sector funding
3. Taxation initiatives
4. Planning and development opportunities
5. Bonds and commercial finance
6. Income-generation opportunities
7. Endowments
8. Voluntary sector involvement

Despite local authorities funding significant proportions of money for parks, there should be scope to diversify the income streams through private funding, support from the community and voluntary sector (discussed further in section 8), revenue income from sites, fundraising and sponsorship.

7.2 Income Generation from Sites

The following sections explores opportunities there are for generating income within parks and greenspaces. Within the tier 2 locality frameworks, there is more detailed analysis of existing site income and further opportunities for income generation within each park and greenspace are explored.

7.2.1 Recreational Fees and Charges

Sports Clubs use parks and greenspaces and the facilities associated with them regularly across the borough, these clubs include football, bowling, croquet, fishing and cricket. CWAC council currently charge these clubs to use the facilities to put towards the maintenance and running costs associated with recreational facilities. However, a recent review of recreational charges by CWAC council found that in fact the council subsidies a large proportion of the maintenance and running costs, and that costings aren't the same across the locality areas.

Table 5 Subsidisation of activities[4]

[3] CABE (2006) 'Paying for Parks.' London: Commission for Architecture and the Built Environment.
[4] Taken from the CWAC Review of Recreational Charges 18/19

Activity	Annual cost of maintenance per pitch	No of pitches/greens	Annual total costs for maintenance 18/19	Annual revenue from players 17/18	Annual total subsided by CWAC
Football	£1,551.00	57	£88,407.00	£6,663.00	£81,744.00
Bowls	£6,586.60	18	£118,558.80	£5,696.00	£112,862.80
Croquet	£6,586.60	3	£19,759.80	£1,763.00	£17,996.80
Total			**£226,725.60**	**£14,122**	**£212,603.60**

The review of recreational charge report also carried out a benchmarking exercise with seven local authorities and found that CWAC charge 33% less for the use of facilities. This identifies that there is an opportunity to increase recreational fees to cover the cost of maintenance from recreational activities. This proposed increase was consulted with stakeholders in the initial engagement, and 89% agreed that it was necessary to review these fees to secure the future development of recreational facilities.

7.2.2 Events

Events in parks can provide another source of income for parks and greenspaces. Fees can be charged to event organisers as part of any licensing or permissions to hold events. Alternatively, parks managers can organise events which themselves can be a source of income generation.

Examples of events that could be held include fun days, carnivals, music concerts, firework displays and triathlons. A mixture of regular and seasonal events can enhance the popularity of parks. However, a large number of events could conflict with some attributes that parks provide such as providing a peaceful escape from everyday life and a habitat for wildlife. It is therefore important that events are programmed careful to reduce negative impacts upon parks.

As well as the examples of event above, the Nesta 'Rethinking Parks' report suggests the potential for more creative uses of parks such as;

- Specific temporary facilities or permanent facilities for children and young people (potentially seasonal) including adventure & natural play and performance spaces.
- Provision of meeting places, attractive office space, hubs for social enterprises.
- Establishing educational and training facilities.
- Private functions and corporate events that could be leased on an occasional basis.

Currently, there are 9 parks and greenspaces which have event space hire available, 7 which has music concert hire, 11 that can hold mini fairs and 4 that can hold fun fairs. Events are also currently free to hold on CWAC parks and greenspaces.

The initial engagement questioned stakeholders' views on increasing the amount of events within parks and greenspaces. The majority of consultees supported the increasing of events, subject to events being held in appropriate locations.

The following recommendations are made in relation to events in parks:

- a charging schedule for event licenses is developed with varying rates for event types, to distinguish between community events and commercial events;
- a separate procedure is developed for larger scale events such as funfairs where tenders are invited to hold events.

7.2.3 Concessions

Food and drink concessions stands are a familiar source of revenue for parks and greenspaces. Examples include ice cream vans, food outlets, gift shops, coffee stalls. Concessions can also aid security of a site, provide economic development within a local area and support local/small businesses. However, excessive amounts of concessions can make a park feel commercialised. It is important to ensure that concessions enhance the park visitor experience. There are already some concessions within CWAC parks and greenspaces, but there is scope to add more of which can be found within the locality frameworks.

Initial engagement questioned stakeholders' views on increasing the amount of concessions within parks and greenspaces. The majority of consultees supported the increase in concessions within parks and greenspaces subject to concessions being located appropriately and suitable types of concessions.

It is recommended that a review of existing concessions is undertaken including rates charged, tenure of existing agreements etc. A plan to renew and retender concessions should be developed to ensure that income from concessions delivers both a quality service and appropriate income generation. An agreement at corporate level would need to be secured to ringfence income from concessions back into parks and greenspaces.

7.2.4 Business Charging

There are many individual businesses that use parks and greenspaces as part of their business. Examples of these businesses include fitness trainers, dog walking businesses and art classes. Currently CWAC allow these businesses to operate these services for free.

Initial engagement questioned stakeholders' views on introducing charging businesses for using parks and green spaces. The large proportion of consultees supported the introduction on charging business's but there were concerns that this could harm businesses.

It is recommended a more detailed consultation is conducted around this proposal.

7.2.5 Car parking

12 of CWAC parks and greenspaces have car parks attached to them, however only 1 site charges for parking. It has been identified legally and through demand that 7 sites have potential to charge and earn an income through their on-site car parks. It was identified through the 2016 open space study consultation that the majority of households would drive to country parks and woodlands, therefore there is an opportunity to review these sites for parking. However, it must be noted that charges should be increased proportionality to ensure not to put people off visiting sites.

It is recommended that a feasibility report is prepared to be agreed corporately to establish a policy and procedure for charging for car parks in parks.

7.3 Income Generation through Development

Income generation through private developers comes in the form of planning obligations. Obligations can take the form of direct provision of infrastructure, land or buildings by a developer such as construction of play facility or school. They can also involve a financial contribution to the local authority for a specific purpose.

7.3.1 S106 Contributions

Section 106 is a legal agreement between a developer and the local planning authority which is used to mitigate the impact of the development on the local community and infrastructure. S106 contributions often require a financial contribution prior to the project starting. The charge is based on the specific needs of the local community. This contribution can either go towards building new infrastructure or rejuvenating existing infrastructure.

7.3.2 Community Infrastructure Levy (CIL)

The Community infrastructure levy (CIL) is a charge that local authorities in England can place on development in their area. The money generated through the levy contributes towards the funding of infrastructure to support growth. CIL is applied under chargeable zones which meeting the conditions for CIL. The intention behind CIL is that it will contribute towards the funding of infrastructure to support the cumulative impact of development across the county.

CIL came into effect in Cheshire West and Chester on 1st September 2017 and is charged on all CIL liable development granted planning permission on or after this date.

There is also scope for income from Local Enterprise Partnerships (LEPs) who replaced Regional Development Agencies (RDA) in 2012. LEPs role are to deliver economic growth within local areas. There are opportunities for European Funding for investing and delivering green infrastructure through LEPs[5].

7.4 Income Generation through Taxation

Income generation through taxation is an option which is not discussed widely across the UK with the UK Government's position is to usually limit any increase in taxation. However, there is potential to explore opportunities for innovation in development and refining taxation and levy model to raise money for locally focussed public funding.

Business Improvement Districts have been used in the UK to raise additional funding for specific areas particularly in commercial and retail districts. This method involves promoting

[5] BIS (2013) 'The Development and Delivery of European Structural and Investment Funds Strategies, supplementary guidance to Local Enterprise Partnerships.' London: Department for Business, Innovation and Skills.

local business and improving the management of streets and squares to improve the business environment.

These methods are more widely used in the US where they have introduced Neighbourhood Improvement Districts and Park Improvement Districts. Despite taxation increase being unpopular widely in the UK, it could be argued that these options align with the drive for localism and a move to agree funding priorities at a more local level. Different taxation options include:

- Greater use of municipal bonds and commercial financing
- Tax Increment Financing (TIF) – this captures the additional tax uplift from parks for a set period.
- Business Improvement Districts (BID)
- Neighbourhood Improvement Districts (NID)
- Park Improvement Districts (PID)

Case Study – Wimbledon Conservators, Wandsworth

Wimbledon and Putney Commons have been financed by a levy on the Boroughs of Wandsworth, Merton and Kingston in a proportion relevant to the number of band 'D' properties in each Borough that are within ¾ mile of the Commons or in the old Parish of Putney. The Boroughs pass on the levy by way of an addition to Council tax.

The Commons are administered by a board of eight Conservators, three of which are government appointed and five are elected by the levy payers.

7.5 Income Generation through ecosystem services

Income generation through ecosystem services are a new area for generating income. Ecosystem services capture the value of the environmental services and benefits that nature performs. This includes direct and easily priced services, for example, food and timber production, renewable energy and biomass. Indirect services include water treatment and flood risk management, improving air quality, carbon sequestration and enhancing biodiversity.

New developments often incur biodiversity loss within their design even good quality development. Biodiversity Net Gain is set to become a mandatory part of planning through the Environment Bill to compensate for loss of biodiversity through development.

Biodiversity Net Gain (BNG) is defined as 'a goal for a development project in which biodiversity losses are avoided, minimised, compensated and then exceeded by gains for biodiversity' (Business and Biodiversity Offset Programme (BBOP), 2018). Subsequently, BNG is the achievement of measurable gains for biodiversity through new development and occurs when a development leaves biodiversity in a better state than before development.

Once enacted, this is likely to require any development under the Town and Country Planning Act 1990 (except Permitted Development and Householder Applications) to evidence a 10% increase in biodiversity value and 30 years of habitat management for biodiversity. Further to

this, BNG is supported within the National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, (2019), which states that planning policies and decisions 'should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.'

To claim BNG and to generate long-term gains for nature, the 10 BNG Good Practice Principles for Development are followed. The principles provide the framework for high quality and meaningful BNG that should make a measurable and positive contribution to biodiversity.

It may be the case that local authorities can benefit from developers requiring to create offset habitats which could be an option within parks and green spaces.

Carbon sequestration through woodland creation has been identified as a cost-effective means of mitigating climate change. Due to the spatial insensitivity of carbon sequestration, it is encouraged that woodland is created. The Woodland Carbon Code is the voluntary standard for UK woodland creation, it is based on a 'outputs-based approach' as businesses pay for tonnes of carbon sequestered. The code allows credits to be both sold before and after planting to help raise revenue associated with both capital and maintenance costs, and also to meet upfront costs.

Case Study – Mayesbrook Park, Dagenham

Mayesbrook Park is a 45ha park which has been restored using green infrastructure to address flood-water management. The project has created a new multi-functional landscape which provides a public amenity along with helping the local community and wildlife within the park to cope better with the effects of climate change.

An ecosystem services assessment helped build the case for investment in an integrated urban river restoration revealing a long-term return to society of at least £7 for every £1 spent.



Picture taken from Restoring Europe's Rivers - https://restorerivers.eu/wiki/index.php?title=Case_study%3AMayesbrook_Climate_Change_Park_restoration_project

8.0 PARK MANAGEMENT

Across the UK, the majority of parks and greenspaces are owned and managed by local councils. There is increasing pressure on public subsidies and council budgets, therefore parks and greenspaces will need to find alternative ways of supplementing income with the management of parks a key part to explore. This section will explore the different models available with the advantages and disadvantages and example case studies.

8.1 Local Authority

Local authorities managing greenspaces is the traditional approach to ownership and management, where land is owned, managed, and maintained by the local authority. New development sites are transferred from the developer with a commuted sum towards maintenance for a specific period. Therefore, maintenance and management are funded out of council tax monies.

Advantages	Disadvantages
➢ Straight forward and ownership issues are simple. ➢ A tried and tested approach. ➢ Maintenance can be carried out by teams already in the area. ➢ Possible economies of scale for maintenance costs, when maintenance combined with other green spaces. ➢ No obligations on residents to provide financial contributions or provide commitment for management.	➢ Risk of insufficient funding from shrinking council budgets. ➢ Once commuted sum of money has been spent, maintenance standards may fall. ➢ Monies may go into a central fund rather than going towards a specific site/project. ➢ Competition for funding with other council services could affect ability to maintain satisfactory standards of maintenance. ➢ Low levels of community involvements and sense of ownership.

8.2 A Trust

An independent charitable organisation that takes responsibility for managing parks and greenspaces. This could either be an established trust with responsibility for multiple spaces e.g. a wildlife trust or a new trust specifically established for a park or green space.

A trust will usually take a long lease on a site (125-150 years) with the local authority or a developer having the freehold. The Trust will have charitable status and a board of trustees which make decisions on how the land is managed. Funding for management and maintenance is obtained by returns on investments, property rental, grant aid etc.

Advantages	Disadvantages
➢ A Trust can provide high standards of maintenance in the long term	➢ If establishing for a specific site, they can be complex and costly to set up.

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Advantages	Disadvantages
especially from a well-established trust. ➢ Potential for greatest scope for imaginative and creative design management. ➢ Trusts are likely to be based on site, and therefore can be more in touch with users of the greenspace and respond more quickly to issues and incidents. ➢ Rates relief on property can be used for charitable purposes and charities have a privileged tax position. ➢ The Trust could seek funding contributions from sources that the council cannot such as grants or charitable donations. ➢ Generally predictable/guaranteed income. ➢ A good option for community involvement.	➢ Difficult to recruit suitable trustees. ➢ Funding shortfall if investments do not provide returns. ➢ If a developer is establishing a Trust, it can be a costly option. ➢ May be perceive as not a "proper public park" by local authority which could produce difficulties.

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Case Study – Shenley Park Trust, Shenley, Hertfordshire

Shenley Park Trust was established in 1992 as part of a new housing development and operates as an independent charitable trust. It develops, manages, and maintains a 45-acre rural park for the local community of Shenley.

The Trust was granted a 150 lease on the park by Hertsmere Borough Council along with a lump sum of money which was spent on renovating the properties on the site, restructuring the park and some was invested to provide an annual income for the park. The rental income on the properties pay for staff wages and every day running costs. No other funding is given to the Park and it is an example of a self-financing park.

There is a team of staff managed by the park director which are responsible for the day to day running of the park. The Board of Trustees oversee the running of the park to ensure its aims and objectives are being met and run in accordance with the Charities Commission.



Photo taken from article - https://www.hertfordshirelife.co.uk/out-about/places/exploring-shenley-park-1-

8.3 Management Company

Land is managed and maintained by a private management company. This is a common approach when new large housing developments are completed. Landownership is retained by the developer or could be transferred to the management company. At first management and maintenance is funded by the developer then converted to the management company with contributions from the residents.

Advantages	Disadvantages
➢ Management/maintenance is usually to a high standard. ➢ Financial endowment is not required.	➢ No scope for community involvement and ownership. ➢ Annual fees can be expensive for residents.

Advantages	Disadvantages
➢ No ongoing costs or responsibilities for a local authority.	➢ Management of spaces may be at a national rather than local level. ➢ Management depends on long term view of the developer/management company. ➢ Risk that the management company fails to maintain the greenspace to a good quality or that they go out of business.

Types of management company include:

- *Residents Management Company* – residents run a company to manage the greenspace, with residents in a development owning a share in the company and paying annual service charge.
- *Management Company employed by landowner* – landowner or developer maintains ownership but responsibility sits with management company.
- *Management Company owning land* – ownership is passed to a management company who are responsible for management of land. The company may be a not-for-profit company working across the country.

8.4 Town/Parish Councils

Town and parish councils are a popular option for managing parks and greenspaces across the country. These can either be given on a long-term lease or asset transferred.

Currently some parks and greenspaces are managed by town and parish councils but not all, most notably across the eastern part of CWAC.

Advantages	Disadvantages
➢ Can identify issues and needs quickly within local area. ➢ Have more access to external funding sources. ➢ Opportunities for the local community to get involved within the management of sites.	➢ Appointing contractors to complete work could be difficult. ➢ Responsible for more liabilities. ➢ Councillors will need to give more time up from other areas to manage the park.

8.5 The Community

Community empowerment is becoming more important within our parks and greenspaces. People want their voices to be heard in the planning and delivery of park services. There are different ways in which parks and greenspaces could be managed by communities. The consultation as part of the open space study in 2016 highlighted that there were already a large number of active friend's groups with CWAC.

1. **Community Ownership** – where a park is owned and managed by a community.

2. **Community Stewardship** – the local authority retain ownership of the park but volunteers and friends of groups are responsible for managing the park.
3. **Community Co-management** – the local authority, volunteers and friends groups work together in equal partnership to protect parks and greenspaces although the local authority retain ownership and liability for the land.

	Advantages	**Disadvantages**
Community Ownership	➢ The community who use the space can identify issues quickly. ➢ Give communities greater involvement for shaping their parks and green spaces. ➢ Boost local employment and improve skills of residents. ➢ No ongoing costs or responsibilities from local authorities.	➢ Community control may become 'exclusive' rather than 'inclusive'. ➢ Pressure on residents to step-up and give up time. ➢ Potential lack of professional knowledge to manage and maintain a successful park.
Community Stewardship	➢ Less responsibility and ongoing costs from local authorities. ➢ Local authority can retain liabilities which community groups may not be able to obtain. ➢ Communities can access different funding sources to local authorities.	➢ Pressure on residents to step-up and give up time. ➢ Potential lack of professional knowledge to maintain a successful park.
Community Co-management	➢ Local authorities can keep some level of overall control of parks and green spaces. ➢ Satisfaction of working together as a partnership. ➢ Ability to access different funding.	➢ Partners may have different agendas, and could be difficult to agree on matters.

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Case Study Community Ownership – Hardie Park, Stanford le Hope, Essex

Hardie Park is a community led park. Local residents took ownership of the park in 2011 in order to develop and enhance the area for the benefit of the local community. Friends of Hardie Park is a Registered Charity and Community Interest Company and is a not-for-profit organisation. The trustees govern the charitable organisations and volunteer their own time for the park. They also rely on volunteers for the daily running of the park.

Over the years the site has been developed by the group, and now the park provides a café and play facility 7 days a week. The park also holds events and clubs to generate income for the management and maintenance of the park.



Picture from Friends of Hardie Park website - https://www.friendsofhardiepark.co.uk/events/events_2019/

Case Study Community Stewardship – Arnos Vale Cemetery

Arnos Vale is a 45-acre Victorian cemetery with listed buildings and monuments based in the centre of Bristol. Owned by Bristol City Council but managed by the friends of group. The group was able to draw upon Heritage Lottery and English Heritage funding to restoring the historic buildings on site, create meeting spaces, host events and talk and build a café and gift shop. This work prevented the closure of the cemetery and safeguarded the site for the local community for years to come.



Picture from Arnos Vale website - https://arnosvale.org.uk/

Case Study Community Co-Management – Lordship Recreation Ground, Tottenham

Lordship recreation ground is owned by Haringey Council and up until 2002 suffered from a lack of resources and under usage. From 2002, there has been an increase in partnership between park users, the Friends of Lordship Rec, community organisations and the council to set out a strategy for the recreation ground and encourage investment.

The park has seen strong community empowerment practices which has led to securing substantial investment and make physical improvements to the park. The impact of the work has led to park usage double, attract a diverse range of users and increased the number of autonomous user group generating activities.

In 2013 the recreation ground was award Green Flag status following funding being received from various schemes. The Lordship Rec Users Forum brings together all partners who have an interest in Lordship Rec on a monthly basis to discuss future development and to ensure communication and coordination between partners.



Picture from Haringley Council website - https://www.haringey.gov.uk/libraries-sport-and-leisure/parks-and-open-spaces/z-parks-and-open-spaces/lordship-recreation-ground

9.0 GOOD PRACTICE, QUALITY AND GUIDANCE

9.1 Green Flag

The Green Flag award scheme recognises and rewards well managed parks and green spaces. It sets the benchmark standard for the management of recreational outdoor spaces across the UK and around the world.

Achieving Green Flag status brings many benefits with it. It enhances pride and reputation for the site providing a sense of achievement and demonstrating to the community that a clear improvement to the site has been made. It can also provide a knock-on effect for the regeneration of an area in turn bringing improvements to health and education. Sites can see an increase in tourism and potentially a boost in funding through external funding improvement grants.

A successful Green Flag award site provide evidence of a sound management plan which must understand their users, their site and their management strategy which are scored against 27 different criteria. The criteria framework aims to be flexible across different types of green space so that rather than a formulaic list of "must haves" it acts as a guide for the way professionals and communities approach the management of sites.

The criteria is split into the following sections:

Section 1 – A welcoming Place

Section 2 – Healthy, Safe and Secure

Section 3 – Well Maintained and Clean

Section 4 – Environmental Management

Section 5 – Biodiversity, Landscape and Heritage

Section 6 – Community Involvement

Section 7 – Marketing and Communication

Section 8 – Management

Within CWAC, there are currently 6 Green Flag Parks; Grosvenor Park, Caldy Nature Park, Westminster Park (Chester), Whitby Park, Castle Park and Northwich Woodlands.

We recommend that these sites and sites that CWAC council would like to achieve Green Flag status are audited on an annual basis using the quality audit template at appendix 2. A score of 60 or above would indicate that the site is on track/likely to achieve the green flag award, although it should be recognised that there are other criteria that will also need to be met in order to meet the required standard i.e. the desk based criteria, and also the Environmental Management, Marketing and Communications and Management criteria. The audit will also identify which areas are in need for improvement.

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9.2 Building with Nature Standards for GI

Building with Nature provides a framework of quality standards to ensure the design and delivery of high-quality green infrastructure, so that developments will also deliver for the natural world and healthy communities. Parks and green spaces are key areas within a green infrastructure network, and therefore this framework should be considered in the improvement and management of sites.

Drawing from evidence and good practice, high quality green infrastructure has been defined at each stage of the development process, from planning and design, through to long-term management and maintenance. The standards enable nature friendly features to be integrated throughout the development.

Developers can apply to have their scheme assessed, and planners can have their policy document accredited by Building with Nature. The standards[6] are also free to use and can assist with the planning and development of new places and communities.

The framework of standards is divided into four themes:

- Core – provides a multifunctional network which responds to local context and policy, and is climate resilient and future proof;
- Wellbeing – is accessible, inclusive, can be enjoyed all year, is locally relevant, socially sustainable and distinctive;
- Water – manages water quantity and quality, maximising opportunities for amenity and biodiversity, is innovative, resilient, and locally distinctive;
- Wildlife – provides bigger, better, more joined up spaces that are locally relevant, nature rich and provide ecological networks.

9.3 Managing Green Space – CABE

This guide produced by CABE sets out the key points for successfully managing green spaces. It also outlines the resources the green space managers can draw upon to the describe the critical services that green space provides to local communities.

1. *High-performing services depend on strong and motivational leadership*

The most important driver of performance is the quality of political and managerial leadership and the access a green space team has to this. A strong leader provides advocacy, vision, ambition, secures funding, builds partnerships, and drives innovation.

2. *Unified management and maintenance functions matters*

Green space services which separate day-to-day maintenance functions from the overall management find it hard to deliver good quality and efficient services. This separation can lead to competing priorities and communication failure. When services are integrated,

[6] https://www.buildingwithnature.org.uk/how-it-works

priorities are much more likely to be shared and there is better advocacy and interests of the service.

3. *The location of a service, whether in a dedicated parks department or a larger department is not the most important driver of performance*

The division or directorate within which green space services are placed is not of major importance except for when it is part of a larger waste department. Here it risks being neglected because the priorities are focussed on statutory responsibilities.

4. *An active understanding of the policy and practice context is needed to stay responsive and relevant*

It is critical to keeping alert to internal and external context. The government is advocating that local authorities share services to deliver efficiencies and to empower communities to lead on service delivery.

5. *Provide evidence to gain the support of leaders and partners*

Tracking change and having benchmarked data is invaluable for both strategic planning and day-to-day management. It is important to set indicators to clearly measure the contribution to green spaces over time.

6. *Transparent, legible, structures are more effective for those using and delivering the service*

Structures that place, in an organisational sense, green space managers close to senior management encourages better and a more frequent, communication and co-ordination. Having a transparent service structure, where it is clear who is responsible, is also beneficial for users of the service and avoids duplication.

7. *Effective and targeted partnerships underpin successful services*

Green space services are non-statutory and can meet the objectives of other public service areas so active partnership working is fundamental to success. This is about ensuring that the green space service's delivery objectives are met with partners from national and local agencies, and friend's groups. Delivery in partnership with communities is critical.

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Document 14

FNP Strategic Environmental Assessment Scoping Report [December 2021]

FRODSHAM NEIGHBOURHOOD PLAN



Frodsham Neighbourhood Plan

Strategic Environmental Assessment Scoping Report

December 2021

Quality information

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Acronyms

AQMA	Air Quality Management Area
ASR	Air Status Report
DEFRA	Department of Environment, Food and Rural Affairs
DPD	Development Plan Document
EA	Environment Agency
FNP	The draft Frodsham Neighbourhood Plan
FTC	Frodsham Town Council
IMD	Index of Multiple Deprivation
LEP	Local Economic Partnership
LNR	Local Nature Reserves
LPP1	Cheshire West & Chester Local Plan Part 1 (adopted 2015)
LPP2	Cheshire West & Chester Local Plan Part 2 (adopted 2019)
LTP	Local Transport Plan
MHCLG	Ministry for Housing, Communities and Local Government
NDP	Neighbourhood Development Plan
NNR	National Nature Reserve
NPPF	National Planning Policy Framework
NWMP	North West Marine Plan
ONS	Office for National Statistics
SEA	Strategic Environmental Assessment

1. Introduction

Background

1.1 Frodsham Neighbourhood Plan Steering Group, on behalf of Frodsham Town Council is in the process of preparing a Neighbourhood Development Plan (NDP) for the sustainable future growth of the Town. AECOM has been commissioned to undertake a Strategic Environmental Assessment (SEA) in support of Frodsham NDP on behalf of the Town Council.

1.2 The NDP is being prepared in the context of the adopted Cheshire West and Chester Local Plan Part 1 and Part 2 (LPP1 and LPP2, respectively). The NDP will form part of the development plan for Frodsham, alongside the Local Plan (parts 1 and 2).

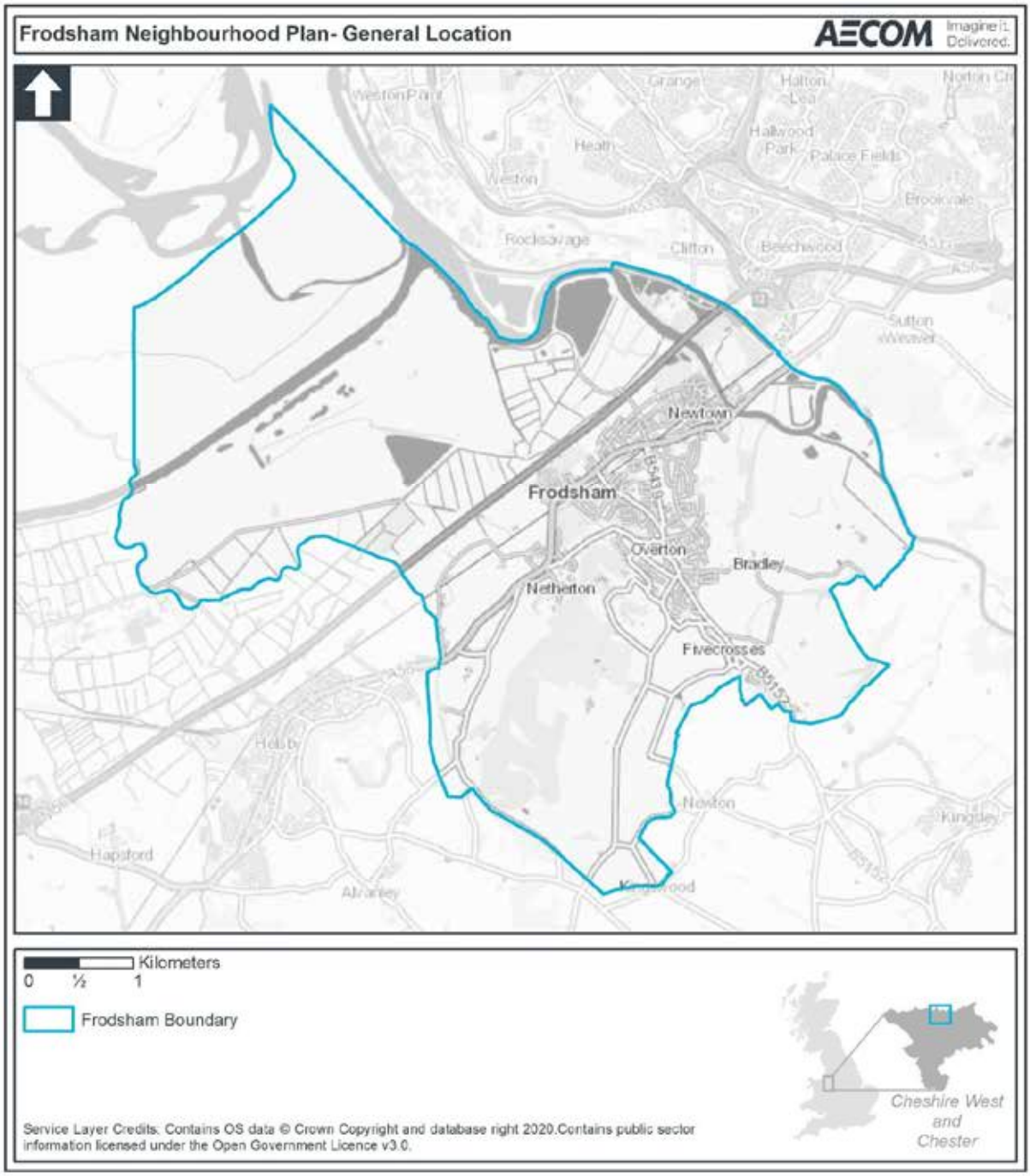
1.3 NDPs are required to be in general conformity with the strategic policies of the adopted Local Plan and can develop policies and proposals to address local place-based issues. In this way it is intended for the Local Plan to provide a clear overall strategic direction for development in Cheshire West and Chester, whilst enabling finer detail to be determined through the Neighbourhood Planning process where appropriate.

1.4 The Key information relating to the Frodsham, NDP is presented in the table below (Table 1-1).

Table 1-1. Key facts relating to the NDP for Frodsham

Name of Responsible Authority	Frodsham Town Council
Title of Plan	Frodsham Neighbourhood Plan
Subject	Neighbourhood Planning
Purpose	The Frodsham Neighbourhood Plan is being prepared as a Neighbourhood Development Plan under the Localism Act 2011 and Neighbourhood Planning (General) Regulations 2012. The plan will be in general conformity with the Cheshire West and Chester Local Plan Parts 1 and 2. Once 'made' the Frodsham NDP will be used to guide and shape development within the Frodsham Neighbourhood Plan area.
Timescale	To 2030
Area covered by the plan	The Neighbourhood Plan area comprises the Civil Parish of Frodsham. It is located approximately 3 miles south of Runcorn, 16 miles (26 km) south of Liverpool, and 28 miles (45 km) southwest of Manchester. The River Weaver runs to its northeast and on the west it overlooks the estuary of the River Mersey. The A56 road and the Chester–Manchester railway line pass through the town, and the M56 motorway passes to the northwest. Frodsham is an electrical ward in the Cheshire West and Chester unitary authority (LPA).
Summary of content	The Frodsham Neighbourhood Plan will set out a vision, strategy and a range of policies including allocation of sites for housing development within the Neighbourhood Plan area
Plan contact point	Gill Hesketh; frodshamplan@gmail.com

Figure 1-1 Frodsham NP Area Location



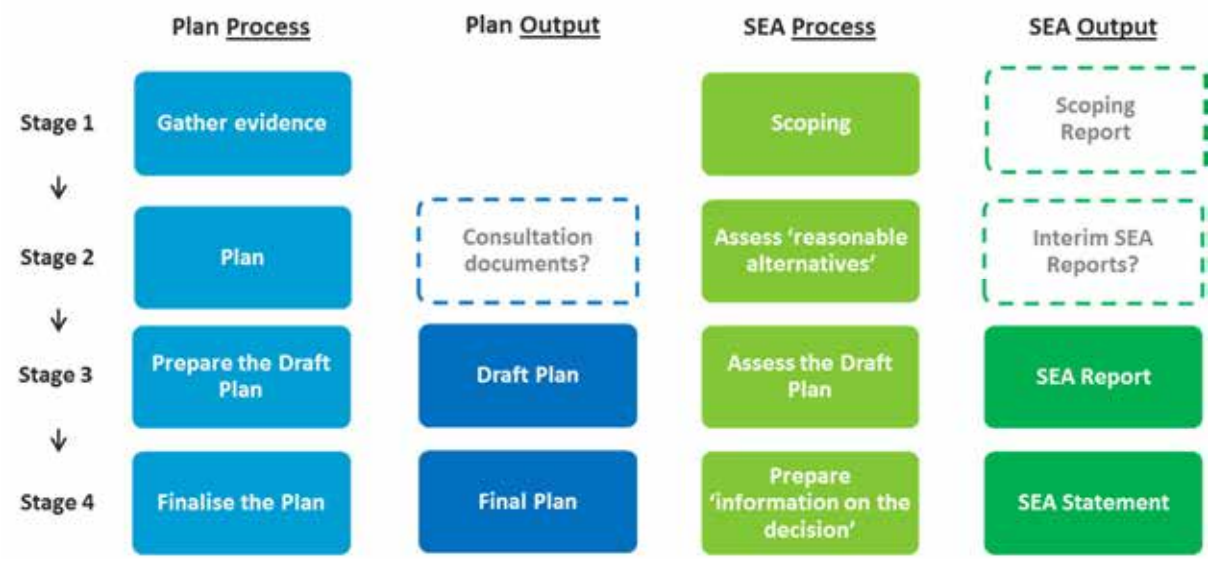
SEA explained

1.5 SEA is a mechanism for considering and communicating the likely significant effects of an emerging plan, and reasonable alternatives in terms of key environmental issues. The aim of SEA is to inform and influence the plan-making process with a view to avoiding or mitigating negative environmental effects and maximising positive effects.

1.6 The Environmental Assessment of Plans and Programmes Regulations 2004 (otherwise known as the SEA Regulations) require an environmental assessment to be carried out on certain plans and programmes that are likely to have a significant effect upon the environment. This plan has been determined to require a Strategic Environmental Assessment by Cheshire West and Cheshire Council. To meet this requirement, the plan is undergoing a SEA process which incorporates satisfies the requirements of the SEA Regulations.

1.7 SEA can be viewed as a four-stage process that produces a number of statutory and non-statutory outputs. As illustrated in Figure 1.2 below, 'Scoping' is a mandatory process under the SEA Regulations, but the publication of a scoping report is a voluntary (but useful) output. This is the stage of SEA that is covered in the Scoping Report.

Figure 1-2: SEA as a four step process



Introduction to scoping

1.8 One of the first stages in the SEA process is to establish the key issues that the appraisal should focus on and to set out appraisal methods. This is called 'scoping', and involves a review of relevant policies, plans and programmes (a 'contextual review') and information about the current and future state of the environment, economy and social factors (the 'baseline'). This information is then used to set out a framework for undertaking strategic environmental assessments as the plan is developed.

1.9 The Regulations[1] require that certain statutory bodies are consulted on the scope of a SEA. This can be done in a number of ways, but most often a Scoping Report is produced that presents the key information and a methodology for how future appraisals will be undertaken. Statutory Consultees have 5 weeks to comment on the scope of the appraisal. In England, the statutory consultees are Natural England, The Environment Agency and Historic England.

1.10 Developing the draft scope for the SEA as presented in this report has involved the following steps:

- Defining the broader context for the Frodsham NDP and associated SEA (i.e. EU, UK Government and local policy and commitments), to summarise the regulatory and legislative landscape;
- Establishing the baseline for the SEA, (i.e. the current and future situation in the area in the absence of the Frodsham NDP) to help identify the plan's likely significant effects;
- Identifying particular problems or opportunities ('issues') that should be a focus of the SEA; and
- Developing a SEA Framework comprising objectives and appraisal questions based on these issues, which can then be used to appraise the draft plan.

[1] The Environmental Assessment of Plans and Programmes Regulations 2004

Scoping outcomes

1.11 The SEA Regulations and guidance document (the NPPG for example) encourage proportionate assessment and therefore it is important to scope out issues where it is apparent that the Plan could not affect the topic area in a significant way. In order to do this, an initial scoping sifting exercise has been undertaken.

1.12 As a result, a number of SEA topic areas have been scoped-out early without the need to establish a more detailed baseline position. For other topics, further detail was gathered through the scoping process, which led to additional topics being SCOPED OUT.

1.13 **Air Quality**, **Biodiversity**, **Climatic Factors (adaptation)**, **Historic Environment**, **Landscape**, **Population and Housing** and **Transportation** have been identified for further assessment at the next stages of the SEA process.

1.14 The relevant SEA topic areas and the reasons for the scoping decisions are set out in Table 1-2 below.

Table 1-2: Scoping outcomes

SEA topic area	Scoping Outcomes
Air Quality	Considered in greater detail through the scoping process, and subsequently **SCOPED IN**. There is an AQMA in the NP area and the FNP can potentially have effects (positive or negative) on air quality
Biodiversity	Considered in greater detail through the scoping process and subsequently **SCOPED IN**. There are numerous sites of biodiversity importance within the NP area and the NP can potentially impact these.
Climatic factors	Considered in greater detail through the scoping process and subsequently climate change mitigation **SCOPED OUT** as the FNP is limited in its scope to influence mitigation. Climate change adaptation has been **SCOPED IN**.as the Plan can impact resilience and adaptation (e.g. flood risk)
Historic Environment	Considered in greater detail through the scoping process and subsequently **SCOPED IN**.There are numerous heritage assets and a conservation area which can be impacted by the FNP.
Landscape	Considered in greater detail through the scoping process and subsequently **SCOPED IN**. There are sensitive landscapes in the FNP area and the FNP can potentially have effects (positive or negative) on these.
Waste	The Plan is unable to influence this to a significant extent and therefore this topic area can be **SCOPED OUT**. Key issues relating to waste will be to ensure adequate access for waste collection, and storage that does not affect the street scene.
Minerals	The plan does not pose any sterilisation risk to mineral resources. Therefore, this topic area can be **SCOPED OUT**.
Land, Soil and Water Resources	Considered in greater detail through the scoping process, but subsequently **SCOPED OUT**
Population and Housing	Considered in greater detail through the scoping process and subsequently **SCOPED IN**.
Health and Wellbeing	Considered in greater detail through the scoping process and subsequently **SCOPED IN** as the FNP can potentially contribute to increased Health and Wellbeing.
Transportation	Considered in greater detail through the scoping process and subsequently **SCOPED IN**. FNP policies have the potential to engender effects (positive or negative) on this topic.

Structure of this Scoping Report

1.15 The outcomes of the scoping exercise for the topic areas further considered in the scoping process (following the initial sift) have been presented as follows:

- Chapter 2: Air Quality;
- Chapter 3: Biodiversity;
- Chapter 4: Climatic factors (Flood Risk and Climate Change);
- Chapter 5: Historic Environment;
- Chapter 6: Landscape;
- Chapter 7: Land, Soil and Water Resources;
- Chapter 8: Population and Housing;
- Chapter 9: Health and Wellbeing; and
- Chapter 10: Transportation.

1.16 In accordance with the SEA Directive, the final chapters of the report summarise the overarching sustainability issues, set out the SEA Framework and outline the next stages in the process. To demonstrate a clear trail of how the SEA objectives have been identified, each topic Chapter (which is scoped into the SEA) concludes with suggested objectives and supporting criteria for inclusion in the SEA Framework. A site assessment framework is included is set out in Appendix A. This will be used to appraise the development sites allocated in the FNP.

2. Air Quality

2.1 This theme focuses on air pollution, in particular; air quality hotspots and areas known to exceed objectives for air quality.

Policy context

2.2 Table 2-1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 2-1 Plans, policies and strategies reviewed in relation to air quality

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
The Clean Air Strategy	2019	https://www.gov.uk/government/publications/clean-air-strategy-2019
UK plan for tackling roadside nitrogen dioxide concentrations	2017	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/633269/air-quality-plan-overview.pdf
A Green Future: Our 25 Year Plan to Improve the Environment	2018	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf
The North West Marine Plan	2021	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004490/FINAL_North_West_Marine_Plan__1_.pdf
The Cheshire West and Chester Low Emission Strategy (2018 – 2021)	2018	https://www.cheshirewestandchester.gov.uk/documents/pests-pollution-food-safety/pollution-and-air-quality/low-emission-strategy-180219.pdf
Cheshire West and Chester Council's Local Transport Plan (LTP)	2011	https://inside.cheshirewestandchester.gov.uk/policies_plans_and_strategies/local_transport_plan_20112026#:~:text=Cheshire%20West%20and%20Chester%20Council%27s%20Local%20Transport%20Plan,the%20local%20area%20in%20the%20years%20to%20come.
The CWCC Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
The CWCC Local Plan Part 1	2019	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/

2.3 The key messages emerging from the review are summarised below:

- The FNP will be required to be in general conformity with the NPPF, which seeks early planning to reduce/ mitigate air quality impacts in development and to take advantage of opportunities to improve air quality. Measures to improve air quality include traffic and travel management and green

infrastructure provision. Strategic development is expected to be focused in locations that have or will be provided with high levels of accessibility; supporting both a reduced need to travel and offering a genuine choice of transport modes. Smaller-scale development should consider the potential for cumulative effects in relation to air quality.

- Marine planning ensures that the right activities happen in the right place, at the right time and in the right way in marine areas. Marine plans provide guidance on things to promote or avoid in certain marine locations. The Marine Plan relevant to The FNP is the North West Marine Plan (NWMP). It is a legal requirement for marine plans to be considered in all decisions that affect England's marine area, now and into the future. Section 58(3) of the Marine and Coastal Access Act requires that public authorities must have regard to marine plans when taking any decisions which relate to the exercise of any function capable of affecting the UK marine area. This can include decision making relating to Neighbourhood Plans. The policies set out in marine plans apply only in their area (i.e. up to the mean high- water springs mark – which includes the tidal extent of any rivers), but if a proposed activity is likely to affect the plan area, this should be acknowledged and considered. The FNP includes the intertidal area forming part of the Mersey Estuary and therefore also covers part of the North West Marine Plan areaThe FNP falls within the North West Marine Plan area and is therefore required to comply with its policies. Of particular relevance here is Policy NW-Air-1 which stipulates that proposals must assess their impacts on local air quality and greenhouse gas emissions. Proposals likely to increase air pollution and/or emissions must demonstrate that they will; in order of preference: avoid, minimise, mitigate air pollution and/ or greenhouse gas emissions in line with current national and local air quality objectives and legal requirements. Proposals that cannot avoid, minimise or mitigate air pollution and or greenhouse gas must not be supported.
- The FNP will also be required to be in general conformity with the Local Plans covering the FNP area. The CWCC LPP1 policy SOC5 (Health and well-being) and CWCC LPP2 policy DM31 (Air quality) seek to protect residents from the effects of air pollution by disallowing development that gives rise to significant adverse impacts on health and quality of life due to air pollution for example (SOC5). DM31 requires that development near AQMAs be designed to mitigate the impact of poor air quality. It also requires an air quality assessment for developments likely to significantly impact air quality. Where such an assessment identifies unacceptable impacts, appropriate mitigation must be submitted ensuring that new development is appropriate or the location and unacceptable risks are avoided.
- Local Planning Authorities (LPAs) are required to publish annual Air Quality Annual Status Reports (ASRs) to discharge their monitoring obligations under Part IV of the Environment Act (1995). LPAs are required to review air quality in their area and designate Air Quality Management Areas (AQMAs) if improvements are necessary. Where an AQMA is designated, an Air Quality Action Plan (AQAP) must then be put in place. Frodsham has one AQMA, designated in 2015 due to exceedance of the annual mean NO2 objective which is related to road traffic in this location.
- To improve air quality across the UK, national strategies have in the last few decades focused on regulatory frameworks, investment by industry in cleaner processes and a shift in the fuel mix towards cleaner forms of

energy (largely at point sources). Whilst there are dedicated strategies to reducing roadside emissions (as a significant source of nitrogen dioxide emissions), recent objectives outlined in the Clean Air Strategy seek to recognise wider sources (including smaller contributors and diffuse sources) that contribute to poor air quality. This includes; power generation, heating our homes, producing food, manufacturing consumer goods and powering transport.

- The Cheshire West and Chester Low Emission Strategy (2018 – 2021) (LES) and the CWCC Local Transport Plan seek to address health impacts of air pollutants such as NO2 and Particulates (PM10 and PM2.5) and indirectly tailpipe hydrocarbon emissions. This is to be achieved through various means including; modal shift to public transport, cycling, and walking, reducing kilometres driven and adoption of low emission vehicles (LEVs).

Baseline Summary

2.4 CWCC's Air Quality Annual Status Report (ASR)[2] states that there is currently one Air Quality Management Area (AQMA) in Frodsham. The designated area (See Figure 2-1) incorporates Fluin Lane (Nos 2, 4, 6 and 8), High Street (Nos 70, 70a, 72, 72a, 74, 76 and 78), Manor Farm, Bridge Lane and Manor Farm Court (Nos 7, 8, 9 10, 11 and 12).

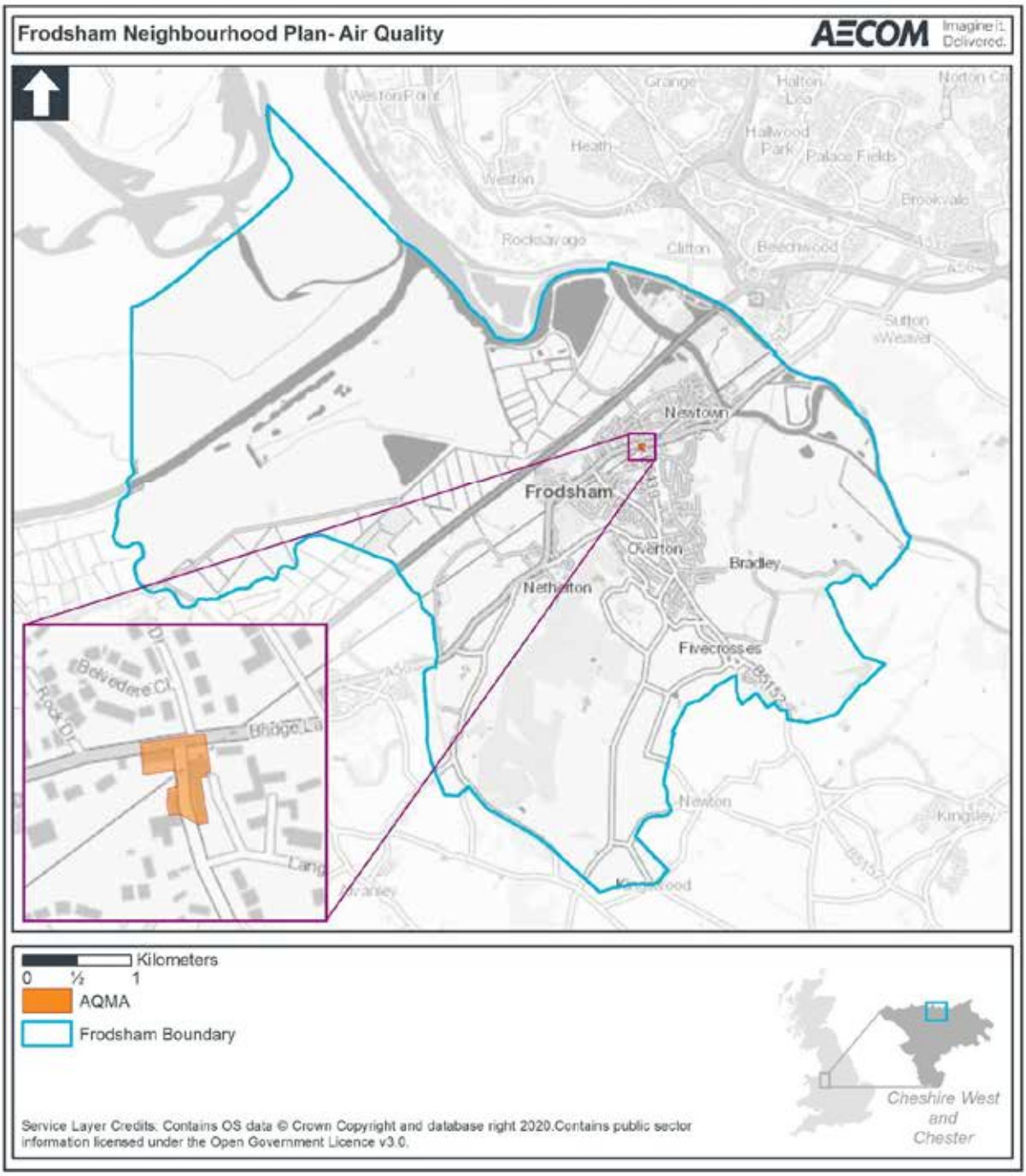
2.5 The AQMA was designated in 2015 due to exceedance of the annual mean NO2 objective which is related to road traffic in this location. However, data from 2018 indicated that the NO2 objective was not exceeded at residential properties in Frodsham.

2.6 No exceedance of the PM10 (particulates less than 10 micrometres in diameter) national objectives has been recorded in the AQMA. Similarly, 2.5 micron particulate ($PM_{2.5}$) monitoring shows that background levels well below EU limit levels. The report states that; '*there is a discernible downwards trend in NO2 and PM10 concentrations over time'.*

2.7 CWCC is pursuing a number of measures to deliver improvements in air quality through its Low Emissions Strategy (LES). These include a focus on modal shift to encourage low emissions/ sustainable transport, improving the provision of electric vehicle (EV) charging infrastructure and reducing emissions from public transport/ licences vehicles. The Council anticipates that the LES will deliver significant improvements in local air quality over time. The Council is also continuing with the introduction of 20mph speed zones (started in 2016) which can help reduce NOx and PM10 emissions.

[2] Cheshire West and Chester Council 2019 Air Quality Annual Status Report (June 2019); https://www.cheshirewestandchester.gov.uk/documents/pests-pollution-food-safety/pollution-and-air-quality/air-quality-review-and-assessment/reports/air-quality-annual-status-report-2019.pdf

Figure 2-1 Location of Frodsham AQMA



Summary of future baseline

2.8 Exceedance of national NO2 levels was observed at the AQMA in Frodsham in 2015. However, no exceedance has been recorded since 2015 and the latest ASR states that emissions are on a downward trend.

2.9 New employment and / or housing provision within the NDP area can potentially have adverse effects on air quality through increased traffic flows and associated vehicular pollutants such as NO2. In the absence of the NDP, the amount of growth anticipated is not expected to lead to significant changes to the baseline position.

2.10 CWCC's LES initiative along with improvements and growth in low emissions vehicles and EVs is likely to lead to a reduction in transport related emissions in the long term and could offset increases associated with traffic from new development.

2.11 The implementation of the CWCC Local Transport Plan (LTP) 2011-2026, which aims to reduce transport related emissions and encourage sustainable transport, is likely to lead to a reduction in transport related emissions.

Key issues

2.12 The key issues are as follows:

- There is one Air Quality Management Area within the NP. No exceedance of national emissions limits has been observed in this AQMA since 2015 and the emissions recorded are on a downward trend.
- Traffic and congestion have the potential to increase vehicular emissions and reduce air quality in the area though low emissions vehicles could offset this to an extent.

Scoping outcome

2.13 New development proposed within the FNP is likely to lead to increased vehicular traffic. Whilst no exceedance of monitored pollutants has been observed at the AMQA since 2015 and the levels are declining, the additional traffic generated by new development could adversely impact the air quality at the AQMA. The Plan can potentially contribute to air quality improvements. This is evident from the Plan aims and objectives seeking to achieve environmental improvements. Therefore, air quality has been **SCOPED IN** of the SEA.

What are the SEA objectives and appraisal questions for the Biodiversity SEA theme?

2.14 Considering the key issues discussed above it is proposed that the Sea should include the following objective:

Table 2-2 SEA Framework of objectives and assessment questions: Air quality

SEA Objective	Supporting Questions
Improve air quality within and surrounding the Neighbourhood Plan area and minimise all sources of environmental pollution	Will the option/proposal help to: • Promote and encourage more sustainable transport options? • Enable sustainable transport infrastructure enhancements? • Encourage development which reduces the need to travel outside of the Neighbourhood Plan area? • Locate and design development so that current and future residents will not regularly be exposed to poor air quality? • Implement measures (such as appropriate planting and provision of green infrastructure) which will help support good air quality in an around the Neighbourhood Plan area? • Ensure development connects to the existing road network, promoting ease of access and suitably mitigating any potential increases in local congestion?

3. Biodiversity

3.1 This theme focuses on nature conservation designations, habitats and species within and surrounding the FNP area.

Policy Context

3.2 Table 3-1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 3-1 Plans, policies and strategies reviewed in relation to biodiversity

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
The 25 Year Environment Plan The Environment Bill	2018	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf
The Cheshire region Biodiversity Action Plan (BAP)	2007	https://www.cheshirewildlifetrust.org.uk/sites/default/files/2018-06/BAP%20list%20-%20updated%20April%202011.pdf
North West Marine Plan	2021	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004490/FINAL_North_West_Marine_Plan__1_.pdf
The Mersey Forest Plan	2014	https://www.merseyforest.org.uk/The_Mersey_Forest_Plan_web_version_single_new.pdf
The CWCC Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
The CWCC Local Plan Part 2	2019	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/

3.3 The key messages emerging from the review are summarised below:

- The FNP will be required to be in general conformity with NPPF, which places significant emphasis on improving biodiversity and securing measurable net gains in development, alongside protection and conservation of designated
- sites and important species and habitats. This includes utilising a strategic approach to maintaining and enhancing networks of habitats and green infrastructure at the wider catchment or landscape scale. Support is given to establishing coherent ecological networks that are more resilient to current and future pressures, particularly in consideration of climate change.
- Over the past decade, policy (e.g. The Natural Environment White Paper and Biodiversity 2020) has demonstrated a move away from the traditional approach of protecting biodiversity, to a wider landscape approach to enhancing biodiversity, as part of the overall aims to halt biodiversity loss. The 25 Year Environment Plan places emphasis on improvements to the natural environment; identifying the need to “replenish depleted soil, plant

trees, support wetlands and peatlands, rid seas and rivers of rubbish, reduce greenhouse gas emissions, cleanse the air of pollutants, develop cleaner, sustainable energy and protect threatened species and habitats." Working at a landscape scale transformation is expected to connect habitats into larger corridors for wildlife.

- The emerging Environment Bill will provide further provisions in relation to biodiversity when granted royal assent. The Bill will set parameters for biodiversity gain as a condition of planning permission, as well as biodiversity gain site registers and biodiversity credits. The Bill identifies a general duty to conserve and enhance biodiversity, including through biodiversity reports and local nature recovery strategies. Local nature recovery strategies will identify biodiversity priorities for the strategy area as well as a local habitat map. Furthermore, habitat maps are expected to include recovery and enhancement areas which are or could become of importance for biodiversity.
- The Cheshire region Biodiversity Action Plan (BAP) offers a series of specific plans for each of the threatened species and/or habitats within the area with the intention to protect their levels within the Cheshire region.
- The FNP is required to be in conformity with the North West Marine Plan (NWMP). Of particular relevance are policies NW-BIO-1, NW-BIO-2. These support proposals that enhance the distribution of priority habitats and species and require potential adverse effects be avoided, minimised or mitigated. Proposals that cannot avoid, minimise and mitigate or, as a last resort compensate for, significant adverse impacts will not be supported. Policy NW-BIO-3 seeks to support proposals that conserve, restore or enhance coastal habitats requiring proposals to take account of the space needed for coastal habitats. Proposals are required to demonstrate that they will (in order of preference) avoid, minimise, mitigate or compensate for net habitat loss.
- The Mersey Forest covers more than 500 square miles in Merseyside and North Cheshire and was chosen as one of 12 areas of England to be the focus of a long-term tree planting programme to improve the local environment for the benefit of people, wildlife and the economy. Over nine million trees have been planted thus far (which absorbed over half a million tonnes of carbon dioxide) and created over 3,000 hectares of woodland. The Mersey Forest Plan is a long term strategic guide to the work of The Mersey Forest team and partners. It is accompanied by a Delivery Plan which sets out monitoring and shorter-term activities, covers a five year period and is reviewed annually.
- The FNP is required to be in general conformity with the Local Plan Parts 1 and 2. With respect to biodiversity; the CWCC LPP1 policy ENV4 (Biodiversity and geodiversity) and CWCC LPP2 policy DM44 (protecting and enhancing the natural environment) seek to safeguard and enhance biodiversity through identification and protection of sites of international, national, and local importance. The policies stipulate that development should not result in any net loss of natural assets and should seek to provide net gains. Where loss/damage to habitats is unavoidable because of exceptional overriding circumstances, mitigation and compensation would be required to ensure there is no net loss of environmental value. Development likely to have an impact on protected sites must be

accompanied by an Ecological Assessment that meets a set of criteria set out in the policy. CWCC LPP2 policy DM45 supports development that conserves, manages and enhances (where possible) existing trees, woodlands, orchards and hedgerows. Where this is demonstrated as being not possible proposals must include replacement trees, woodlands and hedgerows within the site or offsite (if not practicable) at a ratio of at least two new trees for each tree lost. Development affecting existing and new woodlands should support the aims and policies of the Mersey Forest Plan where relevant.

Baseline Summary

Summary of current baseline

3.4 Cheshire has a range of wildlife species and habitats[3]. A number of these are protected sites; the designation of which helps to preserve the biodiversity and the character of the areas. Nature designations within Frodsham are presented in the following table (Table 3-2) and illustrated in Figure 3-1.

Table 3-2 Nature Designations within Frodsham

Special Protection Areas (SPA)	Mersey Estuary SPA
Ramsar Sites	Mersey Estuary Ramsar
Sites of Special Scientific Interest (SSSI)	Mersey Estuary Beechmill Wood & Pasture Frodsham Railway and Road Cuttings Dunsdale Hollow
Local Wildlife Sites	Frodsham and Overton Wood East Clifton Tip Sutton Bridge lagoon Frodsham Marshes Hob Hey Wood
Community Forest	Mersey Forest

<u>International</u>

3.5 A major aim of the Birds Directive is to conserve the habitats of qualifying wild birds in order to ensure their survival and reproduction. The Special Areas of Protection Designation is a key mechanism in achieving this. The Mersey Estuary SPA provides important habitats such as intertidal mud and sandflats, areas of rocky shore and areas of saltmarsh. These habitats support

[3] These are considered in greater detail in the Habitats Regulations Assessment for the FNP (AECOM report Oct. 2021).

internationally important populations of Black-tailed godwit, Dunlin, Golden Plover, Pintail, Redshank, Shelduck, Teal and waterbird assemblage. The SPA overlaps the Mersey Estuary Ramsar and SSSI discussed below.

3.6 In addition to the SEA, the FNP has undergone a Habitats Regulations Assessment (HRA). Its objective is to identify if any particular site allocation proposed in the FNP has the potential to cause an adverse effect on the integrity of European designated sites (Special Areas of Conservation, SACs, Special Protection Areas, SPAs, and Ramsar sites designated under the Ramsar convention), either in isolation or in combination with other plans and projects, and to determine whether site-specific or policy mitigation measures are required. The HRA is a separate process from the SEA.

3.7 Ramsar sites are wetlands of international importance designated under the Ramsar Convention on Wetlands. It aims to protect and conserve rare wetland habitats for their importance in conserving biological diversity. The Mersey Estuary Ramsar, also a SSSI a SPA, is an internationally important site for wildfowl and consists of large areas of intertidal sand and mudflats. The site also includes an area of reclaimed marshland, salt-marshes, brackish marshes and boulder clay cliffs with freshwater seepages. The area includes important roosting sites for wildfowl and waders at high tide. Throughout the winter the estuary supports large numbers of wildfowl and waders. The birds feed on the rich invertebrate fauna of the intertidal sediments as well as plants and seeds from the salt-marsh and adjacent agricultural land. The estuary is also a valuable staging post for migrating birds in spring and autumn.[4]Good water quality and sediment quality are particularly important for this SSSI. The birds using the area as roosting and feeding grounds are vulnerable to disturbance from human activities such as bait digging, dog walking and wildfowling. Natural England's views about management (VAM) state that It is important to create space to enable landward roll-back to take place in response to sea-level rise, and to allow the system to be dynamic and retain the flexibility to respond to associated changes such as the movement of physical features within the system, e.g. migrating subtidal sandbanks. The habitats within this site are highly sensitive to inorganic fertilisers and pesticides.

National

3.8 There are over 4,100 Sites of Specific Scientific Importance (SSSI) in England, which cover around 8% of the country's land area. SSSIs are recognised as amongst the country's very best wildlife and geological sites. There are several, overlapping, SSSI designated sites within the NP area (Figures 3.1 and 3.2) including; the Mersey Estuary (discussed above), Beechmill Wood and Pasture, Frodsham Railway and Road Cuttings SSSI and Dunsdale Hollow SSSI.

[4] Natural England Designated Sites View available at https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1001398&SiteName=mersey&countyCode=&responsiblePerson=&unitId=&SeaArea=&IFCAArea=

3.9 The Beechmill Wood and Pasture SSSI covers an area of 6.2 ha at the eastern boundary of the NP area. Beechmill Wood is a small clough (steep valleys) woodland on the south side of the River Weaver. The mix of soil types and variation in drainage result in increased diversity adding to the wildlife value of the woodland. The main habitats are broadleaved, mixed and Yew woodland (lowland) and neutral grassland (lowland). Much of the woodland is dominated by ash and wych elm forming a nationally rare woodland type. The side valley running north-south is dominated by pedunculate oak and because ash is not present it is an uncommon woodland type in Cheshire cloughs[5]. The site also includes an unimproved field which is very rich with plant species and grasses. Natural England (NE) states that deer management and protection from rabbits and livestock is important here. Careful management of surface drainage is also essential to prevent adverse changes in plant species composition. All the habitats here are highly sensitive to inorganic fertilisers and pesticides. Access to site and recreational activities may also need to be controlled.

3.10 Frodsham Railway and Road Cuttings SSSI is a natural inland geological site comprising a sequence of sandstone exposures representing part of the Triassic Helsby Sandstone Formation. Sedimentary structures have been formed in large dome-shaped and transverse desert dunes. At Pinmill Brow the desert dunes are overlain by the Tarporley Siltstone Formation which had a very different origin, being laid down by either marine intertidal or fluvial deposition[6]. The VAM for this SSSI states that it is important to maintain the rock exposures free of vegetation. Threats include collection of geological specimens which needs to be carefully managed to ensure geological resource is conserved. Developments and tree planting that obscure rock exposures are considered main threats to such sites.

3.11 Dunsdale Hollow SSSI is on a steep north-west facing escarpment of Upper Mottled and Keuper Sandstone. It is an acidic lowland birch and sessile oak woodland[7]. This type of woodland is often found in the uplands but its occurrence in a lowland landscape is very unusual and it is found on only one other site in Cheshire on the Peckforton Hills. The ground flora which is composed of wavy hair-grass, broad buckler-fern, bluebell and bramble. On the steep banks of the sandstone outcrops there are good stands of great wood-rush, an uncommon plant in Cheshire. An open glade leading to the bottom of the slope is dominated by bracken. Threats to the status of the SSSI include unmanaged deer, rabbits and livestock, and invasive species.

[5] Natural England Designated Sites View at https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1001736&SiteName=beechmill&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
[6] Natural England Designated Sites View at https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1002577&SiteName=frodsham%20rail&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
[7] Natural England Designated Sites View at occurs on a steep north-west facing escarpment of Upper Mottled and

3.12 Natural England collects data on the condition of SSSIs and Table 3-3 below sets out the condition of the local SSSIs;

Table 3-3 SSSI Conditions[8]

SSSI Site	% area Favourable	% area Unfavourable Recovering	% area Unfavourable No change
Mersey Estuary	29.3%	26.4%	44.3%
Beechmill Wood and Pasture	69.2%	30.8%	0.0%
Frodsham Railway and Road Cuttings	100%	0.0%	0.0%
Dunsdale	100%	0.0%	0.0%

3.13 SSSI Impact Risk Zones, map zones around each SSSI according to the particular sensitivities of the features for which it is designated. They specify the types of development that have the potential to have adverse impacts at a given location. Natural England is a statutory consultee on development proposals that might impact on SSSIs. The majority of the NP area falls within SSSI Impact Risk Zones for the Mersey Estuary SSSI and the Beechmill Wood and Pasture SSSI (figure 3.1). Activities such as residential development (depending on scale and proximity to SSSI), infrastructure, commercial and industrial development and associated externalities such as waste and air pollution can potentially have detrimental impact on SSSIs.

Local

3.14 Local Wildlife Sites (LWS) are areas of land that are especially important for their wildlife. They provide corridors for wildlife, forming key components of ecological networks. The Wildlife Trusts work with local authorities, statutory agencies, landowners and other local partners to establish effective systems for identifying, managing and monitoring Local Wildlife Sites. Local Wildlife Sites are identified and selected locally using scientifically-determined criteria and ecological surveys. The CWCC website lists numerous local wildlife sites including five in the NDP area such as Frodsham and Overton Woods and Frodsham Marshes (table 3-1).

[8] Natural England (2021)

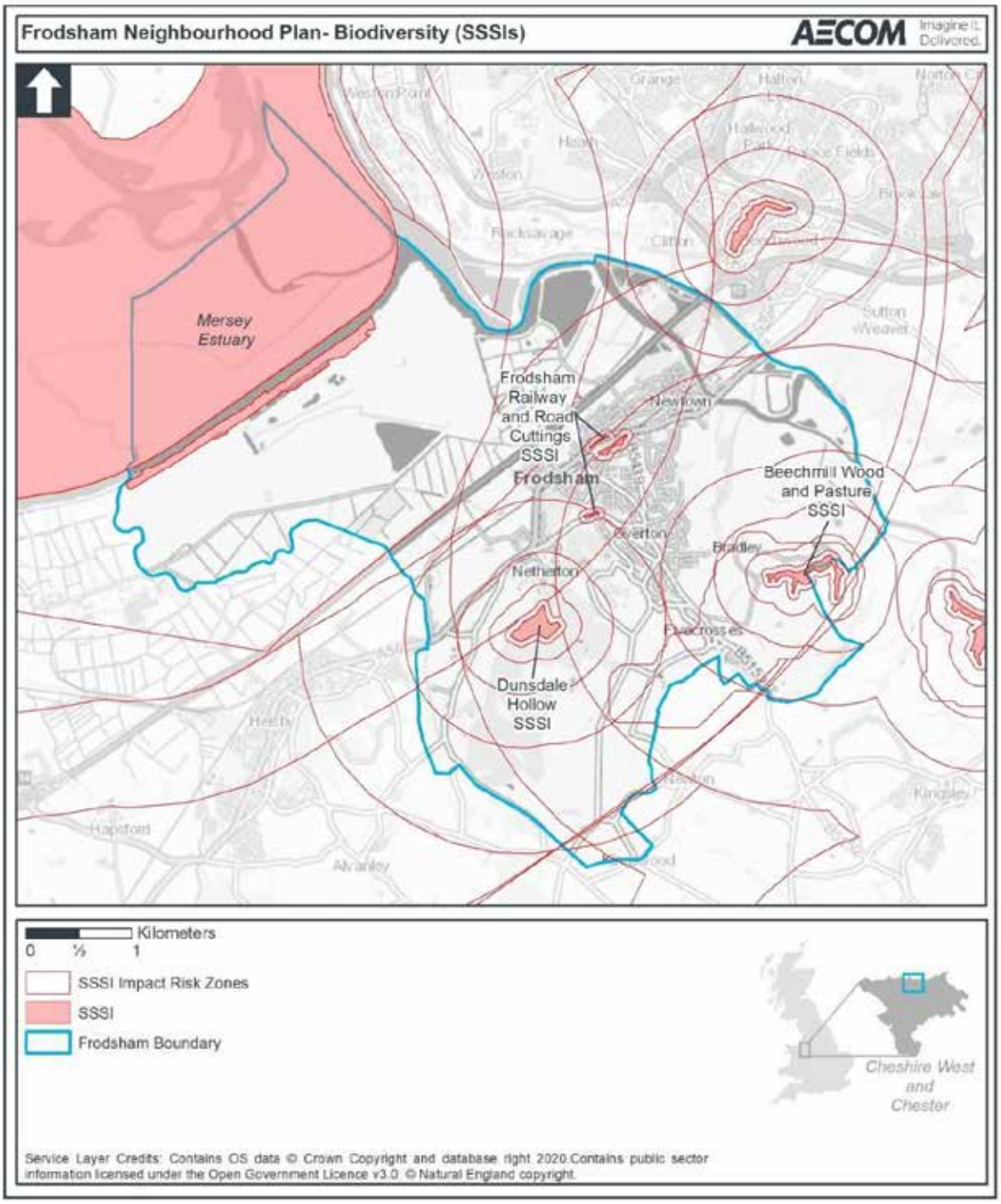
3.15 The Mersey Forest area overlaps the majority of the NDP area. In urban areas the Mersey Forest Plan aims to plant individual trees, groups of trees and small woodlands on appropriate and available urban areas, settlements and employment sites, such as school playing fields, open spaces, streets, highway verges, in the grounds of large institutions, derelict land, and development sites. The plan targets planting to meet identified green infrastructure needs.

3.16 Within Frodsham urban areas the indicative woodland cover target is 10% which compares to just 2% in 2012. In the west and north west of the NDP area; namely the areas comprising, drained marshes, mudflats and saltmarshes of Frodsham Marsh, no change in net woodland cover is required (2% in 2012) as woodland planting is deemed inappropriate here. It is important to maintain the open nature of these designated areas.

3.17 A target of 30% woodland cover is assigned to Frodsham Ancient Woodlands Forest Park (from 10% in 2012). The plan involves establishing a woodland framework around Frodsham and Helsby, linking to the Sandstone Ridge and long distance trail, and into the Weaver Valley (excluding the sandstone escarpment ridge line). A woodland buffer will be created on suitable land between the settlements and the motorway[9].

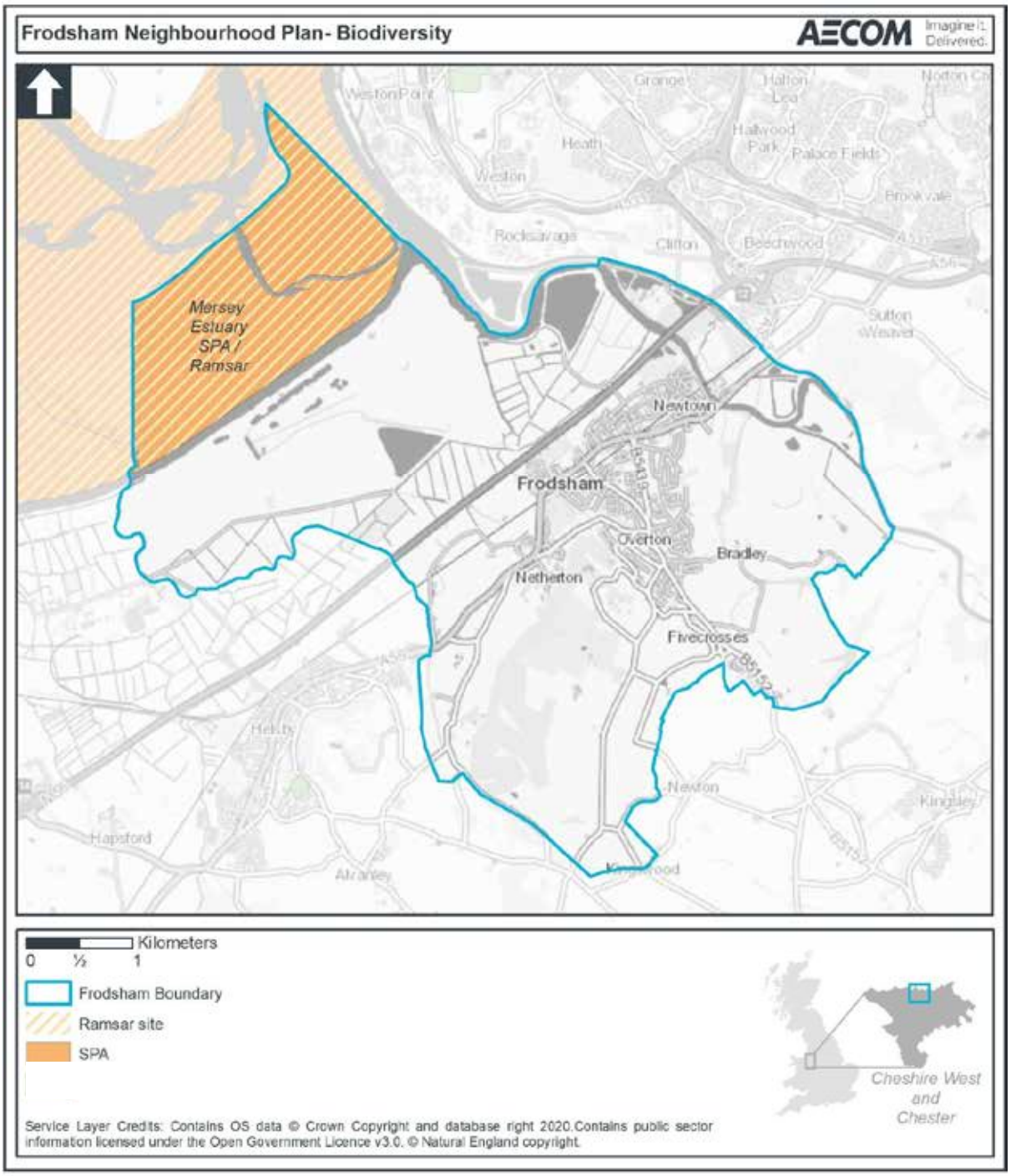
3.18 The FNP includes the intertidal area forming part of the Mersey Estuary which overlaps part of the North West Marine Plan area. The NWMP[10] sets out priorities and directions for future development within the plan area, informs sustainable use of marine resources and helps marine users understand the best locations for their activities, including where new developments may be appropriate. The plan also provides guidance on things to promote or avoid for some locations. The north west inshore marine plan area stretches from the Solway Firth border with Scotland and the River Dee border with Wales, taking in a total of approximately 4,900 square kilometres of sea. It includes: any area submerged at mean high water spring tide and the waters of any estuary, river or channel, so far as the tide flows at mean high water spring tide. The Plan areas are very busy, with a large variety of existing activities competing for limited space. There are low-lying coastlines and diverse marine environments that share the space with the numerous activities. The coastal area is home to a range of communities, with urban centres found in the southern part of the inshore marine plan area and predominantly rural communities to the north. The north west marine plan areas are of particular importance to several bird species, reflected in the number of statutory and non-statutory designated sites. Coastal areas are characterised by estuaries in the north and south with Morecambe Bay, the largest area of continuous intertidal mudflats and sandflats in the United Kingdom. The offshore marine plan area is characterised by muds, sands and gravels, which support a variety of benthic species and provide important spawning, nursery and feeding grounds for fish species. Marine plan areas are sensitive to recreational pressures and disturbance as well as water pollution from surface water runoff and wastewater.

Figure 3-1 Biodiversity Designations & IRZs in Frodsham



[9] Source: The Mersey Forest Plan at https://www.merseyforest.org.uk/about/plan/#policy
[10] Marin Management Organisation (Jan 2020) North West Inshore and North West Offshore Marine Plan Draft for consultation at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/857301/DRAFT_NW_Marine_Plan.pdf

Figure 3-2 Mersey Estuary SPA/ Ramsar



Future Baseline

3.19 A number of factors threaten protected and priority species and habitats within Frodsham. Notably recreational pressures, climate change, unsuitable land management and invasive species.

3.20 Development within the NDP area could encroach on certain habitats, threaten local species, and impact biodiversity networks in the absence of effective mitigation measures.

3.21 Increased development in the NDP area will place increased pressure on areas of biodiversity value and on marine plan areas due to land take for development and an increase in population. An increase in population is likely to lead to an increase in leisure and recreational pressure and increased demand for natural resources such as water. New development may lead to an increase in disturbance through human activity, loss of habitat, increased predation (e.g. from domestic pets), atmospheric, light, land and water pollution.

3.22 Habitats and species are likely to continue to be afforded protection through higher level planning policy (including LPP1 and LPP2) and whilst these areas face increasing pressures from future development, planning policy should safeguard the most valued areas and protect ecological networks.

Key headline issues

3.23 There are several sites of high biodiversity importance within the NDP area. These include the Mersey Estuary SPA/Ramsar/SSSI, the Beechmill wood and pasture, Frodsham Railway and Road Cuttings and Dunsdale Hollow SSSIs. The risk impact zones associated with these SSSIs extend and overlap with all of the NP area.

3.24 The Mersey Forest plan area covers the majority of the NDP area and aims to significantly increase woodland cover in the area.

3.25 The FNP overlaps part of the North West Marine Plan area. Development in the NDP area could place increased pressures on areas of biodiversity value due disturbance and polluted water runoff (or wastewater discharge)

Scoping outcome

3.26 The SEA topic 'Biodiversity' has been **SCOPED IN** to the SEA. There is potential for localised effects at sites that could be identified for development, as well as increased recreational pressure.

3.27 It will also be important to ensure that there are no significant adverse effects upon the North West Marine Plan areas and the numerous important biodiversity designated sites in the NDP area such as, the Mersey Estuary SPA/Ramsar/SSSI, the Beechmill wood and pasture, Frodsham Railway and Road Cuttings and Dunsdale Hollow SSSIs.

3.28 There may also be opportunities to enhance ecological networks and achieve net biodiversity gains through targeted local policies

What are the SEA objectives and appraisal questions for the Biodiversity SEA theme?

3.29 The SEA topic 'Biodiversity' has been scoped in to the SEA. Table 3-4 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 3-4 SEA Framework of objectives and assessment questions: Biodiversity

SEA Objective	Supporting Questions
Protect, maintain and enhance biodiversity habitats and species; achieving a net environmental gain and stronger ecological networks.	Will the option/proposal help to: • Support connections between habitats in the Plan area? • Avoid significant impacts on designated sites within the NP area including; the Mersey Estuary SPA/Ramsar/SSSI, Beechmill wood and pasture, Frodsham Railway and Road Cuttings and Dunsdale Hollow SSSIs? • Avoid significant impacts from air pollution, urban water drainage and surface water runoff, on the designated biodiversity sites and areas forming part of the North West Marine Plan. • Support continued improvements to the designated sites in the Neighbourhood Plan area? • Achieve a net gain in biodiversity? • Support access to, interpretation and understanding of biodiversity? • Increase the resilience of biodiversity in the Neighbourhood Plan area to the effects of climate change?

4. Climatic Factors (flood risk and climate change)

4.1 This theme focuses on activities contributing to climate change, climate change mitigation and adaptation to the effects of climate change including flood risk.

Policy Context

4.2 Table 4.1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 4-1 Plans, policies and strategies reviewed in relation to climate change

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
Clean Air Strategy	2019	https://www.gov.uk/government/publications/clean-air-strategy-2019
Clean Growth Strategy	2017	https://www.gov.uk/government/publications/clean-growth-strategy
The 25 Year Environment Plan	2018	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf
Decarbonising Transport: Setting the Challenge	2020	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/932122/decarbonising-transport-setting-the-challenge.pdf
UK (second) National Adaptation Programme 2018 to 2023	2018	https://www.gov.uk/government/publications/climate-change-second-national-adaptation-programme-2018-to-2023
Draft Flood Risk Management Plans	2021	https://consult.environment-agency.gov.uk/fcrm/flood-risk-management-plans-information-page/
North West Marine Plan	2021	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004490/FINAL_North_West_Marine_Plan__1_.pdf
CWCC 'climate emergency' declaration	2019	The Climate Emergency (cheshirewestandchester.gov.uk)
The CWCC Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
The CWCC Local Plan Part 2	2019	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/

4.3 The key messages emerging from the review are summarised below:

- The FNP is required to be in general conformity with the NPPF, which seeks proactive planning approach to both mitigate and adapt to climate change. Planning policies are expected to improve the resilience of communities and infrastructure to climate change impacts, avoid inappropriate development in the flood plain, and support the move to a low carbon economy. The NPPF recognises the potential for planning to shape places in ways that contribute to radical reductions in greenhouse gas emissions, and deliver long-term resilience; including through reuse, regeneration and conversion.

- The Clean Growth Strategy, Clean Air Strategy and the 25-year Environment Plan are a suite of documents which seek to progress the government's commitment under the UK Climate Change Act to becoming net zero by 2050. The documents set out detailed proposals on how the government will tackle all sources of air pollution, whilst maintaining an affordable energy supply and increasing economic growth. This parallels with the 25-year Environment Plan, which further seeks to manage land resources sustainably, recover and reinstate nature, protect soils and habitats, increase resource efficiency, improve water quality, and connect people with the environment. The documents also interlink with the government's commitment to decarbonising transport, a recognised challenge that needs more work in a timely manner if government are to achieve net zero targets. Furthermore, the decarbonisation plan recognises the twinned need to undertake action to adapt the transport sector and increase resilience to climate change risks; and this challenge is more directly addressed through the UK's National Adaptation Programme.

- The draft flood risk management plans (FRMPs) for England cover the period from 2021 – 2027. They include measures for the flood risk areas identified in 2017 for surface water flooding and in 2018 for main river and sea flooding. The EA worked with Lead Local Flood Authorities (LLFAs) and risk management authorities (RMAs) to produce the FRMPs which are undergoing public consultation at time of writing). These strategic plans focus on areas at nationally significant area of flood risk or FRAs. The FRMP will also contribute to the delivery of the National Flood and Coastal Erosion Risk Management Strategy for England (FCERM). The latter sets out a long term approach to resilience and adaptation.

- The FNP is required to comply with the requirements of the NWMP. Of particular relevance are policies NW-CC-1, NW-CC-2 and NW-CC-3. Policy NW-CC-1 supports proposals that conserve, restore or enhance habitats that provide flood defences or carbon capture. Proposals likely to have significant adverse impacts on such habitats must demonstrate that they will follow the mitigation hierarchy, otherwise they will not be supported. Policy NW-CC-2 requires proposals to demonstrate, for the lifetime of the projects, that they are resilient to the impacts of climate change. Policy NW-CC-3 stipulates that proposals likely to have significant adverse impacts on coastal change or on climate change adaptation, inside or outside of proposed project areas, should only be supported if they demonstrate that they will follow the mitigation hierarchy.

- CWCC declared a ‘climate emergency’ in May 2019 and has been engaging with a range of partners, climate experts, community groups to understand the challenges and opportunities the Climate Emergency presents for Borough. Two plans have been produced setting out these challenges and the actions that will be taken to achieve carbon neutrality in the borough. The first is the Climate Emergency Response Plan which focuses on the borough wide response to the climate crisis. The second is the Carbon Management Plan which sets out the actions the Council needs to take to be carbon neutral by 2030. The plan provides an overview of the Council's current position in relation to carbon emissions and outlines the targets to reduce emissions throughout Council services over the next ten years.

- The LLP1, policy ENV1, the LPP2 policies DM40 and DM41 address flood risk and water management. They seek to reduce flood risk by requiring ‘all development must follow the sequential approach to determining the suitability of land for development, directing new development to areas at the lowest risk of flooding and where necessary apply the exception test’. Developers will be required to demonstrate, provide a Flood Risk Assessment (FRA) at the planning application stage (where necessary). Development proposals are required not to increase flood risk on site or elsewhere. New development will be required to include or contribute to flood mitigation, compensation and/or protection measures, where necessary, to manage flood risk associated with or caused by the development. Sustainable Drainage Systems (SuDS) implementation would be required for new development (where feasible). The LPP1 policy ENV 3 ‘Green Infrastructure’ (GI) supports the creation, enhancement, protection and management of a network of high quality multi-functional Green Infrastructure. This will be achieved by incorporating new and/ or enhanced GI into development or contributing to its provision. The policy also supports Increased planting of trees and woodlands, particularly in urban areas and the urban fringe.

Baseline Summary

Summary of current baseline

Greenhouse gas emissions

4.4 The total per capita emissions figures for Cheshire West and Chester Borough (table 4.2) are double the corresponding figures for the North West region and England as a whole. The commercial and Industrial sector is the biggest contributor, making up nearly 60% of per capita emissions in the borough. This is largely due to emissions arising from the borough's industrial corridor situated to the north of Chester. This includes the Stanlow Oil Refinery (Ellesmere Port) which is the largest individual emitter.

4.5 The overall trend shows declining emissions with levels in 2018 around 40% down on 2005 levels. This is similar to the levels of reductions observed for the wider region and nationally.

4.6 The transport sector is the second largest contributor to per capita emissions in the borough, with levels around 47% higher than those observed for the North West region and England. Again, this is likely to be associated with the substantial industrial sector in the borough.

Table 4.2: Per capita local CO_2 emission estimates; industry, domestic and transport sectors (kt CO_2)[11]

	2005	2007	2009	2011	2013	2015	2017	2018
Cheshire West & Chester								
Industrial & Commercial	12.0	11.9	10.8	9.1	9.2	7.1	7.7	6.3
Domestic	2.6	2.5	2.3	2.1	2.2	1.7	1.6	1.6
Transport	3.1	3.1	2.9	2.9	2.8	2.9	2.8	2.8
Total per capita	**17.8**	**17.5**	**16.0**	**14.0**	**14.1**	**11.7**	**12.1**	**10.6**
North West								
Industrial & Commercial	3.9	3.7	3.1	2.9	2.9	2.3	2.0	1.9
Domestic	2.6	2.4	2.2	2.0	2.1	1.7	1.5	1.5
Transport	2.2	2.2	2.0	2.0	1.9	1.9	1.9	1.9
Total per capita	**8.7**	**8.3**	**7.3**	**6.8**	**6.9**	**5.9**	**5.4**	**5.3**
England								
Industrial & Commercial	3.79	3.61	2.96	2.73	2.80	2.27	1.85	1.80
Domestic	2.49	2.37	2.13	1.96	2.03	1.63	1.43	1.42
Transport	2.27	2.23	2.03	1.95	1.88	1.92	1.93	1.88
Total per capita	**8.49**	**8.14**	**7.04**	**6.55**	**6.62**	**5.72**	**5.12**	**5.00**

[11] National Statistics UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2018 https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2018

Effects of climate change and adaptation

4.7 Climate change projections for the United Kingdom published as part of the UKCP18[12] programme provide detailed probabilistic projections of climate change. Although there is uncertainty in climate change predictions; the projected general trend is a move towards warmer, wetter winters and hotter, drier summers. However, natural variations mean that some cold winters, some dry winters, some cool summers and some wet summers will still occur. The following changes are likely to have taken place by 2070s. The changes mentioned below relate to an area in central England based on the 10-90th percentile range (low to high emissions) of emission scenario[13]:

- In UKCP18, the probabilistic projections provide local low, central and high changes across the UK, corresponding to 10%, 50% and 90% probability levels. These local values can be averaged over the UK to give a range of average warming between the 10% and 90% probability levels. By 2070, in the high emission scenario, this range amounts to 0.7°C to 4.2°C in winter, and 0.9°C to 5.4°C, in summer. For precipitation, corresponding ranges of UK average changes are -1% to +35% for winter, and -47% to +2% for summer, where positive values indicate more precipitation and negative values indicate reduced precipitation (drier summers).
- Hot summers are predicted to become more common, with the probability of a hot summer rising from the current 20-25% to up to 50% by the middle of the century.

4.8 Based on the above; in the future Frodsham is likely to experience, a warmer climate, with drier summers and potentially wetter winters, which means that extreme events such as floods and droughts are likely to become less predictable and possibly more frequent.

Flood risk

4.9 A level 1 strategic flood assessment[14] was completed in 2016 for Cheshire West and Chester and looked at areas that would be at risk of pluvial flooding (surface water flooding), rivers/sea (fluvial/tidal), groundwater flooding, sewers and artificial sources such as such as reservoirs and canals. This helped to identify areas at particular risk of flooding in the borough.

[12] Further information on the UKCP18 programme is available from: https://www.metoffice.gov.uk/research/approach/collaboration/ukcp/index

[13] Projections from UKCP18 Climate Change Over Land, which correspond to two emissions scenarios (Low and High). The medium emissions scenario - describes a world that has rapid economic growth, quick spreading of new and efficient technologies, and a global population that reaches 9 billion mid-century and then gradually declines. It also relies on a balance between different energy sources. The high emissions Scenario is characterised by similar economic and population trends as the medium emission scenario but with more reliance on power generation from fossil fuels. The low emissions scenario represents a more integrated ecologically friendly world, characterised by clean and resource efficient technologies, and lower global greenhouse gas emissions.

[14] Cheshire West & Chester Strategic Flood Risk Assessment (SFRA) available at http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/ev_base/sfra2016

4.10 The assessment included potential development sites within the borough and made recommendations pertaining to their suitability. The assessment makes two broad sets of recommendations A,B,C and D.

4.11 Recommendation A 'Consider withdrawal of site' lists potential development sites with 10% or greater proportion of their area in Flood Zone 3b. Flood Zone 3b refers to areas of functional floodplain (excluding developed sites protected by flood defences) these are at greater risk of flooding with a flood risk frequency of 1 in 20 or 1 in 25 years. No Frodsham sites are included in the Recommendation A list.

4.12 Recommendation B 'Exception Test'; applies to sites where the exception test would be required[15]. Such sites would need a more in-depth assessment (level 2 SFRA). Developers (and LPA) are advised to try and avoid the risk areas were possible. Recommendation B applies to sites where 10% or more of the site is within flood Zone 3a. The following Recommendation B sites are within the NDP area;

Table 4-3 Recommendation B 'Exception Test' sites in the NDP area[16]

SFRA Level 1 Site Reference	Site description-Location
JBA1427	Chapelfields, Frodsham
JBA2097	Land to north of Sutton Causeway, south-west of Weaver Navigation, Frodsham
JBA2098	Land south-east of Sutton Causeway, north of Frodsham Bridge, Frodsham

[15] NPPF Para. 158/160; refers to a method used to demonstrate that flood risk to development will be managed satisfactorily allowing necessary development to proceed in situations where suitable sites at lower risk of flooding are not available.
[16] Source: Cheshire West and Chester Level 1 Strategic Flood Risk Assessment Final Report March 2016 available at http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/ev_base/sfra2016?tab=files

4.13 The SFRA also categorises some sites as Recommendation C 'Consider site layout and design'; it recommends that these should undergo a review of site layout and / or design at the development planning stage in order for development to proceed. A Level 2 SFRA or site-specific FRA would also be required. These sites contain less than 10% within flood Zone 3 (3a or 3b). This list includes one site within the NDP area namely, the Land east of Weaver Lane, Ship Street, Frodsham (SFRA reference JBA1570). The remaining sites that are within Flood Zone 2 or Flood Zone 1, are listed under Recommendation D 'Development permitted subject to FRA'. These are considered to be at lower risk of flooding and development could be permitted, provided a site-specific FRA shows they can be safe and the sites can be shown to be sequentially preferable.

4.14 Figure 4.1 indicates the location of flood risk zones 2 and 3 in Frodsham. There is a band of Flood Zone 3 along the length of the M56 running through the NDP area. There is also a Flood Zone 3 area along the coastal area north west of the NDP area and the River Weaver.

Climate change adaptation

4.15 There is no baseline information or data relating specifically to climate change adaptation. However, there is a range of green infrastructure that will benefit communities in terms of flood risk, hotter summers and wetter winters. The borough includes international and national, natural environmental designated sites, marshes and forests. The Cheshire green belt covers 42% of the borough's land area. The borough also benefits from blue infrastructure, such as rivers, other water bodies and the sea.

4.16 CWCC's open space study (2016-2030) assessed the existing provision of open space within the borough. The assessment states that Frodsham has a total provision of around 122 ha of open space which includes; allotments, amenity green space, parks, recreation grounds, play space, natural green space, education, churchyards and cemeteries (Table 4.3). The assessment developed an open space standard against which it assessed provision in Frodsham. The study concluded that there is an undersupply of all types of open space in Frodsham with the exception of parks and recreation grounds. The total shortfall for each types of open space is reproduced in Table 4.4 below.

Table 4-4 Open space provision in Frodsham[17]

Type	Existing Provision
Allotments	1.23
Amenity Green Space	3.44
Park and Recreation Ground	12.44
Play Space (children)	0.39
Play Space (youth)	0.14
Natural Green Space	98.83

Table 4-5 Open space shortfall in Frodsham

Type	Shortfall (Ha)
Allotments	-0.13
Amenity Green Space	-2.01
Play Space (children)	-0.06
Play Space (youth)	-0.13
Total shortfall	-2.33 Ha

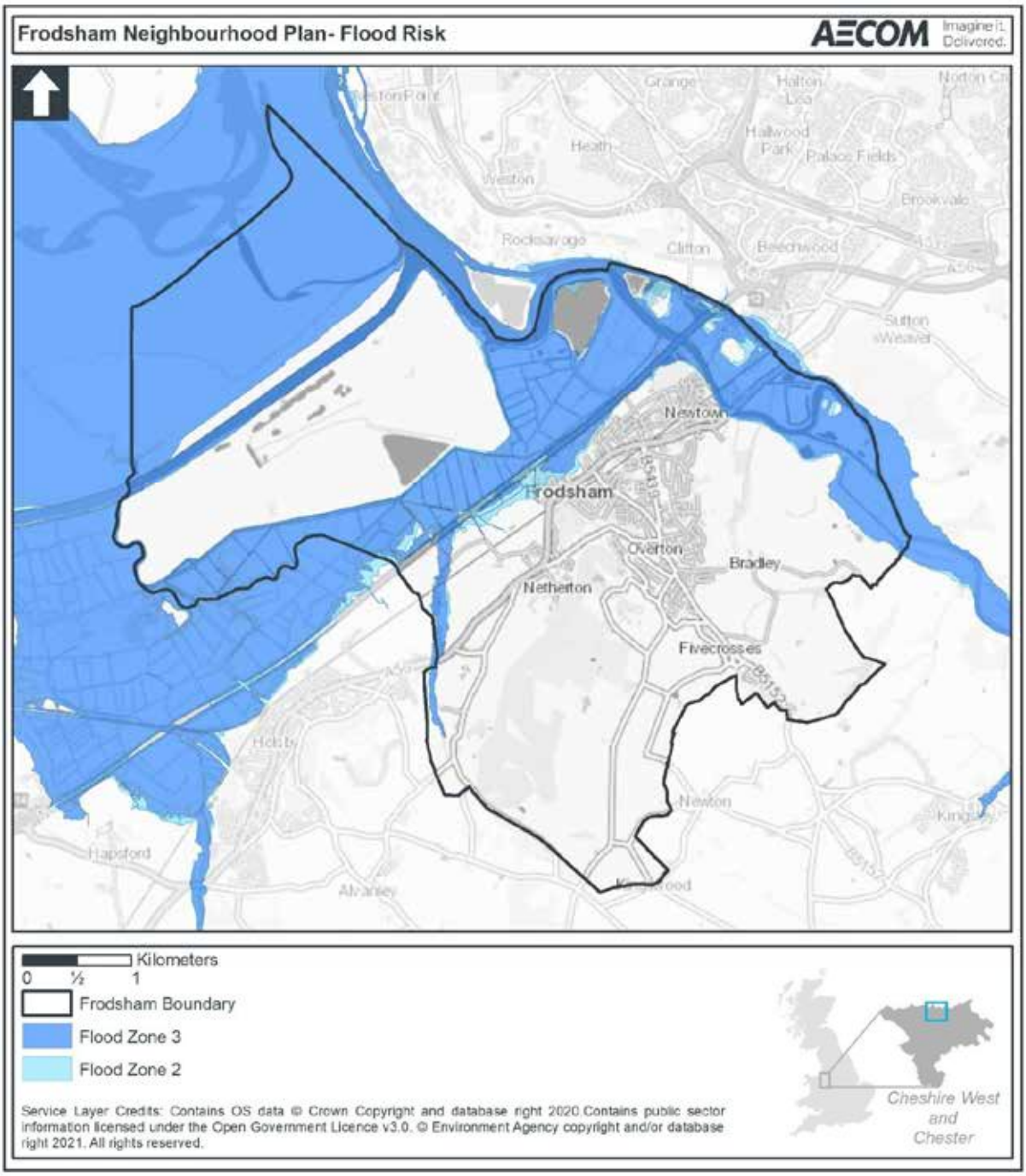
4.17 The CWCC Open Space Study also assessed accessibility of the existing open space within the borough. The findings for Frodsham are reproduced in table 4-6.

[17] Source: Cheshire West and Chester Open Space Study 2016-2030 available at https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/ev_base/oss_pps?tab=files

Table 4-6 Summary of open space access issues

Type	Current Access
Allotments	Small gaps are present within the south of Frodsham.
Amenity Green Space	Access generally good with a small gap in the south and west.
Parks and Recreation Grounds	Access good throughout Frodsham.
Play Space (Children)	Thin strip with no access to provision within the north east and south.
Play Space (Youth)	No access to Play spaces (Youth) along the east of Frodsham.
Natural Green Space	Access is generally good.
Natural Greenspace, green corridors and Rights of Way	Frodsham has a good network of ROW, linking with natural space.

Figure 4-1 Fluvial Flood Risk in the NDP area



Summary of future baseline

4.18 There is potential for climate change to increase the occurrence of extreme weather events in the NDP area. Such weather events are likely to increase the risks associated with climate change (including fluvial flooding) with an increased need for resilience and adaptation.

4.19 In terms of climate change, GHG emissions could decrease through the adoption of energy efficient measures and cleaner energy (especially in Industry and transport sectors, key contributors in the NDP area). However, increases in population could counteract this.

4.20 Flood risk at any specific location may be influenced by local factors such as existing formal or informal flood defences and the capacity of existing drainage systems or road/rail culverts. The adoption of sustainable urban drainage systems (SuDs) and introduction of Green Infrastructure within development schemes may reduce the speed of surface water run-off and have positive effects in terms of mitigating flood risk.

4.21 Development in any instance has the potential to exacerbate flood risk within and in the vicinity of the NDP area by increasing the volume of surface water run-off, or by introducing areas of hard standing which could increase the speed of surface water run-off. The risk would be greatest if development were to take place in proximity of Flood Zone 2 or Flood Zone 3 areas.

4.22 In the absence of the Plan, there will still be a need to satisfy policy measures relating to flood management.

Key headline issues

4.23 The key issues are as follows:

- Average per capita CO2 emissions are substantially higher in the borough compared to the rest of the North West and England.
- Total greenhouse gas emissions are on a downward trend.
- The NDP area falls predominantly within Flood Zone 1, although there are stretches of Flood Zone 2 and 3 running along the Mersey Estuary, the River Weaver and a band along the M56.
- There is potential for surface water flooding to occur across the NDP area, although areas susceptible to this are scattered amongst areas with lower risk of fluvial flooding.
- The likelihood of flooding from fluvial and non-fluvial sources could be exacerbated by development in the NDP area. However, opportunities for mitigation exist in sustainable design and Sustainable Urban Drainage.

Scoping outcome

4.24 With regards to climate change mitigation, the Plan is unlikely to have a significant effect on carbon emissions. It is limited in the ability to implement higher standards of energy efficiency, and there are no plans in the scope of the Plan to identify areas of potential for renewable energy schemes. The scale of growth will not lead to significant emissions beyond what might be otherwise experienced in the absence of the Plan (likewise, any reduction is not likely to be significant). Therefore, this factor has been **SCOPED OUT** of the SEA process.

4.25 Resilience to climate change and flood risk has been **SCOPED IN** to the SEA. There is the potential to explore how resilience to climate change can be enhanced as well as contributing towards flood risk mitigation. Flood risk could also be an important factor in terms of the site selection process.

What are the SEA objectives and appraisal questions for the Climatic Factors SEA theme?

4.26 The SEA topic 'Climatic Factors' has been scoped in to the SEA, with a focus on resilience and adaptation. Table 4-7 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 4-7: SEA Framework of objectives and assessment questions: Climatic Factors

SEA Objective	Supporting Questions
Avoid and manage flood risk and support the resilience of the Frodsham Neighbourhood Plan area to the potential effects of climate change.	Will the option/proposal help to: • Improve green infrastructure networks in the plan area to support adaptation to the potential effects of climate change? • Ensure flood risk and erosion is not increased and where possible reduced • Sustainably manage surface water run-off, ensuring that the risk of flooding is not increased (either within the plan area or downstream) and where possible reduce flood risk? • Ensure the potential risks associated with climate change are considered through new development in the plan area? • Avoid placing development in areas that are at the greatest risk of flooding?

5. Historic Environment

5.1 This theme focuses on designated and non-designated heritage assets (including archaeology) and their setting.

Policy Context

5.2 Table 5-1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 5-1 Plans, policies and strategies reviewed in relation to the historic environment

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
The 25 Year Environment Plan	2018	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf
The National Design Guide	2019	https://www.gov.uk/government/publications/national-design-guide
Historic England Advice Note 1: Conservation Area Appraisal, Designation and Management	2019	https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/
Historic England Advice Note 3: The Setting of Heritage Assets	2017	https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/
Historic England Advice Note 8: Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)	2016	https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/
Historic England Advice Note 11: Neighbourhood Planning and the Historic Environment	2018	https://historicengland.org.uk/images-books/publications/neighbourhood-planning-and-the-historic-environment/
North West Marine Plan	2021	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004490/FINAL_North_West_Marine_Plan__1_.pdf
The CWCC Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
The CWCC Local Plan Part 2	2019	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/

5.3 The key messages emerging from the review are summarised below:

- The key high-level principles for the conservation and enhancement of the historic environment are as follows:
  - Heritage assets should be recognised as an 'irreplaceable resource' that should be conserved in a 'manner appropriate to their significance', taking account of the wider social, cultural, economic and environmental benefits of conservation.
  - The importance of protecting the historic environment, in order to maximise the economic and social impact of heritage and to ensure that everyone can enjoy and benefit from it.
  - The significance of places is the key element which underpins the conservation and enhancement of the historic environment. Significance is a collective term for the sum of all the heritage values attached to a place, be it a building an archaeological site or a larger historic area such as a whole village or landscape.
  - With regards to Conservation Areas (CA); recognising the value of implementing controls through the appraisal and/or management plans which positively contribute to the significance and value of CAs.
- The FNP will be required to be in general conformity with the NPPF, which ultimately seeks to conserve and enhance historic environment assets in a manner appropriate to their significance. The NPPF seeks planning policies and decisions which are sympathetic to local character and history without preventing or discouraging appropriate innovation. Planning Practice Guidance expands on the NPPF recognising the proactive rather than passive nature of conservation.
- The Historic environment plays an important role; contributing to healthy and thriving ecosystems, landscapes and cultural values, including settlement identity, is reiterated through the key messages of the 25 Year Environment Plan and National Design Guide.
- Historic England's Advice Notes provide further guidance in relation to the conservation and enhancement of the historic environment. Of particular relevance for the FNP is the emphasis on the importance of:
  - Understanding the different types of special architectural and historic interest which underpin designations, as well as how settings and / or views contribute to the significance of heritage assets;
  - Recognising the value of implementing controls through neighbourhood plans, conservation area appraisals and management plans; and
  - Appropriate evidence gathering, including clearly identifying those issues that threaten an area or assets character or appearance and that merit the introduction of management measures.
- The FNP is required to conform with the NWMP and policy NW-HER-1 is of particular relevance here as it seeks to conserve and enhance marine and coastal heritage assets. Proposals that may cause harm to the significance of heritage assets must demonstrate that they will follow the mitigation

hierarchy. Where it is not possible to mitigate then public benefits for proceeding with the proposal must outweigh the harm to the significance of the heritage assets.

- The FNP will also be required to be in general conformity with the Local Plans covering the FNP area which contain policies directly relating to the historic environment. The LPP1 policy ENV5 seeks to protect heritage assets requiring that development safeguard and enhance designated and on-designated heritasge assets and their settings. Development would be required to positively respond to such assets and their settings, avoiding loss or harm to their significance. The policy also supports the viable re-use of hertigae-at-risk assets.
- In addition to conserving the historic environment, the FNP should seek to identify opportunities to enhance the fabric and setting of the historic environment. It should also seek to rejuvenate features and areas which are at risk of neglect and decay. Development likley to have significant, unavoidable, adverse impacts will not be permitted. The policy is further reinforced by LPP2 policy DM46 which pertains to the protection of Conservation Areas.

Baseline Summary

Summary of current baseline

Designated Heritage Assets

5.4 The NDP area contains a Conservation Area (CA) and numerous heritage assets (see figure 5-1) including 62 listed buildings, a registered Park and Gardens and a Scheduled Monument (Table 5-1). These heritage assets have been designated by Historic England as being of special interest by way of their historic and architectural value. However, there are likely to be numerous other, non-designated buildings or features, within the area that have local historic or architectural merit.

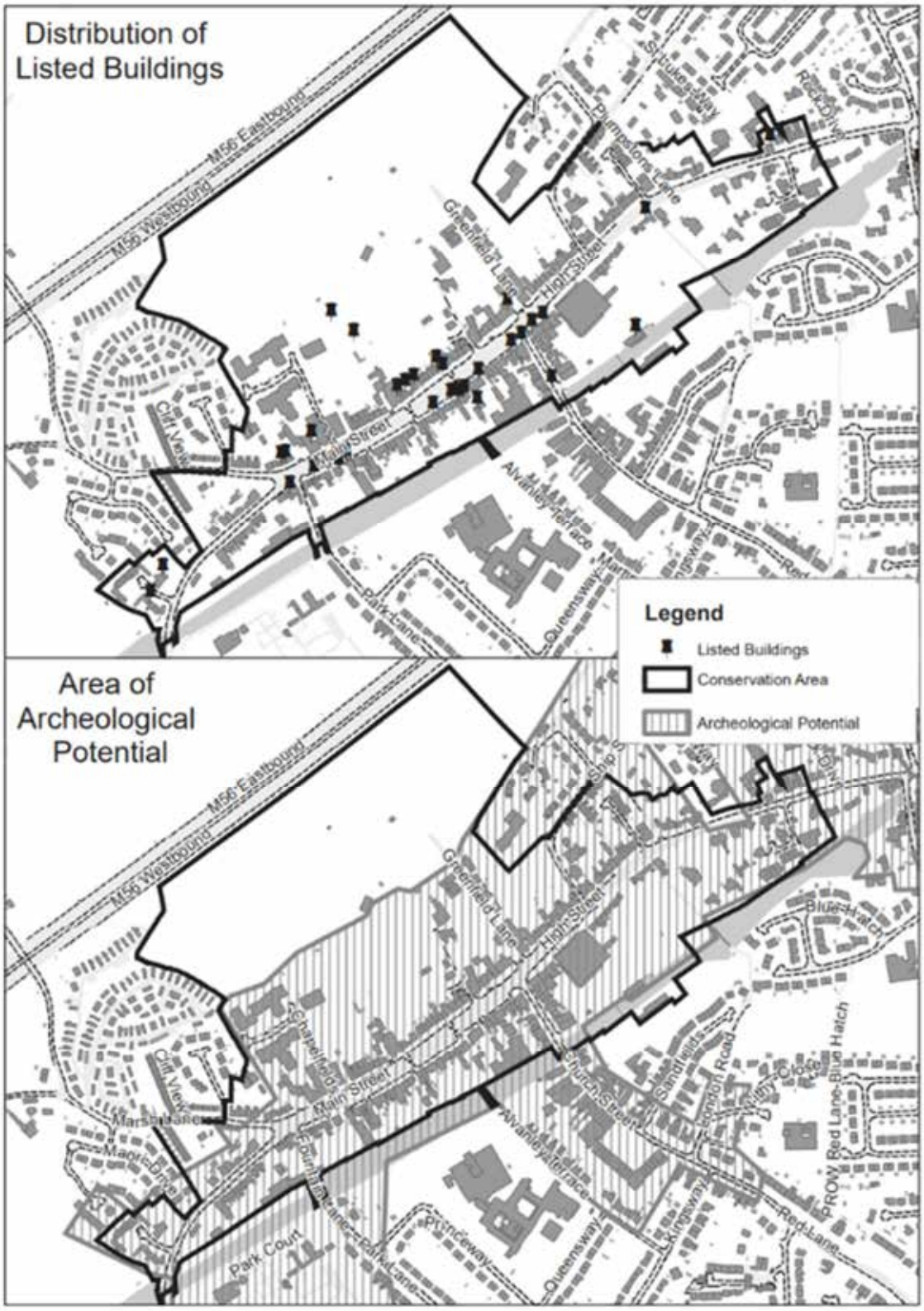
5.5 Frodsham (Town) Conservation Area sits astride a long established highway (figure 5-1). The part of the town that forms this conservation area is constrained between more recent parallel-aligned transport links, a railway and a motorway. It is essentially linear in urban form and character. Properties survive from the medieval period. Timber-framed and thatched cottages sit next to red brick and slate dwellings and more substantial and formal Georgian, Victorian and Edwardian structures. There are numerous listed and locally important buildings, including some unique structures[18]. The CA area appraisal notes there has seen some inappropriate alterations (e.g. shop fronts and fascias). Threats to the CA character include disrepair and residential development of contrasting, often inappropriate, design and scale. Examples include; inappropriate materials such uPVC windows and doors. Through traffic, background noise from the M56 and parking on the main street are cited as creating further adverse impacts such as hazard, noise and smell.

5.6 Scheduled Monuments are nationally important archaeological sites. Permission to alter scheduled monuments is required from the Secretary of State. The NP area has one Scheduled Monument in the form of a Hillfort on the crest of the sandstone ridge at Woodhouse Hill. The fort is one of a number of hillforts on the sandstone outcrop which bisects the county from the Mersey estuary to the Welsh border near Wrexham.[19]

[18] Source: Frodsham (Town) Conservation Area Appraisal (August 2006) available at https://www.cheshirewestandchester.gov.uk/documents/planning-and-building-consultancy/total-environment/conservation-and-design/conservation-area-appraisals/Frodsham(Town)conservationareaappraisal_part1.pdf

[19] Heritage Gateway, List Entry Summary available at https://www.heritagegateway.org.uk/Gateway/Results_Single.aspx?uid=1013297&resourceID=5

Figure 5-1 Frodsham Conservation Area



Source: Frodsham (Town) Conservation Area Appraisal

Table 5-2 Frodsham Heritage Assets

Designations	
Grade I	1
Grade II*	1
Grade II	62
Scheduled Monuments	1 (hillfort, woodhouse hill)
Registered Parks and Gardens	1 (Castle Park)

Heritage at Risk

5.7 Since 2008, Historic England has released an annual Heritage at Risk Register. The Heritage at Risk Register highlights some of the Grade I, Grade II (within London) and Grade II* listed buildings, scheduled monuments, conservation areas, wreck sites and registered parks and gardens in England deemed to be 'at risk'. There are currently no heritage at risk entries on the Register for Frodsham.

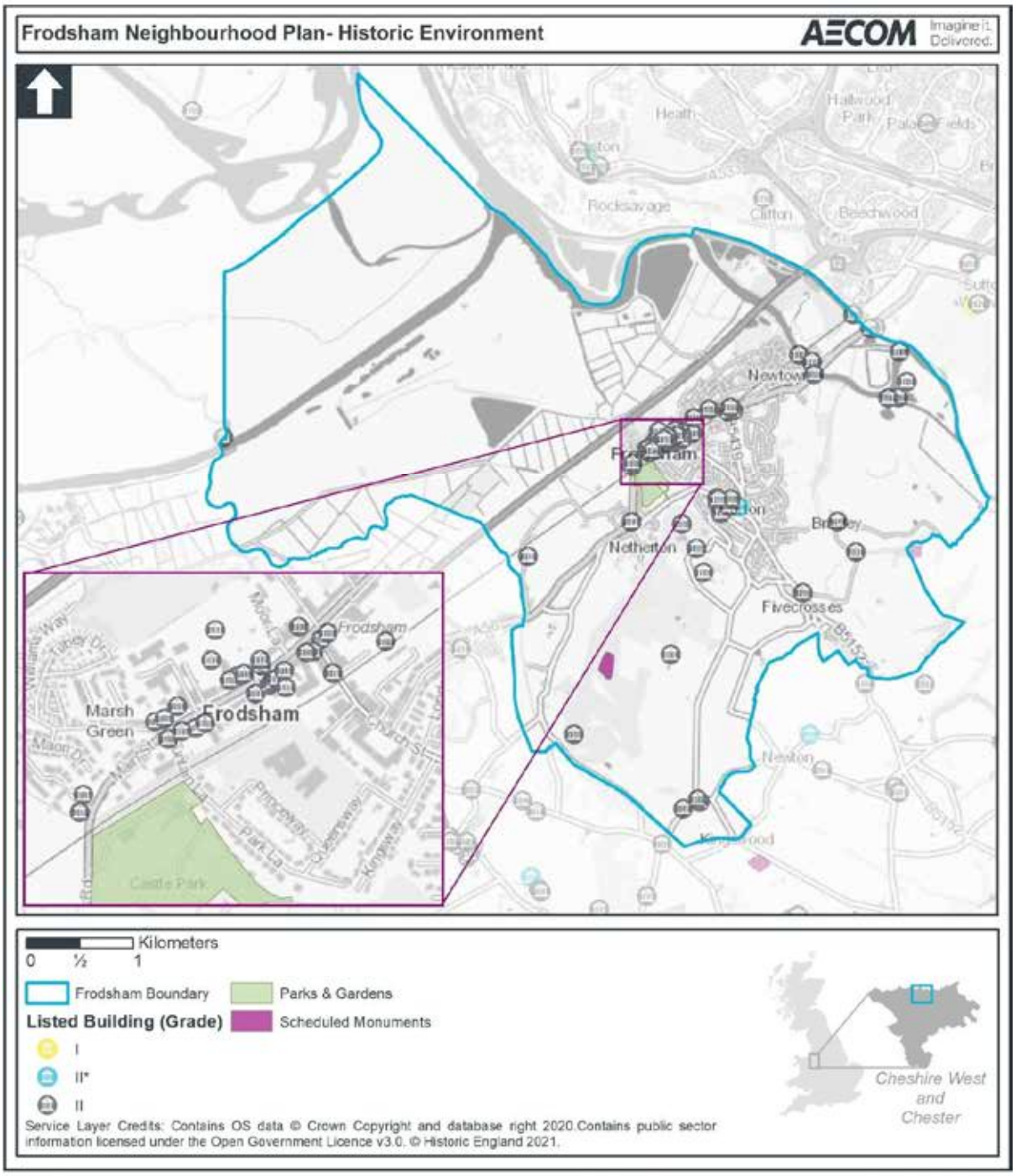
Locally important features

5.8 In addition to designated heritage assets, the NP area is likely to contain many non-designated buildings and sites that contribute to the historic environment. The Cheshire Historic Environment Record (HER) currently lists 93 entries for Frodsham. These are mainly buildings But also include other assets of historic interest such as, an Anti-Aircraft Battery (at Overton), boundary stones, wells, Radio Station (Frodsham Hill), Fish Ponds, Mills etc.

5.9 There are around 400[20] sites of archaeological interest within the NDP area. The majority being Medieval, Roman, Bronze Age, Neolithic and Anglo-Saxon.

[20] ARCHI UK https://www.archiuk.com/cgi-bin/archi_new_search_engine.pl?search_location=SJ%2052%2077&search_type=archi_town_search&pwd=freesearch@freesearch.com&TownName=FRODSHAM&county=Cheshire&search_range=10000&period=&font_size=&placename=Frodsham&info2search4=archi_town_search&keywords=

Figure 5-2 Heritage designations in Frodsham



Summary of future baseline

5.10 The numerous heritage assets in the NP area render the area sensitive to change. Heritage assets are significant not only due to their physical presence but also due to their setting. The NPPF defines setting as "the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral." Setting includes, for example, key views of the asset in its wider context. Development pressures and poor management of heritage assets may lead to the gradual degradation and erosion of the historic environment in the FNP area.

5.11 Development in the NDP area has the potential to impact on the fabric and setting of heritage assets and upon the character of the townscape. This may lead to negative effects, such as the delivery of unsympathetic design and material use. Conversely, it could lead to positive effects through redevelopment of derelict and underused land and buildings. In the absence of a plan, there is less strategic direction for Frodsham though; meaning that negative effects may be more likely to occur.

5.12 It should be noted that historic environment designations and the historic environment related policies within the Local Plan (Parts 1 and 2) would offer a degree of protection to heritage assets and their settings regardless.

Key headline issues

5.13 The key issues are as follows:

- The NDP area contains numerous heritage assets including a Scheduled Monument, Listed Buildings and a registered Park and Gardens, which could be affected by policies and proposals within the plan (either positively or negatively). Furthermore, there are numerous non-designated heritage assets in the NP area which are particularly vulnerable to change, and these must be similarly protected by assessing the impacts of policies / proposals on their significance and contribution to the historic environment. Assessment of the significance of affected heritage assets (a statement of heritage significance) must stem from the interest(s) of the heritage asset (archaeological, architectural, artistic or historic)[21].

[21] Historic England Advice Note 12 "Statements of Heritage Significance: "Analysing Significance in Heritage Assets"

Scoping outcome

5.14 Historic Environment has been **SCOPED IN** to the SEA as there is potential for significant effects upon heritage assets and their settings. It is also important to ensure that the wider character of the built and natural environment is protected and enhanced.

What are the SEA objectives and appraisal questions for the Historic Environment SEA theme?

5.15 The SEA topic 'Historic Environment' has been scoped in to the SEA. Table 5-3 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 5-3 SEA Framework of objectives and assessment questions: Historic Environment

SEA Objective	Supporting Questions
Protect, enhance and manage the integrity, distinctive character and setting of heritage assets and the wider historic environment.	Will the option/proposal help to: • Conserve, better reveal the significance, and enhance heritage assets, their setting and the wider historic environment? • Contribute to better management of heritage assets? • Identify and protect / enhance features of local importance? • Support access to, interpretation and understanding of the historic environment? • Consider the impact on setting in a manner proportionate to the significance of the heritage asset affected. • Promote heritage-led regeneration?' • Lead to the repair and adaptive re-use of a heritage asset and encourage high quality design?

6. Landscape

6.1 This theme focuses on designated and protected landscapes within or near to the FNP area, as well as landscape character, landscape quality and visual amenity.

Policy Context

6.2 Table 6-1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 6-1: Plans, policies and strategies reviewed in relation to landscape

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
The 25 Year Environment Plan	2018	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf
The National Design Guide	2019	https://www.gov.uk/government/publications/national-design-guide
Cheshire West and Chester Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
Cheshire West and Chester Local Plan Part 2	2019	https://inside.cheshirewestandchester.gov.uk/policies_plans_and_strategies/planning_policy/local_plan/local_plan__part_two
Frodsham Design Code	2019	AECOM report commissioned by the FNP Steering Group

6.3 The key messages emerging from the review are summarised below:

- The FNP will be required to be in general conformity with the NPPF which gives great weight to FNP conserving and enhancing protected landscapes, as well as landscape character and scenic beauty. The NPPF recognises the role of green infrastructure in landscape settings, as well as the importance of designated biodiversity sites, habitats, woodland, historic features, agricultural land and cultural landscapes. The positive contribution that land remediation can make in terms of addressing despoiled, degraded, derelict, contaminated and unstable land is also recognised.
- The 25-year Environment Plan and National Design Guide complement each other with their aims for a cleaner, greener country which puts the environment first and celebrates the variety of natural landscapes and

habitats. Design is focused on beautiful, enduring and successful places, which respond to local character and provide a network of high quality green open spaces.

- The FNP will also be required to be in general conformity with the Local Plan policies covering the FNP area. The CWCC LPP2 policy ENV2 (Landscape) seeks to protect and enhance landscape character and local distrinctivness by identifying key gaps in LP land allocations and between settlements in the greenbelt and protecting these by maintaining their character, supporting designation of Local Green Space and protecting the borough's estuaries and undeveloped coast. Policy DM49 (Registered parks and gardens) seeks to protect landscapes registered as Historic Parks and Gardens by ensuring great weight is given to the assets' conservation and significance.

- The FNP Steering group commissioned AECOM to produce a Design Code for Frodsham with the aim of providing design principles and codes for all development in Frodsham Parish, which can be applied to potential development sites. A series of design codes have bene produced to provide guidance for developments in Frodsham. Of particular relevance to landscape and townscape are:

    - Key Views and Vistas (KVV) requires development to be planned to respond to existing view corridors and reinforce views of existing landmarks. The spacing of development should allow for long distance views of Frodsham Hill or open countryside. Key vistas should be protected by controlling development densities and building heights, particularly when in the sight lines of local landmarks.

    - Environmental Designations (GI-ED) includes the requirement that development enhance biodiversity and geodiversity wherever possible. This will involve restoring and increasing the total area of natural habitats and landscape features.

    - Open Space (GI-OS) requires residential development to provide appropriate quantity and quality of outdoor private amenity space. Development adjoining public open spaces should enhance the character of the space helping create a sense of place.

    - Woodland, Tress and Hedgerows (GI-WTH) requires schemes to replace trees, hedgerows and woodland lost through new development. The spacing of development should reflect the rural character and allow for long distance views of the countryside from the public realm. Trees and landscaping should be incorporated in the design. Within the countryside, frontage areas should preserve the rural character of the roads by retaining grass verges, hedgerows and trees.

Baseline Summary

Summary of current baseline

6.4 National Character Areas (NCAs) are areas that share similar landscape characteristics, and which follow natural lines in the landscape rather than administrative boundaries, making them a good decision making framework for the natural environment. In this regard, the Frodsham Neighbourhood Plan area falls within two NCAS: the ‘’Mersey Valley’ NCA and the ‘Cheshire Sandstone Ridge’ NCA (Figure 6-1).

6.5 The Mersey Valley NCA consists of a wide, low-lying river valley landscape focusing on the River Mersey, its estuary, associated tributaries and waterways. Farmland in the north of the Mersey Valley NCA is predominantly arable, while in the south there is a mix of arable and pasture. Urban and industrial developments line the banks of the River Mersey. Industrial infrastructure is often prominent, with large-scale, highly visible development including chemical works and oil refineries.[22]

6.6 A number of Statements of Environmental Opportunity (SEOs) have been prepared for the Mersey Valley NCA which highlight areas that could be enhanced and/or protected by development brought through the Plan. These are detailed below:

- SEO 1: Conserve and enhance the Mersey Valley’s rivers, tributaries and estuary, improving the ability of the fluvial and estuarine systems to adapt to climate change and mitigate flood risk while also enhancing habitats for wildlife and for people’s enjoyment of the landscape.
- SEO 2: Promote the Mersey Valley’s historic environment and landscape character and positively integrate the environmental resource with industry and development, providing greenspace within existing and new development, to further the benefits provided by a healthy natural environment, as a framework for habitat restoration and for public amenity.
- SEO 3: Manage the arable and mixed farmland along the broad linear Mersey Valley, and create semi-natural habitats, woodlands and ecological networks, to protect soils and water, enhance biodiversity, increase connectivity and improve the character of the landscape, while enabling sustainable food production.
- SEO 4: Manage and enhance the mossland landscape in the east, safeguarding wetlands including the internationally important lowland raised bogs, to conserve peat soils, protect and enhance biodiversity, conserve archaeological deposits, contribute to landscape character and store carbon.

[22] Natural England (2013): ’60 Mersley Valley’ [online] available at: http://publications.naturalengland.org.uk/publication/6387892108656640?category=587130

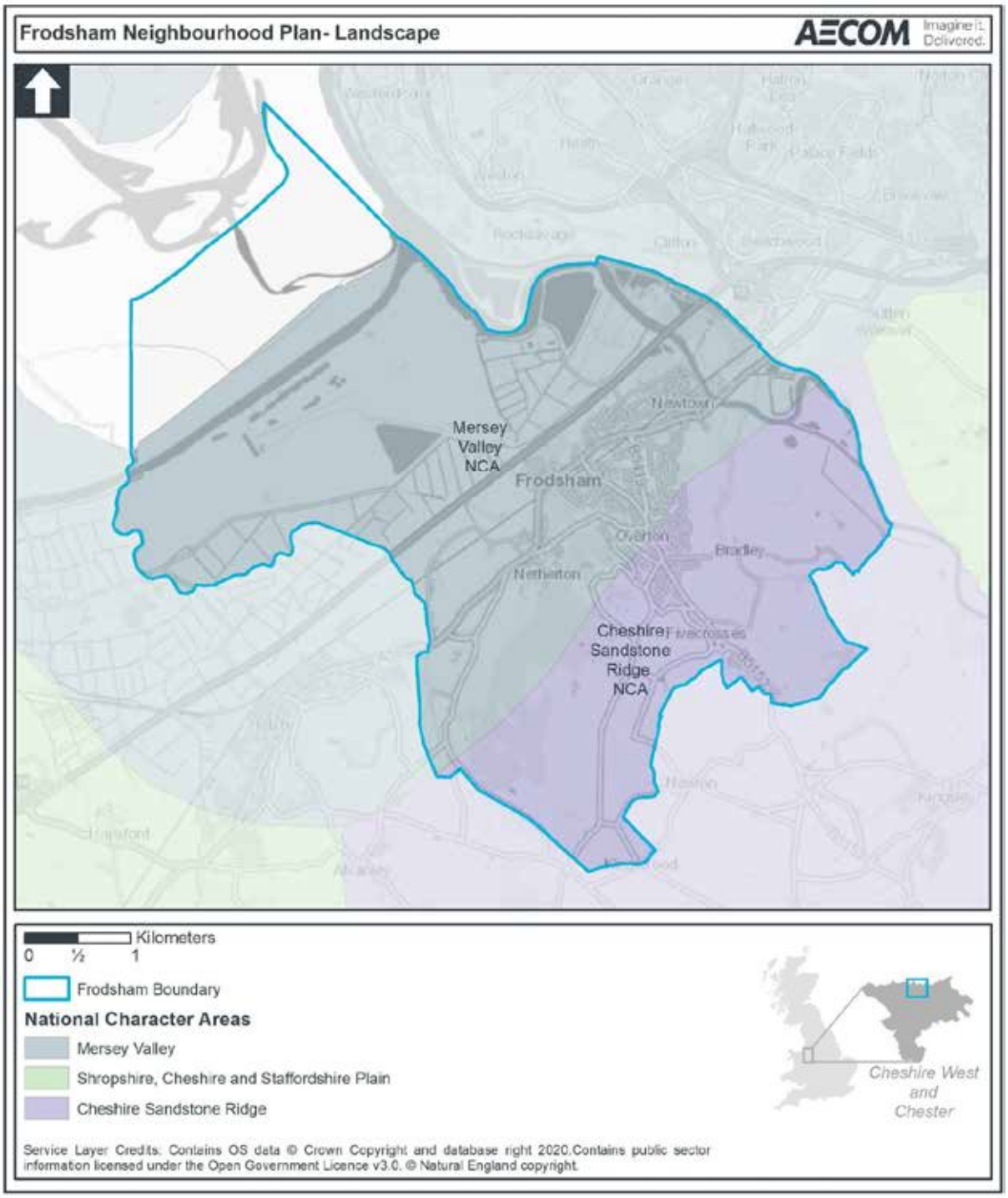
6.7 The Cheshire Sandstone Ridge NCA is situated between Malpas and Frodsham. Compared with the surrounding plain, the NCA has a strong mosaic of broadleaved mixed woodland comprising ancient woodland and some post-medieval conifer plantations, with large blocks of commercially managed conifers to the east. A thick layer of glacial till covers the lower slopes of the ridge and the surrounding plain is punctuated by numerous ponds and meres. Lowland heath was once more widespread, but now consists solely in discrete areas.[23]The NCA has been shortlisted for Area of Outstanding Natural Beauty (AONB) designation. The AONB designation offers protection under the Countryside and Rights of Way Act 2000 (CROW Act). It protects the land to conserve and enhance its natural beauty.

6.8 A number of Statements of Environmental Opportunity (SEOs) have been prepared for the Cheshire Sandstone Ridge NCA, which highlight areas that could be enhanced and/or protected by development brought through the Plan. These are detailed below:

- SEO 1: Manage and enhance the rivers, streams and wetland habitats, including flood plain grazing marsh and wet woodland, protecting them from diffuse pollution and maintaining the integrity and unique conditions for the preservation of the lakes and standing waters of internationally important sites.
- SEO 2: Manage and expand areas of semi-natural woodland, restore and reinstate hedgerows and hedgerow trees, protect and restore ancient woodland, for example in the Delamere Forest Park and throughout the Mersey Forest, thus reducing habitat fragmentation to benefit landscape character, biodiversity, resource protection and climate regulation while enhancing the recreational, educational and experiential qualities of the NCA.
- SEO 3: Protect and manage the geological sites, with an emphasis on demonstrating the strong link between geology and its influence on landscape and industrial development, and promoting greater understanding of the link between wildlife and geodiversity, particularly in the distribution of habitats and species, recognising the importance of former extraction sites for both geodiversity and biodiversity.
- SEO 4: Manage and, where appropriate, expand areas of characteristic heathland and other priority habitats, including lowland meadows and lowland grassland, thus reducing habitat fragmentation to benefit landscape character, sense of place, biodiversity and resource protection while enhancing the recreational and experiential qualities of the NCA.

[23] Natural England (2014): '62 Cheshire Sandstone Ridge' [online] available at: http://publications.naturalengland.org.uk/publication/5655719219036160?category=587130

Figure 6-1 Frodsham National Character Areas



6.9 Landscape Character Assessment (LCA) is an assessment of the distinct and recognisable pattern of elements that occur consistently in a particular landscape. The Chester and Cheshire West LCA details 16 separate landscape types and 53 separate landscape areas within the authority. The main settlement area of Frodsham is identified as an 'Urban area'. However, the north westernmost part of the Plan area falls within the 'Drained Marsh' LCT and, beneath this, the Frodsham, Helsby and Lordship Marshes LCA.[24]

6.10 The Drained Marsh LCT is located on former saltmarsh or mudflats adjacent to the Dee and Mersey estuaries. It is drained by inter-connecting networks of drainage channels arranged in a regular, often linear pattern, and this gives the impression of an open unenclosed landscape. The former marsh resulted from the marine and alluvial deposits of clay, salt and silt deposited under tidal and estuarine influence. This overlies Kinnerton Sandstone, Chester Pebble Beds and Wilmslow Sandstone. Soils comprise humic and alluvial gleys on the improved reclaimed coastal floodplain. Small patches of scrub are common, with few trees. Where there are hedgerows they are mostly grown out and in poor condition. Reeds and other aquatic or emergent plants are mainly restricted to ditches. The drained marsh has ornithological interest as a wintering ground for wading birds and wildfowl as well as birds of prey. Marshland is an unappealing location for settlement and as such these areas have remained largely unsettled, restricted to a few isolated farms.[25]

6.11 The Frodsham, Helsby and Lordship Marshes LCA (shown in Figure 6-2) underlies the north westernmost part of the Plan area. Key characteristics of this landscape include[26]:

- A flat, low lying landscape of former mudflats and saltmarsh alongside the Mersey Estuary, contrasting with surrounding built development (previously designated as an Area of Significant Local Environmental Value).
- Strong interconnection and intervisibility with LCT 16 Mudflats and Saltmarsh to the north.
- A landscape etched with a distinctive pattern of straight drainage ditches which delineates the field pattern of planned 19th century enclosure.
- Incomplete hedgerow boundaries provide partial enclosure along some field boundaries.
- Canal dredging grounds defined by high earth embankments.
- An isolated, bleak and open landscape, where settlement is limited to isolated farms linked by rough tracks between ditches.

[24] Cheshire West and Chester Gov (n.d.): 'LCT 4: Drained Marsh' [online] available at: https://www.cheshirewestandchester.gov.uk/documents/planning-and-building-consultancy/total-environment/landscape-assessment/LCT4_Drained_Marsh.pdf
[25] Cheshire West and Chester Gov (n.d.): 'LCT 4: Drained Marsh' [online] available at: https://www.cheshirewestandchester.gov.uk/documents/planning-and-building-consultancy/total-environment/landscape-assessment/LCT4_Drained_Marsh.pdf
[26] Cheshire West and Chester Gov (n.d.): 'LCT 4: Drained Marsh' [online] available at: https://www.cheshirewestandchester.gov.uk/documents/planning-and-building-consultancy/total-environment/landscape-assessment/LCT4_Drained_Marsh.pdf

- Although much of the LCA is actively farmed, the degraded hedgerows and broken fencing shows this to be a landscape in need of improved management. Some land to north of Lordship Lane remains in use for canal dredgings and has undergone change as a result of the preliminary works for the permitted windfarm.
- Wet grassland species have been lost and ditches are eutrophic as a result of the intensive agricultural use of the land.

6.12 The Cheshire West and Chester Local Authority indicate that the overall management strategy for this landscape should be to enhance and restore the condition of habitats and features of the marshes whilst safeguarding its open character, through measures such as[27]:

- Encouraging recreational development as a means of managing some of the more derelict and degraded areas of the landscape.
- Maintaining the distinctive field pattern that reveals the planned 19th century enclosure of the marsh.
- Seeking to restore thorn hedgerows that are falling into decline.
- Considering opportunities to create views across the Mersey Estuary.
- Conserving the 'remote' character of the marshes away from the main transport corridor of the M56.
- Consider views to and from the Frodsham Sandstone Ridge and Helsby Hill when planning any change.

[27] Cheshire West and Chester Gov (n.d.): 'LCT 4: Drained Marsh' [online] available at: https://www.cheshirewestandchester.gov.uk/documents/planning-and-building-consultancy/total-environment/landscape-assessment/LCT4_Drained_Marsh.pdf

Figure 6-2 The Frodsham, Helsby and Lordship Marshes[28]



[28] Cheshire West and Chester Gov (n.d.): 'LCT 4: Drained Marsh' [online] available at: https://www.cheshirewestandchester.gov.uk/documents/planning-and-building-consultancy/total-environment/landscape-assessment/LCT4_Drained_Marsh.pdf

6.13 At the parish level, Frodsham Town Council conducted a review of landscape and townscape types within the local area. Seven landscape types were identified, listed below[29]:

- LCT 1: Estuary.
- LCT 2: Reclaimed Saltmarsh.
- LCT 3: Floodplain.
- LCT 4: Valley-side.
- LCT 5: Scarp Foot.
- LCT 6: Wooded Escarpment.
- LCT 7: Undulating Elevated Land.

6.14 With regards to townscape, fifteen townscape areas were identified within the town, these are shown in Figure 6-3 and detailed in Table 6-1.

[29] K Gee (2008) Landscape Character Assessment of Frodsham Civil Parish UNPUBLISHED.

Table 6-2 Townscape areas, Frodsham[30]

Townscape area	Key characteristics	Exter
Townscape Area 01: Marsh Lane	The area is predominantly residential. Many properties are brick built with pitched slate or tile roofs.	The M comp northw bound Ches south
Townscape Area 02: Motorway Buffer Zone	The area is predominantly green infrastructure comprising a mixture of recreational open space and wildlife habitat that has developed from agricultural land since the Preston Brook to Hapsford section of the M56 was opened in 1971.	The M Green Boun
Townscape Area 03: Commercial Core	The public face of the Commercial Core is a diverse mix of buildings mostly with domestic origins. The character of the core owes much to its surviving historic buildings and their use of contrasting building materials and styles.	The a and M west Towns
Townscape Area 04: Ashton Drive	The area has grown in discrete phases since the mid-20th century and each development retains much of its original character, e.g. among the older developments are the tile□hung 'Cornish' houses on Ship Street and Hayes Crescent.	The A northe bisect part, acces Drive from

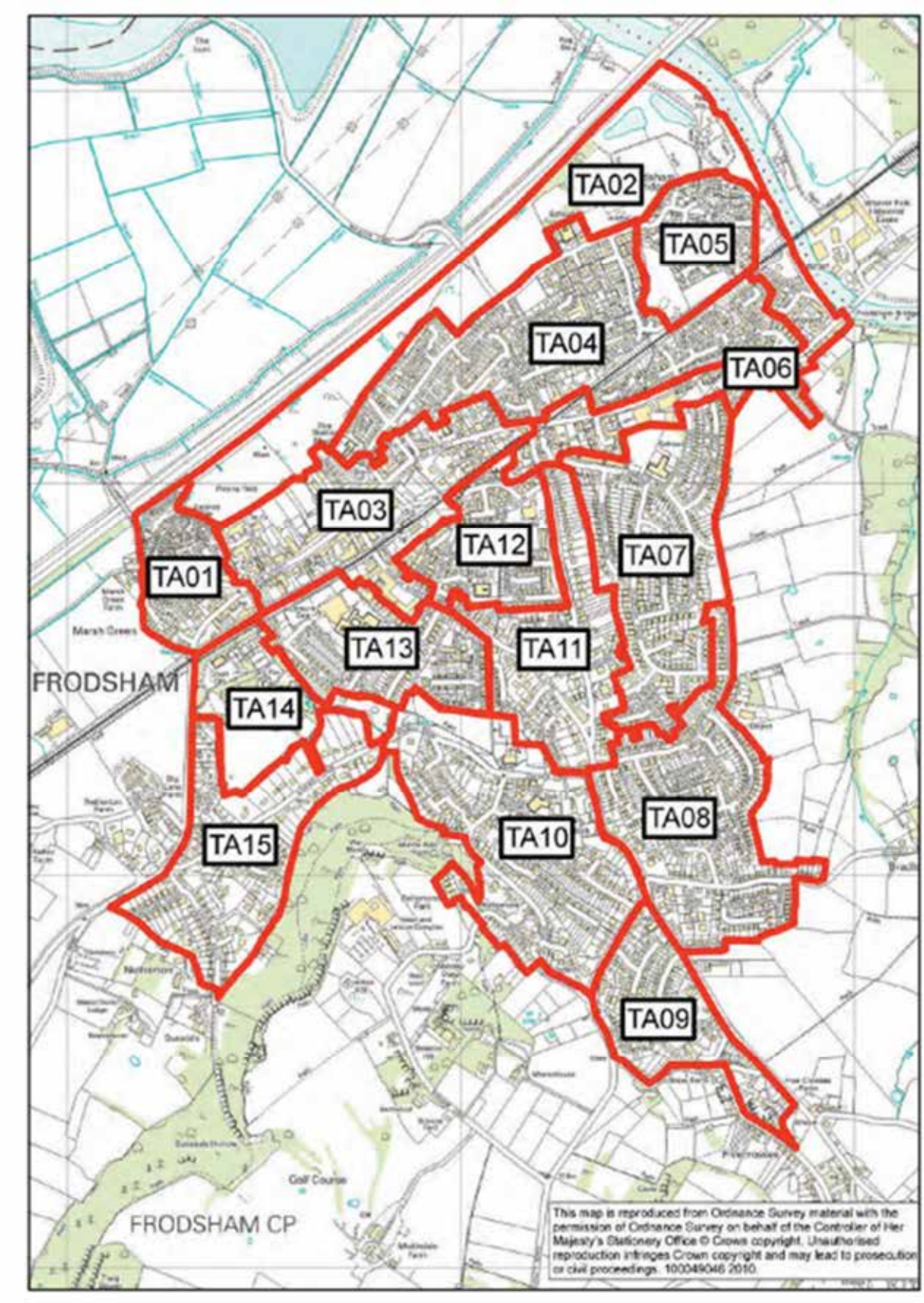
[30] Frodsham Town Council (2010): 'Frodsham Design Statement' [online] available at: http://frodshamplan.org.uk/images/docsandreps/Town%20Design%20July%202010.pdf

Townscape Area 05: Saltworks Farm	Detached houses in a variety of styles predominate along the curving principal road with semi-detached and terraced properties common on the cul-de-sac spurs.	This t northe hub a
Townscape Area 06: Frodsham Bridge	Frodsham Bridge Townscape Area is characterised by its domestic / commercial mix concentrated along the south side of Bridge Lane.	Frods reach river's Belt/T The a Bridg Lane.
Townscape Area 07: The Lakes	Properties vary in size and type: they are mostly 2-storey detached houses and dormer bungalows, e.g. Penrith Close and Borrowdale Close, with semi-detached houses in Silverdale Close and Thirlmere Close, and semi-detached bungalows in Keswick Drive. Building materials are predominantly brick with tiled roofs in a variety of modern styles.	The a on lar The n leadin river p and th
Townscape Area 08: Doric Avenue	The Doric Avenue Townscape Area is predominantly residential and reflects development that has taken place since pre-Victorian times to the late 20th century resulting in a wide variety of property types and styles.	Doric area a Townt

Townscape Area 09: Five Crosses	Five Crosses Townscape Area is almost entirely residential, but includes former sandstone quarries, now wildlife habitat, on the west side of Kingsley Road. The area reflects development has taken place since the Victorian era to the late 20th century, resulting in a large range of architecture.	The a town, Manle south Beac
Townscape Area 10: Overton	Overton Townscape Area is mainly residential but includes a core of small businesses and community facilities centred on School Lane and the northern ends of Hillside Road and Bellemonte Road.	The a south
Townscape Area 11: Fluin Lane	The Fluin Lane Townscape Area is entirely residential and development ranges from Victorian to 21st century in age.	The F south Langc Townt
Townscape Area 12: Community Centre	A large amount of 1960s development surrounds o lder property in this area. Specific design features that contribute to local distinctiveness include decorative brickwork detail on eaves, gable ends and chimneys, terracotta roof ridge tiles, doorways and front wall detail in Sandfields.	The C lies b Lane northe
Townscape Area 13: Kingsway	The Kingsway Townscape Area is predominantly residential and properties demonstrate a diversity of styles with ages ranging from Victorian to 21st century. Most are medium sized semi-detached houses with a few bungalows and some larger properties interspersed.	The K bound the nc green Churc

Townscape Area 14: Castle Park	Castle Park Townscape Area forms the major part of the Frodsham (Castle Park) Conservation Area; most of the park is a Registered Historic Park and Garden, the lower park is part of the Frodsham Area of Archaeological Potential, and all of it is part of the green infrastructure.	The C site o in late Frods
Townscape Area 15: Howey Lane	The Howey Lane Townscape Area is characterised by its verdant appearance and is a valuable component of the town's green infrastructure. The area extends out to the Green Belt on three sides, and to Castle Park in the north.	The a Frods Belt / sides

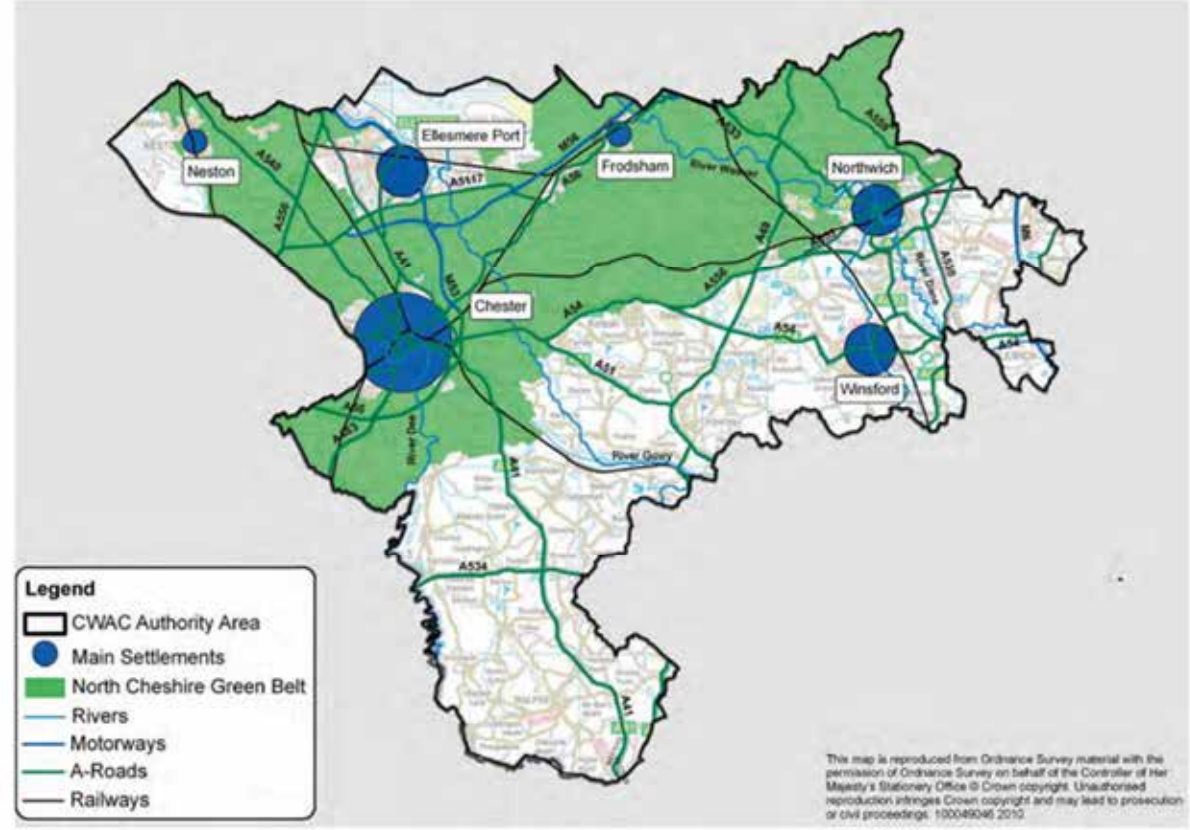
Figure 6-3 Frodsham Townscape Areas[31]



[31] Frodsham Town Council (2010): 'Frodsham Design Statement' [online] available at: http://frodshamplan.org.uk/images/docsandreps/Town%20Design%20Statement%20-%20Frodsham%20-%20July%202010.pdf

6.15 Green belts act as important mechanism to prevent urban sprawl/extensive urbanisation within an area, and protect the countryside. The North Cheshire Green Belt covers the entirety of the Plan area (shown in Figure 6-4, below).

Figure 6-4 North Cheshire Green Belt[32]



Summary of future baseline

6.16 Several policies noted within the adopted local plan provide some protection to current landscape features in Frodsham, including STRAT 9 (Green belt and countryside), ENV2 (Landscape) and STRAT 8 (Rural Area).

6.17 However, depending on the scale of development, a lack of overall vision and framework could result in the delivery of less sympathetic development styles, layouts and material choice. This could have a disruptive impact on the landscape through the lack of cohesive development. Insensitive development could also result in the loss of landscape features and adverse visual impact. Conversely, sensitive development presents an opportunity to enhance the existing townscape character of Frodsham whilst respecting the key characteristics of the landscape.

[32] Frodsham Town Council (2010): 'Frodsham Design Statement' [online] available at: http://frodshamplan.org.uk/images/docsandreps/Town%20Design%20Statement%20-%20Frodsham%20-%20July%202010.pdf

Key headline issues

6.18 The key issues are as follows:

- There are valuable landscapes in the NP area that make a significant contribution to the character of the area. These comprise the Drained Marsh LCT and its corresponding LCAs.
- The North Cheshire green belt, which encompasses the majority of the Plan area will require protection in line with Policy STRAT 19 of the Local Plan.
- Frodsham Town Council have noted fifteen townscape areas, each with their own unique characteristics that contribute to the sense of place of the Plan area. Development brought forward through the plan will need to take into account the style, layout and massing of current features of notable landscape value within these areas.
- The Local Plan's policies offer a degree of protection to landscape assets and their settings, but insensitive development could have a disruptive impact on landscape

Scoping outcome

6.19 Landscape has been **SCOPED IN** to the SEA as there is potential for significant effects upon the character of landscapes. The FNP allocates sites for housing which can potentially have impacts (positive and negative) on landscape.

What are the SEA objectives and appraisal questions for the Landscape SEA theme?

6.20 The SEA topic 'Landscape' has been scoped in to the SEA. Table 6-3 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 6-3: SEA Framework of objectives and assessment questions: Landscape

SEA Objective	Supporting Questions
Protect, enhance and manage the distinctive character and appearance of landscapes.	Will the option/proposal help to: • Conserve, better reveal the significance and enhance landscape assets? • Contribute to better management of landscape assets? • Identify and protect/enhance features of local importance? • Support access to, interpretation and understanding of the surrounding landscape? • Improve linkages to open space and the countryside? • Preserve and enhance the North Cheshire Green Belt?

7. Land, Soil and Water Resources

7.1 This theme focuses on the quality of soil resources, the extent of mineral resources, water supply resources and water quality in the FNP area.

Policy Context

7.2 Table 7-1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 7-1 Plans, policies and strategies reviewed in relation to land, soil and water resources

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
The 25 Year Environment Plan	2018	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf
Safeguarding our Soils: A strategy for England	2009	https://www.gov.uk/government/publications/safeguarding-our-soils-a-strategy-for-england
Future Water: The government's water strategy for England	2011	https://www.gov.uk/government/publications/future-water-the-government-s-water-strategy-for-england
Water for Life	2011	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/228861/8230.pdf
United Utilities' Water Resource Management Plan (WRMP)	2019	https://www.unitedutilities.com/corporate/about-us/our-future-plans/water-resources/water-resources-management-plan/
North West River Basin District Management Plan	2015	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/718335/North_West_RBD_Part_1_river_basin_management_plan.pdf
Cheshire Replacement Minerals Local Plan	2019	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?pointId=1419339111281

Document Title	Year of publication	Weblink
Cheshire West and Chester Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
Cheshire West and Chester Local Plan Part 2	2019	https://inside.cheshirewestandchester.gov.uk/policies_plans_and_strategies/planning_policy/local_plan/local_plan__part_two
Cheshire Waterways Strategy	2016	http://chester.westcheshiregrowth.co.uk/wp-content/uploads/sites/2/2016/01/Chester-Waterways-Strategy-FINAL.pdf#:~:text=Main%20focus%20of%20Chester%E2%80%99s%20Waterways%20Strategy%20is%20on,through%20Chester%20to%20the%20Welsh%20border%20at%20Saltney.

7.3 The key messages emerging from the review are summarised below:

- The FNP will be required to be in general conformity with the NPPF, which seeks to protect high quality soil resources, and improve the water environment; recognising the wider benefits of natural capital and derived from ecosystem services. Furthermore, the NPPF recognises the need to take account of the long-term implications of climate change and build resilience in this respect. The NPPF encourages efficient land use, utilising brownfield land opportunities and land remediation schemes where appropriate and delivering environmental gains.

- The 25-year Environment Plan presents a focus for environmental improvement in the next couple decades, with aims to achieve clean air, clean and plentiful water, and reduced risk from environmental hazards. This includes measures to improve soil quality, restore and protect peatlands, use water more sustainably, reduce pollution, maximise resource efficiency and minimise environmental impacts. This leads on from and supports the soil strategy for England (Safeguarding our soils) which seeks to ensure that all England's soils will be managed sustainably and degradation threats tackled successfully by 2030, as well as the national water strategies which seek to secure sustainable and resilient water resources and improve the quality of waterbodies, and the national waste plan which seeks to identify measures being taken to move towards a zero waste economy.

- The United Utilities WRMP further highlights the acute stresses that the catchment faces in the coming years and the challenges faced by the council in terms of securing water resources into the future in one of the driest regions in England. The Plan sets out how the organisation will ensure the sufficient supply of water over a 25-year period (2020-2045). The plan objective is to manage demand, offsetting future demand pressures through leakage reductions (20% by 2025 and over 40% by 2045) and increased resilience.

- The FNP will also be required to be in general conformity with the Cheshire Replacement Minerals Local Plan, which form part of the Local Development Frameworks for each county. These plans identify and safeguard sites and resources important to the continued sustainable management of mineral extractions and waste arisings.
- Furthermore, the FNP will also be required to be in general conformity with the Local Plans covering the FNP area, which contain policies specifically relating to efficient land use, the sustainable use of resources, soil protection, the efficient use of water, and protection for water quality.
- Additionally, the Cheshire Waterways Strategy (2016) presents opportunities to enhance and improve waterways systems in Cheshire.

Baseline Summary

Summary of current baseline

Soil resources

7.4 The Agricultural Land Classification categorises land into six grades (plus 'non-agricultural' and 'urban'), where Grades 1 to 3a are the 'best and most versatile' land (BVM) and Grades 3b to 5 are of poorer quality. Figure 7-1 shows that a large portion of the Plan area is underlain by Grade 3 quality land, according to the pre-1988 assessment. Though it is not possible to ascertain whether this land is Grade 3a or 3b, the 'Predictive BMV Land Assessment' for the North West indicates a high likelihood of BMV land in Frodsham, in particular, in the north west of the Plan area (>60% likelihood). Additionally, there are some smaller areas of Grade 2 quality land at localized spots outside the main town of Frodsham.

7.5 Further, as illustrated in Figure 7-2, a more detailed assessment conducted post-1988 indicates that part of the Plan area is underlain by Grade 2 ('very good quality' land) and 3a ('good quality' agricultural land). Some of this area lies adjacent to Frodsham town, the main developed part of Frodsham.

7.6 With regards to minerals, the NDP overlaps a relatively small mineral safeguarding area (MSA) at the north eastern tip of the NDP, an area lying between the M56 and the A56 just before Junction 12 of the M56. However, it should be noted that the quality of the map in the assessment is not sufficiently clear to rule out other MSAs in the area.[33] It is recommended that this is evaluated by the council at a later stage of the planning process.

[33] Cheshire West and Cheshire (2019): 'Local Aggregate Assessment' [online] available at: https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/minerals_and_waste/laa?tab=files

Figure 7-1 Indicative Agricultural Land Classification

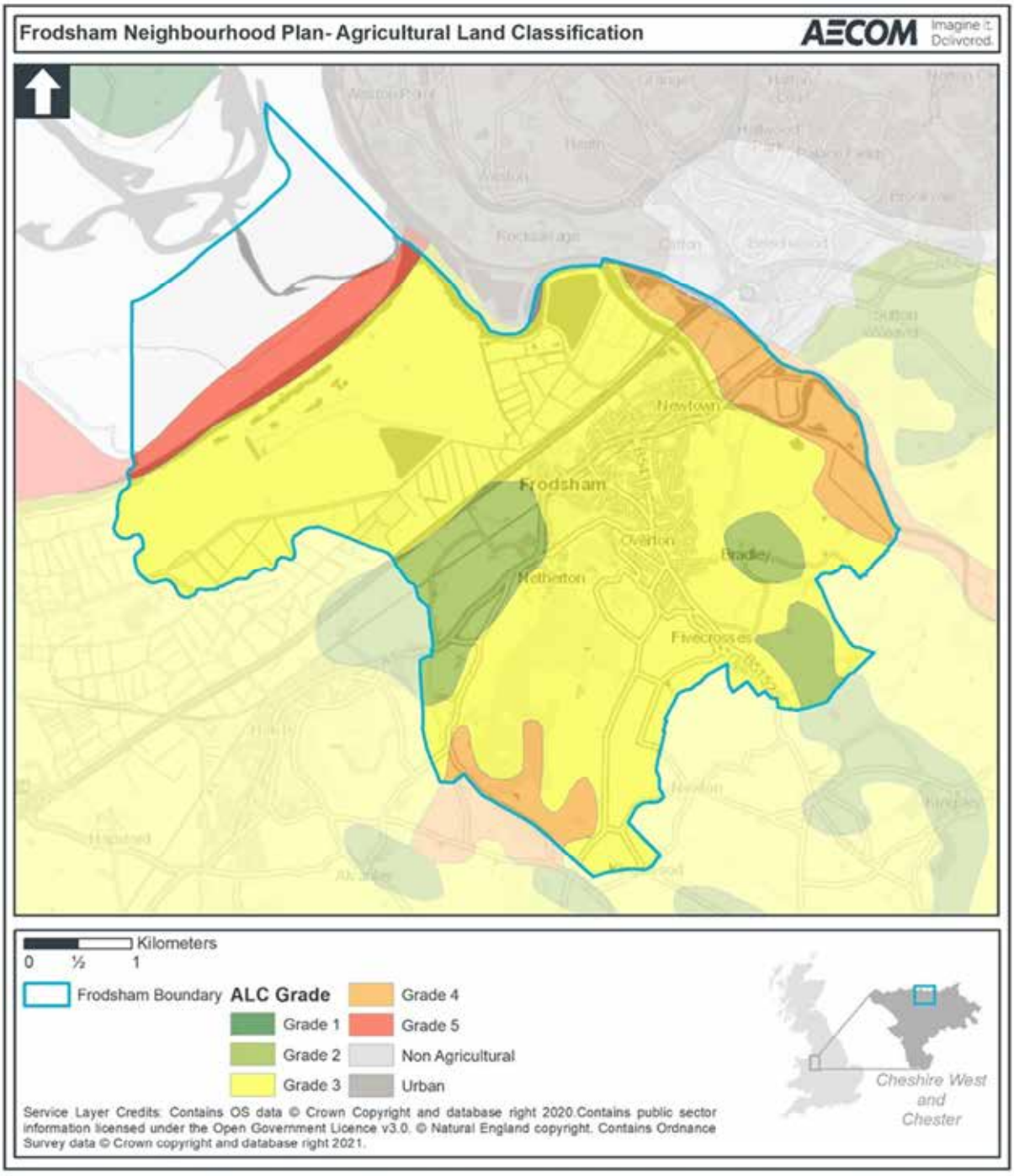
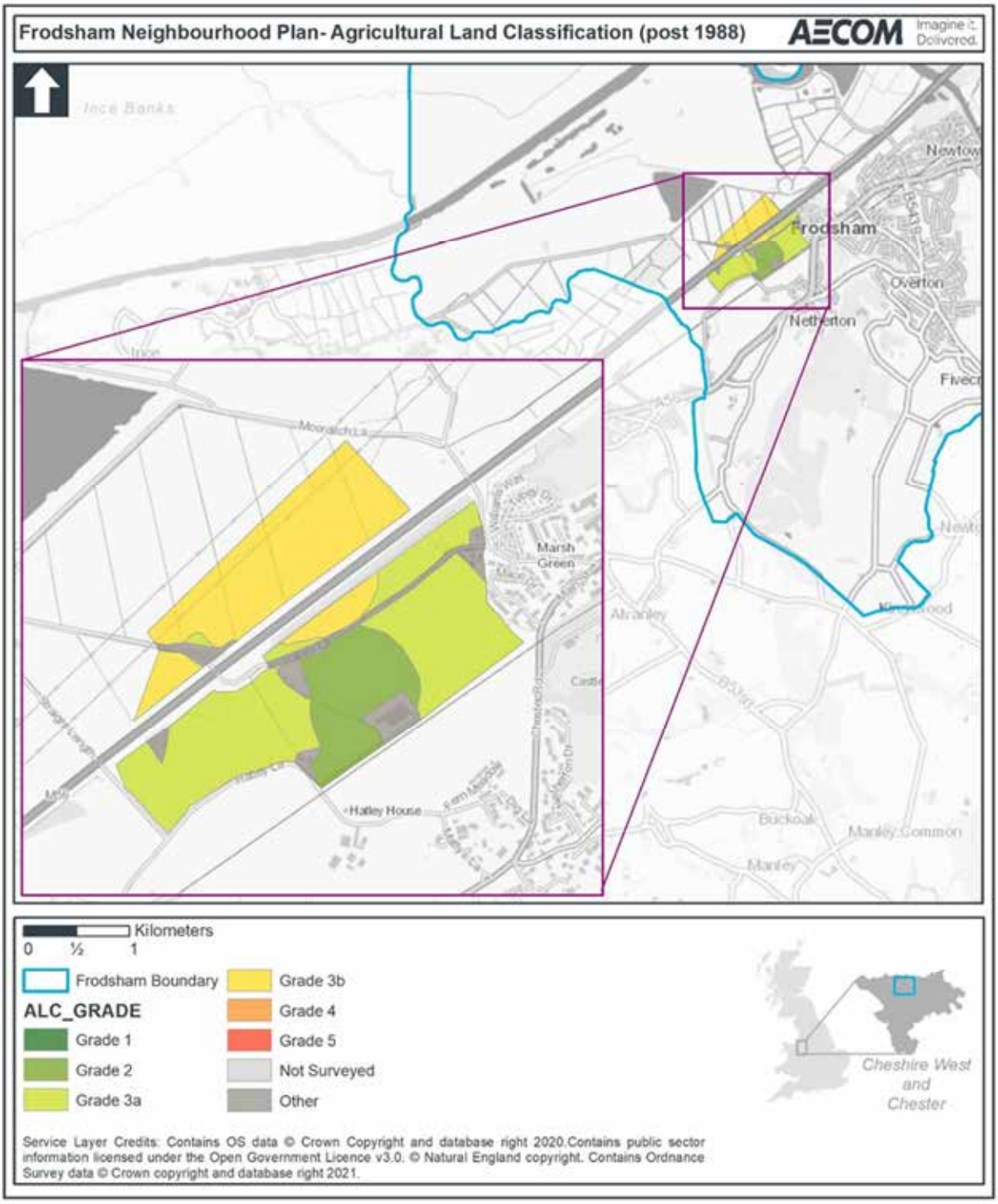


Figure 7-2 Agricultural Land Classification (Post 1988)



Watercourses and water quality

7.7 The Frodsham Plan area falls within the North West River Basin District, Weaver Gower Management Catchment and Weaver Lower Operational Catchment. The Weaver Lower Operational Catchment is located in north Cheshire and the main river in the catchment is the river weaver. Ultimately, the catchment drains into the Mersey Estuary, joining the Manchester Ship Canal at Runcorn. Around 80% of the river basin district is rural, with the majority of land being used for agriculture.[34]

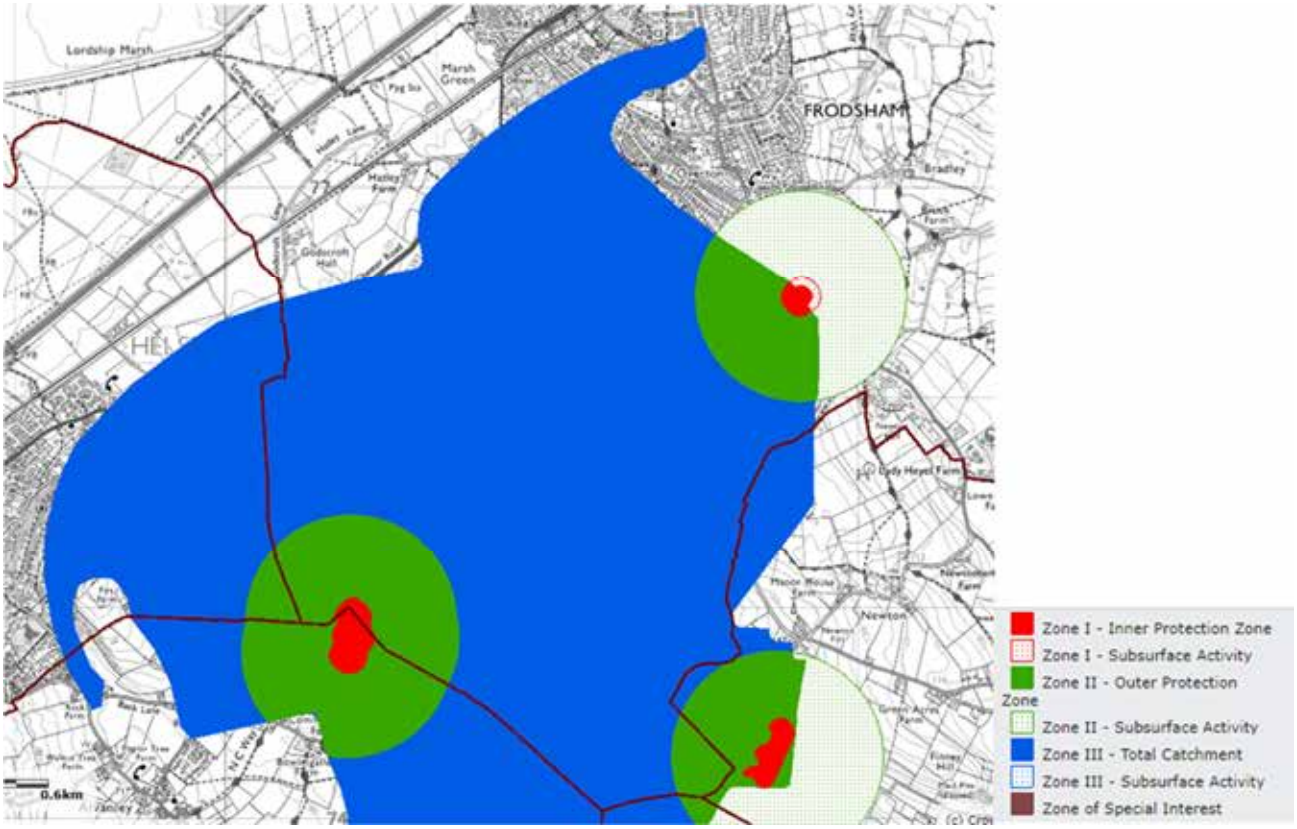
7.8 The River Weaver runs through the north east side of the Plan area. The Environment Agency (EA) measures the quality of England's rivers in two ways. An ecological measure examines the diversity and health of its wildlife, while a chemical measure assesses whether rivers contain too much sewage, phosphate or other harmful substances. As of 2019, the ecological status of the river is 'moderate', whilst the river failed to meet standards for good chemical status. The main reasons for not meeting the required chemical status included poor livestock management, urbanisation, sewage discharge, and poor soil and nutrient management.[35]

7.9 Groundwater Source Protection Zones (SPZs) have been designated by the Environment Agency in England and Wales to protect groundwater sources such as wells, boreholes and springs that are used for public drinking water supply. The zones show the risk of contamination from activities that might cause groundwater pollution in the area. In this regard, there is one SPZ within Frodsham, which covers the westernmost extent of the Plan area, shown in Figure 7.3.

7.10 The Nitrates Directive (91/676/EEC) requires Member States to identify areas where groundwaters have nitrate concentrations of more than 50 mg/l nitrate or are thought to be at risk of nitrate contamination. Areas associated with such groundwaters are designated as Nitrate Vulnerable Zones (NVZs) within which, Member States are required to establish Action Programmes in order to reduce and prevent further nitrate contamination. The majority of the Plan area falls within a Surfacewater NVZ: Peckmill Brook, Hoolpool Gutter at Ince Marshes.[36]

[34] Environment Agency (2015): 'North West river basin district management plan' [online] available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/718335/North_West_RBD_Part_1_river_basin_management_plan.pdf
[35] Environment Agency (2019): 'Catchment Explorer' [online] available at: https://environment.data.gov.uk/catchment-planning/OperationalCatchment/3524
[36] Environment Agency (2019): 'Peckmill Brook NVZ' [online] available at: https://environment.data.gov.uk/catchment-planning/ReasonsForNotAchievingGood/489518

Figure 7-3 Groundwater Source Protection Zones (SPZs) in the NA



7.11 The water suppliers for the Frodsham area are United Utilities (UU). UU's water resources management plan states that over 50% of the region's water comes from resources in Cumbria and Wales. The water travels through an extensive network of pipes known as large diameter trunk mains and huge, gravity-fed aqueducts bringing water from Cumbria. The geographical area that relies on these water sources is home to over seven million people.[37]

Summary of future baseline

7.12 In terms of water quality; requirements set out in the Water Framework Directive are likely to lead to continued improvements to water quality in watercourses in the wider area. However, water quality could be affected by pollution incidents in the area, increased consumption, diffuse pollution, waste-water discharges, water run-off, modification, and the presence of non-native species and physical modifications to water bodies.

7.13 Development which requires sewage treatment may, if not designed correctly or located appropriately, result in an increased risk of pollution to groundwater and surface water. Development will therefore need to have due consideration to the capacity of sewage works.

[37] United Utilities (2019) Water Resources Management Plan. Available at: https://www.unitedutilities.com/corporate/about-us/our-future-plans/water-resources/water-resources-management-plan/

7.14 There is potential for amounts of agricultural land to be lost to development, as future development is likely to fall within or adjacent to the built area of Frodsham, which had been predicted to be predominantly underlain by Grade 3 quality land (>60% likelihood).

Key headline issues

7.15 The key issues are as follows:

- The NDP area mainly consists of non-agricultural land and Grade 3 agricultural land. Some of this is likely to be best and most versatile land. Development should seek to avoid the loss of high quality land wherever possible by prioritising development on pre-existing brownfield sites.
- There are Surfacewater NVZs and Groundwater Source Protection Zones in the NDP area, which present potential constraints to development. Additionally, development could affect water quality, but effects could be avoided. Consequently, it will be important for future development to avoid any detrimental impacts on water quality both on and off-site.
- The FNP could also seek to support extended measures to improve the resilience of water supplies, including through local water recycling schemes and opportunities to increase efficiency in water use.

Scoping outcome

7.16 The topic of 'Land, Soil and Water Resources' has been **SCOPED OUT** of the SEA, as the Plan is unlikely to have a significant effect on land and water quality.

7.17 There are important soil resources in the NDP area that ought to be avoided. However, the limited scale of development proposed in the NDP is unlikely to allocate sites exceeding 10 ha in total, and so a significant effect upon soil resources is considered unlikely in any event. For this reason, soil is scoped out of the SEA. This does not mean that higher quality agricultural land should not be protected.

7.18 Whilst the NDP area does overlap a SPZ and a NVZ (adverse impacts are primarily associated with agricultural land use), it is considered unlikely that significant effects upon water quality would occur as a result of the NDP. However, it is important that areas within Zones 1 and 2 SPZ are avoided when allocating sites for development. The potential development sites being considered in the draft NP do not overlap Zone Ior Zone II[38]. In terms of potential effects on European sites, produced by increased surface water runoff, the Mersey Estuary is over 50km^2 and drains an extensive area of north-west England. Therefore, surface water runoff from the development proposed in the FNP is unlikely to produce significant effects. Moreover, all the FNP allocated sites are on the opposite side of the M56 from the SPA/Ramsar site and are separated from it by both Frodsham Marsh and the Manchester Ship Canal. Impacts associated water quality due to surface water runoff have therefore been **SCOPED OUT**.

7.19 In terms of wastewater treatment; United Utilities (the wastewater utility for the NP area) is set to invest in wastewater treatment and sustainability and have the capacity to accommodate the additional allocated sites and housing numbers proposed within the FNP[39]. Changes in water quality as a result of the discharge of sewage effluent have therefore been **SCOPED OUT**.

[38] One site assessed falls within a Zone II (subsurface) but this was rejected in the site assessment process as it falls within the green belt.
[39] United Utilities (2019) Water Resources Management Plan. Available at: https://www.unitedutilities.com/corporate/about-us/our-future-plans/water-resources/water-resources-management-plan/

8. Population and Housing

Focus of theme:

8.1 The theme focuses on population demographics and housing delivery and affordability in the FNP area.

Policy Context

8.2 Table 8.1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 8-1 Plans, policies and strategies reviewed in relation to the population and housing

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
Housing and Economic Land Availability Assessment 2017	2017	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/land/helaa2017?tab=files
The CWCC Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
The CWCC Local Plan Part 2	2019	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/

8.3 The key messages emerging from the review are summarised below:

- The FNP will be required to be in general conformity with the NPPF, which on the whole seeks to retain and enhance access to community services and facilities, including health facilities, educational facilities and open space. The NPPF recognises the benefits of a range of local provisions supporting community needs, including in rural areas. The framework seeks to protect settlement and community identities, including through the protection and retention of Green Belt land. Furthermore, the NPPF recognises the benefits of creating cohesive communities, in safe environments where crime and the fear of crime do not undermine the quality of life of residents. It also requires the size, type and tenure of housing needed for different groups in the community to be assessed and reflected in planning policies. Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required and expect it to be met on-site where possible.

- The FNP will also be required to be in general conformity with the Local Plan which contains policies specifically relating to housing, community services and facilities, accessibility and infrastructure requirements.

- The CWCC Housing and Economic Land Availability Assessment 2017 (HELAA) informed the preparation of the CWCC LPP2. It identifies sites and broad locations (including in the FNP area) for housing and employment land available to meet the future needs for housing and employment land. The assessment concluded that the total potential capacity meets and significantly exceeds the minimum Local Plan requirement.

- Meeting objectively assessed future housing needs in the borough is one of the main objectives of the CWCC LPP1. Policy STRAT 2 Strategic Development, identifies a requirement for at least 22,000 (or 1,100 net new dwellings per annum) new dwellings for the period up to 2030. Policies STRAT 2 to STRAT 8 (LPP1) seek to ensure that new development in the Borough is brought forward in line with identified needs, focusing the majority of new development within or on the edge of the main urban centres. The plan also makes provision for a specific level of development to be brought forward in Frodsham, identified as one of ten Key Service Centres. The Plan allocates 250 dwellings in Frodsham (Policy STRAT8). Policy ECON2 seeks to maintain the important role of Frodsham's town centre as a retail and service centre. Policies SOC3 and SOC5 (LPP1) support mixed, balanced, sustainable communities through the provision of market and affordable housing that meets identified future needs.

- The LPP1 policy SOC1 seeks affordable housing (AH) provision in rural areas (which include Frodsham) on all new residential development (subject to viability) of three or more dwellings or those with a plot area of 0.1 ha and more.

Baseline Summary

Summary of current baseline

Age Structure

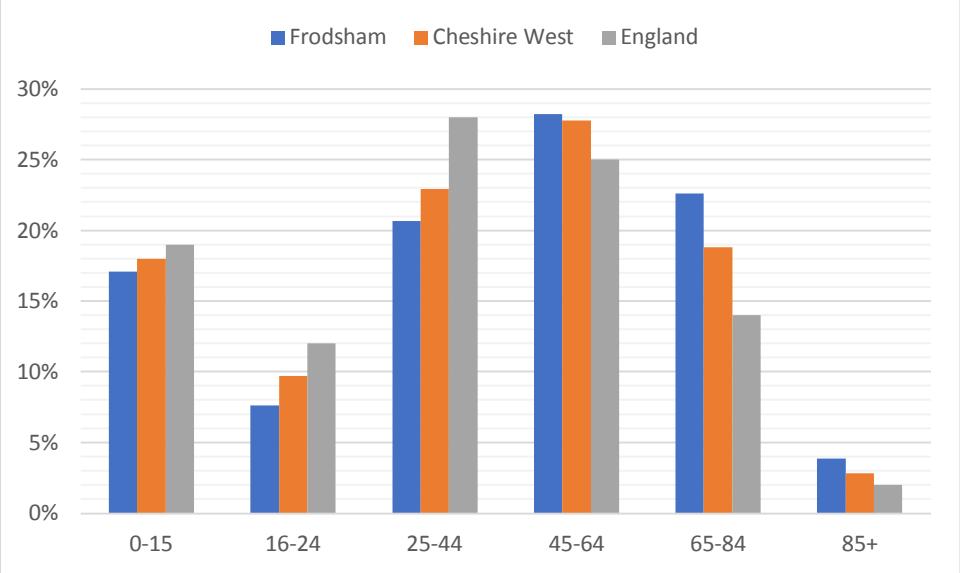
8.4 In 2019, the population of Frodsham was estimated to be 9,171 (ONS Parish population estimates) having increased by around 1% since 2011. In comparison, Cheshire West and Chester has seen a 4% increase in population since 2011.

8.5 Table 8-2 and figure 8-1 show the age structure of the local population in comparison to that of the rest of Borough and England. It is apparent that Frodsham has a lower proportion of residents in the 0-15, 16-24 and 25-44 age groups compared to the wider Borough and England as whole. The trend is reversed for the 65 and over age groups with Frodsham showing a higher proportion of residents in these age groups compared to West Cheshire and Chester and England. Both Frodsham and Cheshire West have a slightly higher proportion of residents in the 45-64 cohort compared to England.

Table 8-2 Age Structure in 2019 (ONS)

	Frodsham	Cheshire West & Chester	England
0-15	17%	18%	19%
16-24	8%	10%	12%
25-44	21%	23%	28%
45-64	28%	28%	25%
65-84	23%	19%	14%
85+	4%	3%	2%
Total population	9,171	343,071	56,287,00

Figure 8-1 Population distribution by age group in 2019



Housing Delivery and Tenure

8.6 With regards to housing delivery, Table 8-3 shows that over the last 5 years 2,066 dwellings were completed, per annum, on average; which is considerably higher than the target set in the emerging local plan (1,100 dpa). A total of 14,993 net completions have been achieved in the Borough over the period 2011 to 2020 or 1,666 dpa.

Table 8-3 Net Housing Completions in Cheshire West & Chester[40]

	2015/16	2016/17	2017/18	2018/19	2019/20
Completions (net)	1,769	2,017	2,542	2,152	1,849
Housing target	1,100 dpa				

8.7 With regards to housing tenure, data from the 2011 census shows that the proportion of owner occupation in the NDP area is substantially higher than in the wider region and England as a whole (Table 8.3). Conversely, the proportion of rented accommodation (private and social rents) is smaller in the NDP area compared regional and national levels. A small proportion of tenures are shared ownership tenures which is line with the rest of the region and England. The social rented sector is notably lower in Frodsham (10%) compared to the corresponding levels for the North West (15%) and England (18%).

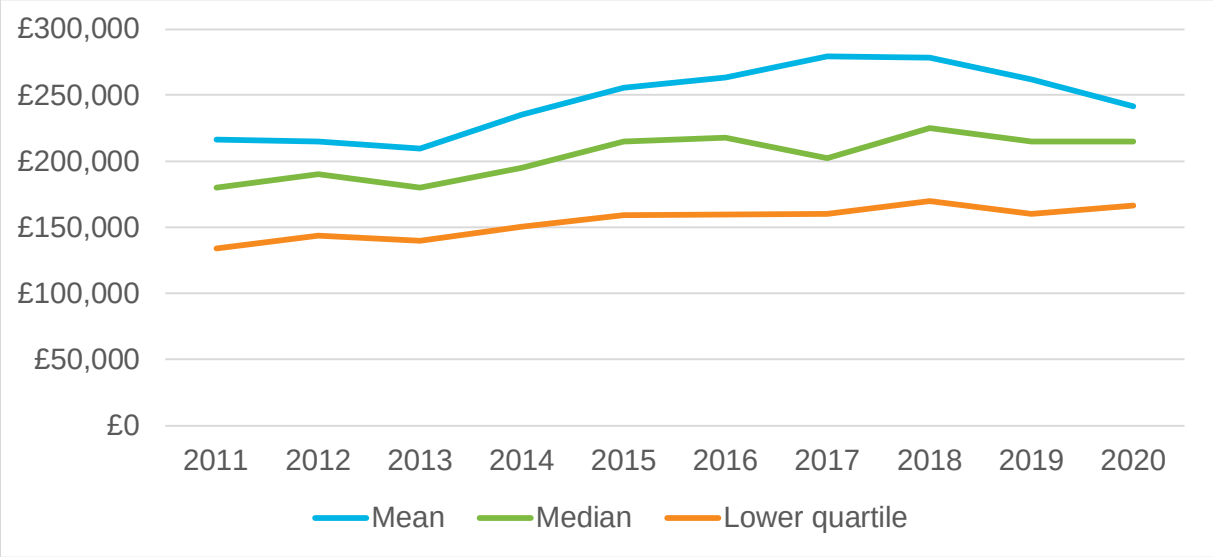
Table 8-4 Housing Tenure in 2011 (ONS Housing Tenure)

	Frodsham	The North West	England
Owned (Total)	77%	65%	63%
Shared Ownership	0.8%	1%	0.8%
Socially Rented	10%	18%	18%
Private Rented	11%	15%	17%
Living Rent Free	1%	1%	1.2%

[40] Source: CWCC Local Plan annual monitoring report 2020 available at: http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/mon/

8.8 The average house price in Frodsham in 2020 was £241,556[41] around 3.3% lower than the average property price for England as a whole (£249,402). Figure 8-2 shows property price trends in the NDP area over the past 10 years. This shows that prices have fluctuated over the past 10 years, but the overall trend shows increasing prices over this period. The average property price increased by just under 12% in the past ten years in Frodsham.

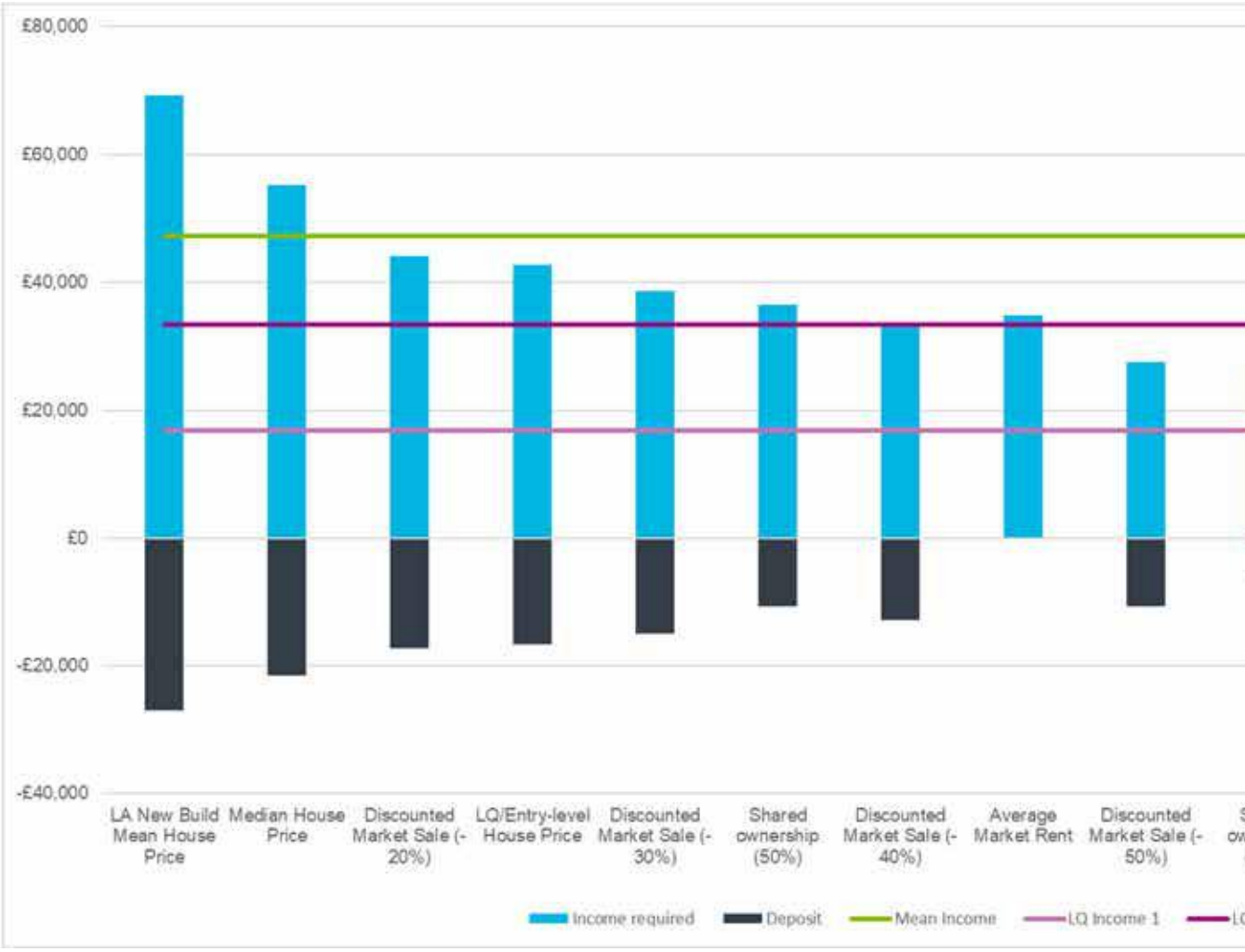
Figure 8-2 House prices in Frodsham 2011-2020



8.9 The average household income in the NDP area is around £47,300 and lower quartile income is around £16,777 (or £33,554 for double earning LQ households). Preliminary affordability thresholds calculations carried out by AECOM (Figure 8.3) indicate that average price market homes and average new builds are unaffordable to average income households in Frodsham. Potential affordable tenures for such households include entry-level homes, discounted market homes and shared ownership tenures. For double earning LQ households the only affordable ownership options would be heavily discounted (40-50%) market homes and shared ownership homes. Notably none of the ownership or rental options are affordable for single earning LQ households.

[41] Source: Land Registry PPD and AECOM calculations

Figure 8-3 Affordability thresholds in Frodsham



Summary of future baseline

8.10 Population in the NDP area grew by 1% since 2011. The largest age group is the 45-64 (28%) and smallest is the 16-24 group (8%). The older age groups (65 plus) constitute around 27% of the resident population. Given the large proportion of 45 plus cohort (55%) and the relatively small proportion of 16-24% cohort, the population may flatline or decline overtime.

8.11 Over the past five years the rate of delivery of new housing in the borough has consistently exceeded annual targets set in the local plan. The borough has a demonstrable land supply, in excess of that required for the housing allocated in the adopted Local Plan. Therefore, the delivery rate of new housing is likely to continue to meet annual targets.

8.12 The Local Plan sets allocates 250 dwellings for the NDP area (to 2030) or 12.5 dpa on average over the local plan period. The latest CWCC annual monitoring report[42] shows that 180 new dwellings have been completed since 2010 (an average of 18dpa) and a further 29 have extant planning permissions, leaving a residual 41 units to 2030. The sites allocated for housing in the draft FNP add up to around 116 new dwellings which is 33% above the Local Plan housing requirement for Frodsham (once completions and commitments are taken into account).

8.13 The NDP area has a high level of home ownership (77%) substantially exceeding the corresponding figure for the wider region and England. This combined with the low levels of shared ownership and rental tenures (private and social) may serve to make ownership increasingly unaffordable in Frodsham.

8.14 Average house prices in Frodsham are slightly lower than the average for England. However, the affordability thresholds calculation shows that the income required to buy an average market home for sale is higher than the average household income in Frodsham. Discounted homes (e.g. through the recently introduced First Homes initiative) offer potential ownership options to average income households, whilst for households on double lower quartile incomes more heavily discounted options (45-50%) and shared ownership tenures are likely to be affordable. Importantly none of the ownership or rental tenures are currently affordable to single earning lower quartile income households. In the long term house prices are likely to continue to increase, though prices may fluctuate in the interim.

8.15 Social and economic changes as a result of COVID-19 may affect housing including but not limited to, housing need, affordable housing need, the type of housing required locally and house prices. However, the long term impact of COVID-19 is uncertain at this stage.

[42] Local Plan Annual Monitoring Report 2020 available at http://consult.cheshirewestandchester.gov.uk/file/5765218

Key headline issues

8.16 The key issues are as follows:

- The NDP area has an increasingly ageing population profile.
- Net housing completions trend in Cheshire West and Cheshire currently exceed targets set in the local plan.
- Average market housing is unaffordable to average income households in the NDP area. Other routes to ownership such as First Homes, shared ownership and rent-to-buy potentially offer a route to ownership in the NA. However, substantial discounts on market homes (40-50%) would be required for households on double LQ income to enable them to access ownership tenures.
- None of the ownership or rental tenures are affordable to those households likely to be in the most acute need such as single earning LQ households.
- The recently introduced First Homes scheme, offering discounted market homes, may offer residents a step onto the property ladder. Analysis carried out herein suggests that higher discounts (40%-50%) may be more appropriate than the nominal 30% First Homes discount to benefit the widest group of residents in the NA.
- It is likely that COVID-19 will have an effect on housing factors, but these are uncertain at this stage.

Scoping outcome

8.17 The SEA topic 'Population and Housing' has been **SCOPED IN** to the SEA. The NDP intends to allocate sites for housing delivery. It includes policies pertaining to affordable housing which will influence the nature of housing delivered within the Plan area, associated infrastructure and services required to support sustainable communities.

What are the SEA objectives and appraisal questions for the Population and Housing SEA theme?

8.18 The SEA topic 'Population and Housing' has been scoped in to the SEA. Table 8-5 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 8-5: SEA Framework of objectives and assessment questions: Population and Housing

SEA Objective	Supporting Questions
Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupiers throughout their life.	Will the option/proposal help to: • Support the provision of a range of house types and sizes targeted at aligning the housing stock with local needs? • Provide everyone with the opportunity to live in good quality and affordable housing? • Create sustainable communities with good access to a range of local services and facilities?

9. Health and Wellbeing

9.1 This theme focuses on health indicators and deprivation, healthcare provision in the FNP area and influences on residents' health and wellbeing, including access to open space and the countryside.

Policy Context

9.2 Table 9-1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 9-1 Plans, policies and strategies reviewed in relation to health and wellbeing

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
The 25 Year Environment Plan	2018	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf
Health Equity in England: The Marmot Review 10 Years On	2020	https://www.health.org.uk/publications/reports/the-marmot-review-10-years-on
Cheshire West and Chester Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
Cheshire West and Chester Local Plan Part 2	2019	https://inside.cheshirewestandchester.gov.uk/policies_plans_and_strategies/planning_policy/local_plan/local_plan_part_two
Cheshire West and Chester Health Improvement Strategy	2018	file:///C:/Users/lauren.egan/Downloads/health%20improvement%20strategy%202018-2022.pdf
Cheshire West and Chester Playing Pitch Strategy (updated)	2018	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/ev_base/oss_pps

9.3 The key messages emerging from the review are summarised below:

- The FNP will be required to be in general conformity with the NPPF, which seeks to enable and support healthy lifestyles through provision of appropriate infrastructure, services and facilities, including; green infrastructure, access to healthier food, allotments and layouts that encourage walking and cycling. The NPPF recognises the role of development plans in helping to deliver access to high quality open spaces and opportunities for sport and physical activity which contribute to the health and wellbeing of communities. The health benefits of access to nature, green spaces and green infrastructure is further reiterated through the 25-year Environment Plan.

- The 2020 Health Equity in England report identifies that the health gap between less and more deprived areas has grown in the last decade, where more people can expect to spend more of their lives in poor health, and where improvements to life expectancy have stalled, or even declined for the poorest 10% of women.

- The FNP will also be required to be in general conformity with the Local Plans covering the area, which contain policies directly relating to access to healthcare, green infrastructure and open spaces, and design that supports active travel opportunities.

- The Cheshire West and Chester Health Improvement Strategy identifies local health challenges and sets out how, over the next four years, the council will support residents to live and enjoy healthy lifestyles.

- The Cheshire West and Chester Playing Pitch Strategy (2018) has been developed from research and analysis of playing pitch provision and usage within Cheshire West and Chester to inform local planning policy.

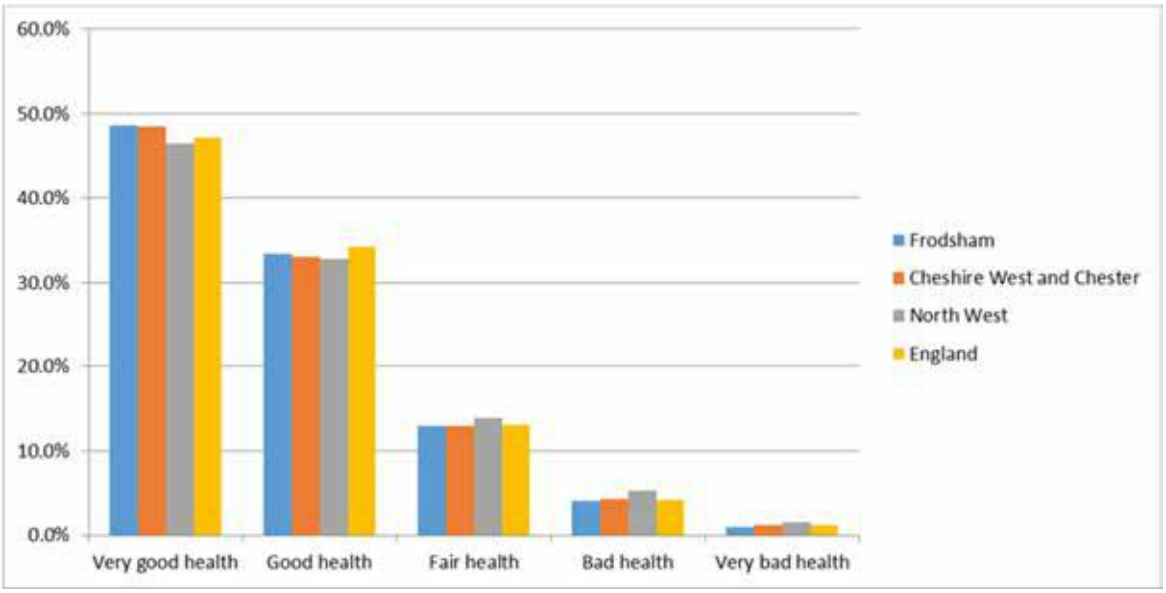
Baseline Summary

Summary of current baseline

Health indicators

9.4 General health in Frodsham (shown in Figure 9-1) is good. 89.1% of residents report at least 'good' if not 'excellent' health as per the 2011 Census, compared to 81.5% at the district level, 79.3% at the regional level and 81.4% nationally. A very low proportion of residents have 'very bad' health (0.98%).

Figure 9-9-2 Residents General Health (Census 2011: KS301EW)



9.5 With regards to long term health conditions, a large proportion of the population are not limited by their long-term health conditions (81.3%), in line with figures for Cheshire West and Chester (81.4%).

9.6 Information from the Cheshire West and Chester Health Improvement Strategy presents data from 2017 regarding the health and wellbeing of the district/unitary authority population.[43] Key issues include:

- Breastfeeding initiation is 68.9% in the area compared to the England average of 74.3%.
- At six to eight weeks after birth, 35.4 per cent of mothers are still breastfeeding compared with the England average of 43.8 per cent.
- Almost one fifth of children in their school reception year are either overweight or obese (23.1%), slightly higher than the England average of 21.9%.
- A third of children aged 10-11 are either overweight or obese (33.6%), similar to the England average of 34.2%.

[43] Cheshire West and Chester Council (2018): 'Health Improvement Strategy' [online] available at: file:///C:/Users/lauren.egan/Downloads/health%20improvement%20strategy%202018-2022.pdf

- 176,970 adults (64.2%) are overweight or obese, similar to the England average of 64.8 per cent 69,860 adults (25.5%) are obese.
- 24.2% of adults are inactive (i.e. do less than 30 minutes of moderate intensity activity per week).
- 23.8% of people are using outdoor space for exercise/health reasons.
- 923 deaths per year are attributed to physical inactivity and the annual cost to the local authority is £17.3 million.
- On average, local residents spend seven hours per day in sedentary positions. The most sedentary age group is 14-18 year olds, with lack of time and motivation being the most frequently cited reasons.

9.7 Local Health Profiles provide an overview of health for each local authority in England. The local authority health profile[44] for Cheshire West and Chester notes the following key indicators:

Table 9 2 Local Authority health profile, Cheshire West & Chester (2017-19)

	Life expectancy at birth (male)	Life expectancy at birth (female)	Under 75 mortality rate from all causes	Under 75 mortality rate from cardiovascular diseases	Under 75 mortality rate from cancer	Suicide rate
CW&C	80.1	83.3	324	68.3	133.0	8.4
North West	78.4	82.1	383	86.1	142.4	10.6
England	79.8	83.4	326	70.4	129.2	10.1

Health services

9.8 The nearest hospital services are located at Halton (Halton General Hospital), 4km from the centre of the Plan area. The Frodsham Health Centre at Princeway offers GP Services through the Knoll Centre, which is accessible by a 10-minute walk for most residents in the catchment area.[45]

[44] Public Health England Frodsham Local Authority Health Profile [online] available at: https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/ati/202/are/E06000009
[45] Active Cheshire (2018): 'Active Design Summary' [online] available at: http://frodshamplan.org.uk/images/docsandreps/Active%20Design%20Ready%20Assessment%20Summary%20Frodsham%2017.5.18%20(1)DRAFT.pdf

Deprivation

9.9 The Index of Multiple Deprivation 2019 (IMD) is an overall relative measure of deprivation constructed by combining seven domains of deprivation according to their respective weights, as described below. The seven deprivation domains are as follows:

- Income: The proportion of the population experiencing deprivation relating to low income, including those individuals that are out-of-work and those that are in work.

- Employment: The proportion of the working-age population in an area involuntarily excluded from the labour market, including those who would like to work but are unable to do so due to unemployment, sickness / disability, or caring responsibilities.
- Education, Skills and Training: The lack of attainment and skills in the population.

- Health Deprivation and Disability: The risk of premature death and the impairment of quality of life through poor physical or mental health. Morbidity, disability and premature mortality are also considered.

- Crime: The risk of personal and material victimisation at local level.

- Barriers to Housing and Services: The physical and financial accessibility of housing and local services.

- Living Environment: The quality of the local environment, including the quality of housing stock, air quality and road traffic incidents.

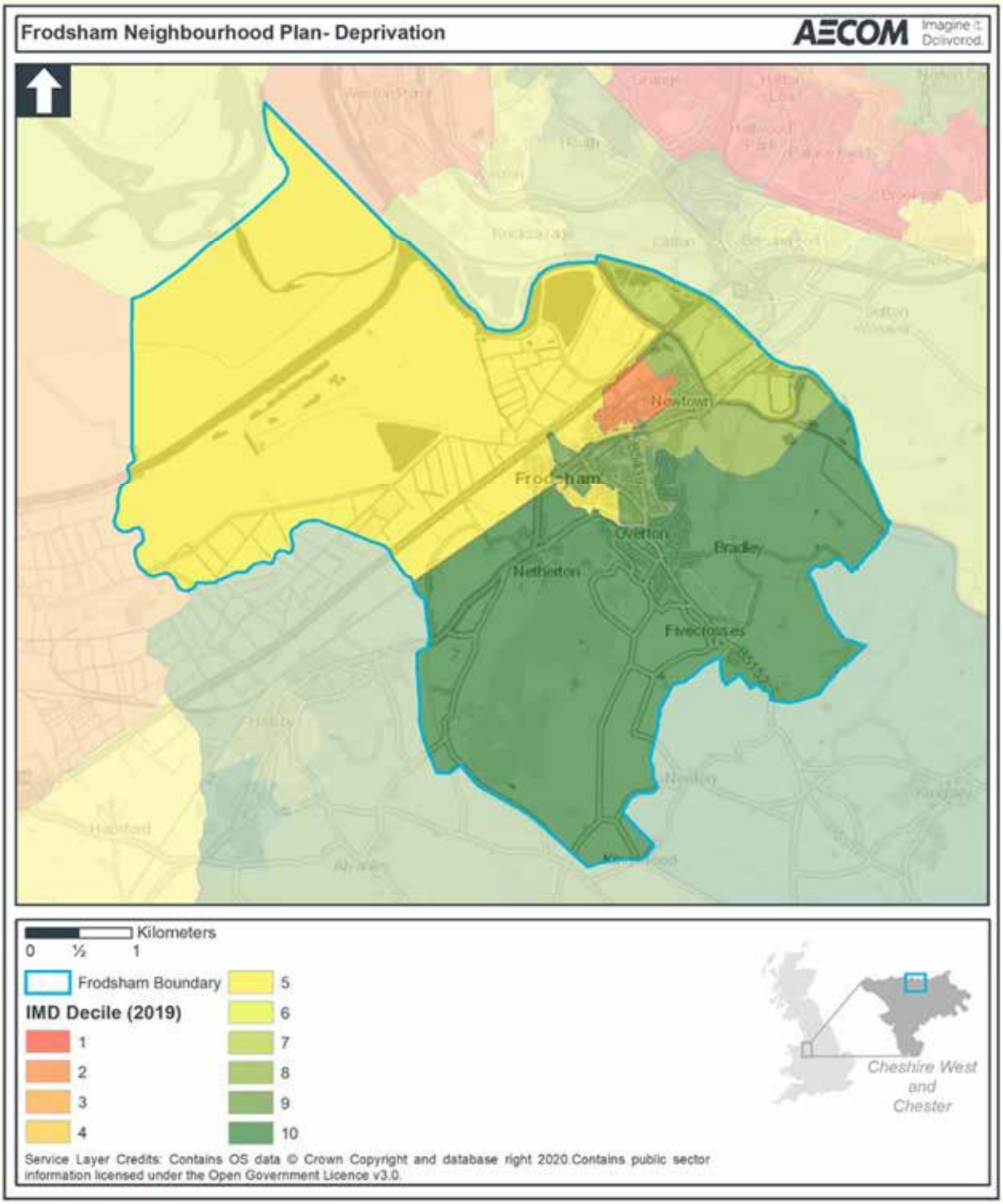
Two indices, subsets of the Income deprivation domain, are also included:

- Income Deprivation Affecting Children Index: The proportion of all children aged 0 to 15 living in income deprived families.

- Income Deprivation Affecting Older People Index: The proportion of all those aged 60 or over who experience income deprivation.

9.10 As illustrated in Figure 9-2, the Indices of Multiple Deprivation (IMD 2019) data for the NDP area show that the north westernmost part of the Plan area falls within decile 5 (50% least deprived areas in England), and the south easternmost part of the Plan area falls with decile 10 (10% least deprived areas in England). A small part of the area, at Newtown, falls within a highly deprived area (one of the 20% most deprived area).

Figure 9-2 Indices of Multiple Deprivation 2019 in and around the NDP area



Open greenspace and sport/play facilities

9.11 The Cheshire West and Chester Open Space Study (2019)[46] identified provision for areas of open greenspace and recreation (such as parks), and areas of deficit. Table 9-3 shows that there is a deficit of allotments, amenity greenspace and play spaces in Frodsham.

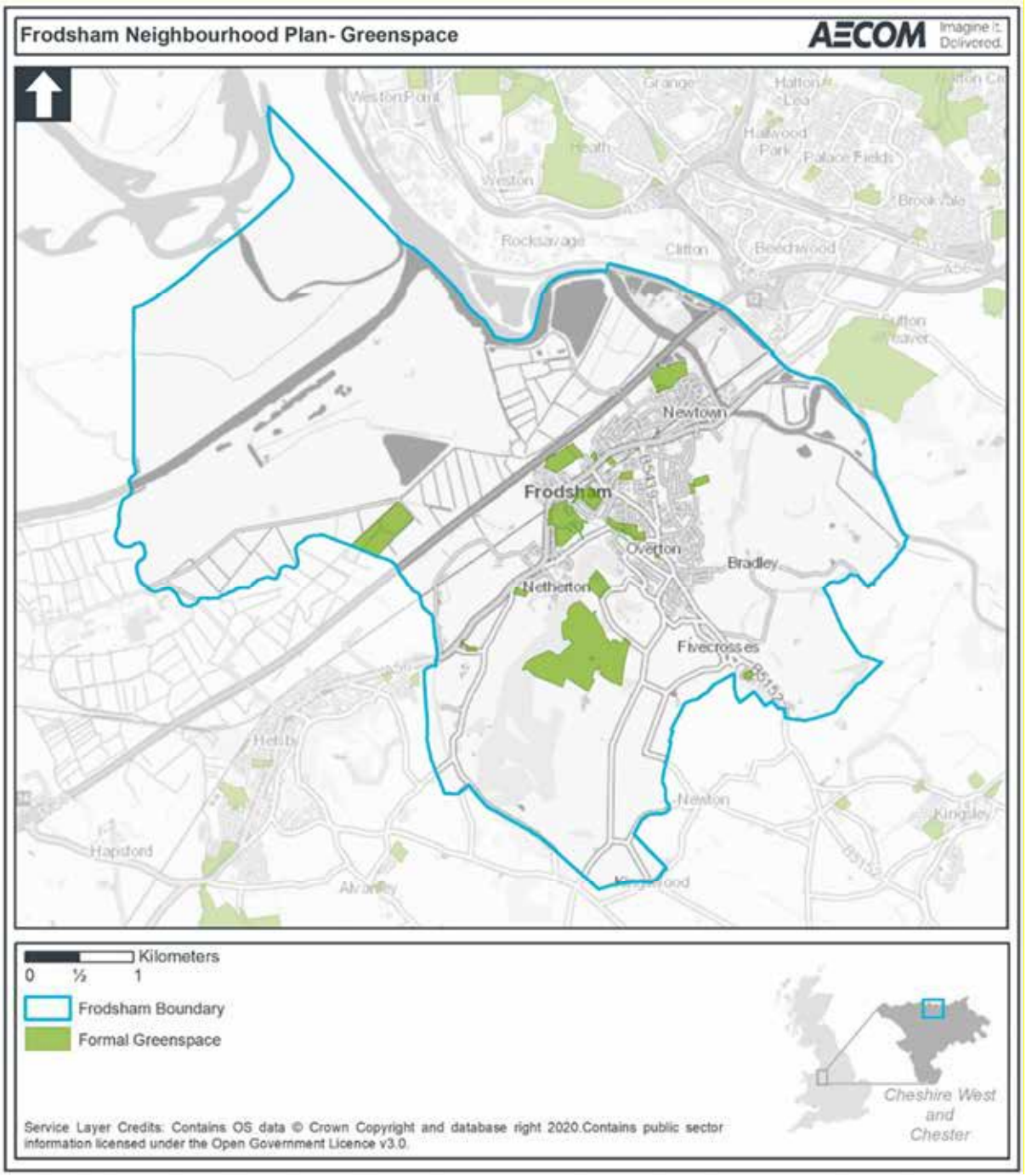
Table 9-3 Existing provision and deficit of open space (ha) in Frodsham

	Allotment	Amenity greenspace	Park and recreation ground	Play space (children)	Play Space (youths)	Natural green space
Provision	1.23	3.44	12.44	0.39	0.14	98.83
Supply/ deficit	-0.13	-2.01	7.9	-0.06	-0.13	n/a

9.12 Greenspaces are shown in Figure 9-3, below. Greenspace is mostly located in the centre of Frodsham, as well as some parts of the south west.

[46] Cheshire West and Cheshire Council (2017): 'Open Space Study' [online] available at: https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/ev_base/oss_pps

Figure 9-3 Greenspace in Frodsham



Summary of future baseline

9.13 Frodsham is a generally healthy community with an ageing population. The accessibility of development will be particularly important in terms of supporting resident health and wellbeing. The important of local services and facilities, and access to open green spaces and recreational areas has been further highlighted through the ongoing pandemic. Furthermore, as a rural area, residents are more susceptible to social isolation. These factors are more likely to be appropriately considered and addressed through planned development rather than unplanned development.

9.14 There is a deficit of play spaces for both children and youth in Frodsham as well as amenity greenspace. The NDP area can benefit from improving access to current provision as well as enhancing sites which better appeal to the expectations and demands of users from a broad range of age and mobility.

Key headline issues

9.15 The key issues are as follows:

- Frodsham has a broadly healthy population, with good access to medical services in the town centre. However, the ageing population is likely to place additional pressures on health and social services.
- The majority of the NDP area is within the 50% least deprived category with only small pockets of deprivation.
- There are several health and recreational facilities within the NDP area, though there is a deficit in play spaces and amenity greenspace.

Scoping outcome

9.16 Whilst the scale of development proposed is unlikely to produce significant effects on health and wellbeing. The Plan has the potential to engender effects on health and wellbeing. For example, the plan can help improve open/ green space provision. With this in mind the SEA topic 'Health and Wellbeing' has been **SCOPED IN** to the SEA.

What are the SEA objectives and appraisal questions for the Health and Wellbeing SEA theme?

9.17 The SEA topic 'Health and wellbeing' has been scoped in to the SEA. Table 9.4 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 9-4: SEA Framework of objectives and assessment questions: Health & Wellbeing

SEA Objective	Supporting Questions
Improve the health and wellbeing of residents within the FNP area.	Will the option/proposal help to: • Promote accessibility to a range of leisure, health and community facilities, for all age groups? • Provide and enhance community access to open green spaces? • Promote the use of healthier modes of travel, including active travel networks? • Improve access to the countryside for recreational use? • Avoid negative impacts to the quality and/ or extent of existing recreational assets, including formal and informal footpaths? • Contribute to reducing social isolation?

10. Transportation

10.1 This theme focuses on transport infrastructure, transport usage, traffic flows and congestion, and accessibility levels in the FNP area.

Policy Context

10.2 Table 10-1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 10-1: Plans, policies and strategies reviewed in relation to transportation and movement

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://www.gov.uk/government/publications/national-planning-policy-framework--2
The Transport Investment Strategy – Moving Britain Ahead	2017	https://www.gov.uk/government/publications/transport-investment-strategy
The Department for Transport's Cycling and Walking Investment Strategy	2016	https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy-active-travel-investment-models
Decarbonising Transport: Setting the Challenge	2020	https://www.gov.uk/government/publications/creating-the-transport-decarbonisation-plan
Cheshire West and Chester Transport Strategy	2017	https://www.cheshirewestandchester.gov.uk/residents/transport-and-roads/public-transport/transport-strategy/transport-strategy.aspx
Cheshire West and Chester Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
Cheshire West and Chester Local Plan Part 2	2019	https://inside.cheshirewestandchester.gov.uk/policies_plans_and_strategies/planning_policy/local_plan/local_plan__part_two

10.3 The key messages emerging from the review are summarised below:

- The FNP will be required to be in general conformity with the NPPF, which seeks the consideration of transport issues from the earliest stages of plan-making and development proposals to address any known issues and maximise opportunities to increase accessibility, particularly by walking, cycling and public transport. Larger developments are expected to be delivered in areas which are or can be made sustainable by limiting the need to travel and offering a genuine choice of transport modes. However,

it is recognised that sustainable transport solutions will vary between urban and rural environments.

- National transport strategies set out investment priorities which ultimately all seek to improve the connectivity, effectiveness and reliably of transport networks, whilst reducing impacts on the natural environment (including through decarbonisation). Furthermore, they place great emphasis on making cycling and walking the natural choice for shorter journeys, or as part of a longer journeys. This includes investment in new and upgraded infrastructure, changing perceptions and increasing safety.

- The Cheshire West and Chester Transport Plan identifies the transport investment priorities and policies at a more localised scale, but ultimately complement the aims of the national strategies discussed above. Alongside the transport and access policies of the Local Plan, the FNP will be required to be in general conformity with the strategic policy aims.

Baseline Summary

Summary of current baseline

Modes of travel

10.4 According to Census data (shown in Figure 10-1), a large proportion of residents travel to work by car (47.1%), higher than figures for Cheshire West and Chester (45.0%), the North West (39.0%), England (37.0%). Additionally, a low proportion of residents travel to work via public transport in Frodsham (3.3%), and travel to work via foot or bicycle (3.1%).

10.5 Car ownership in the Plan area, (shown in Figure 10-2) is high (84.1%), higher than Cheshire West and Chester (81.4%), the North West (72.0%) and England as a whole (74.0%).

Figure 10-1 Methods of Travel to Work

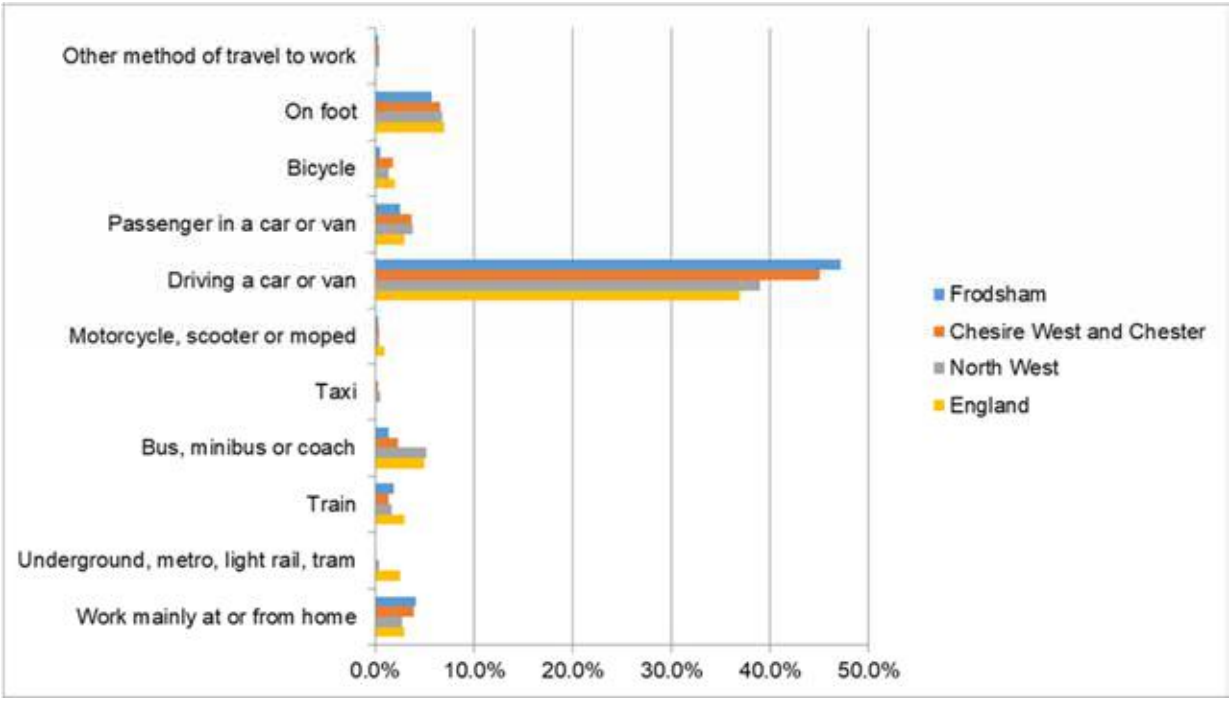
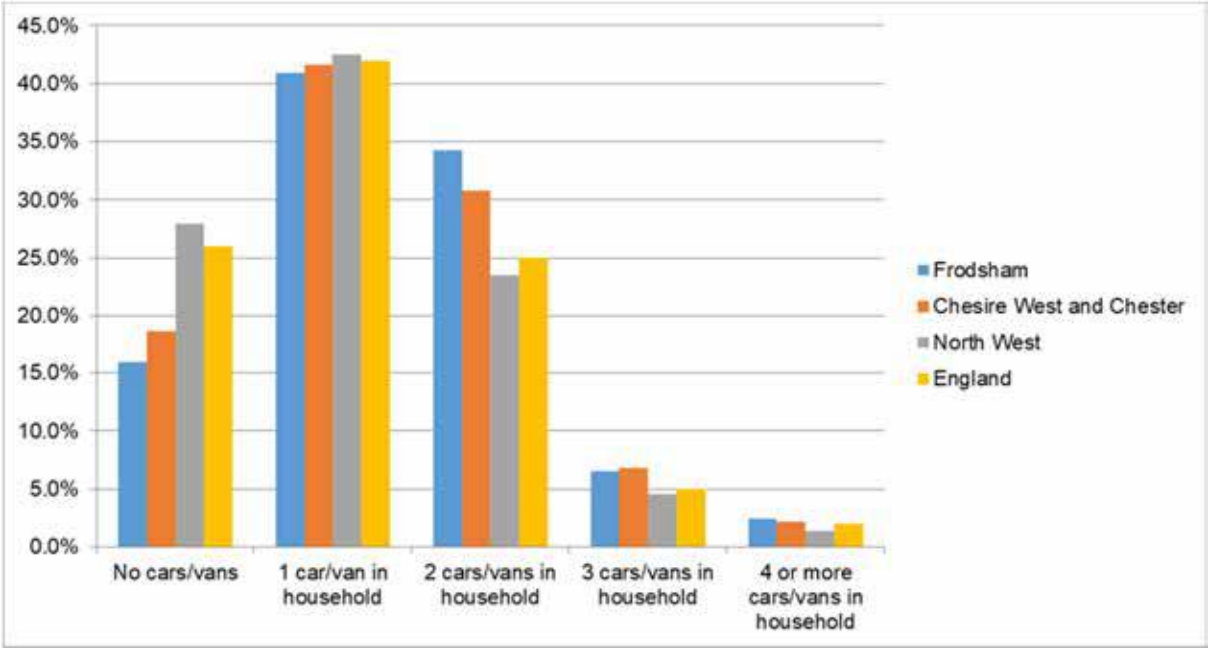


Figure 10-2 Car/ Van Ownership

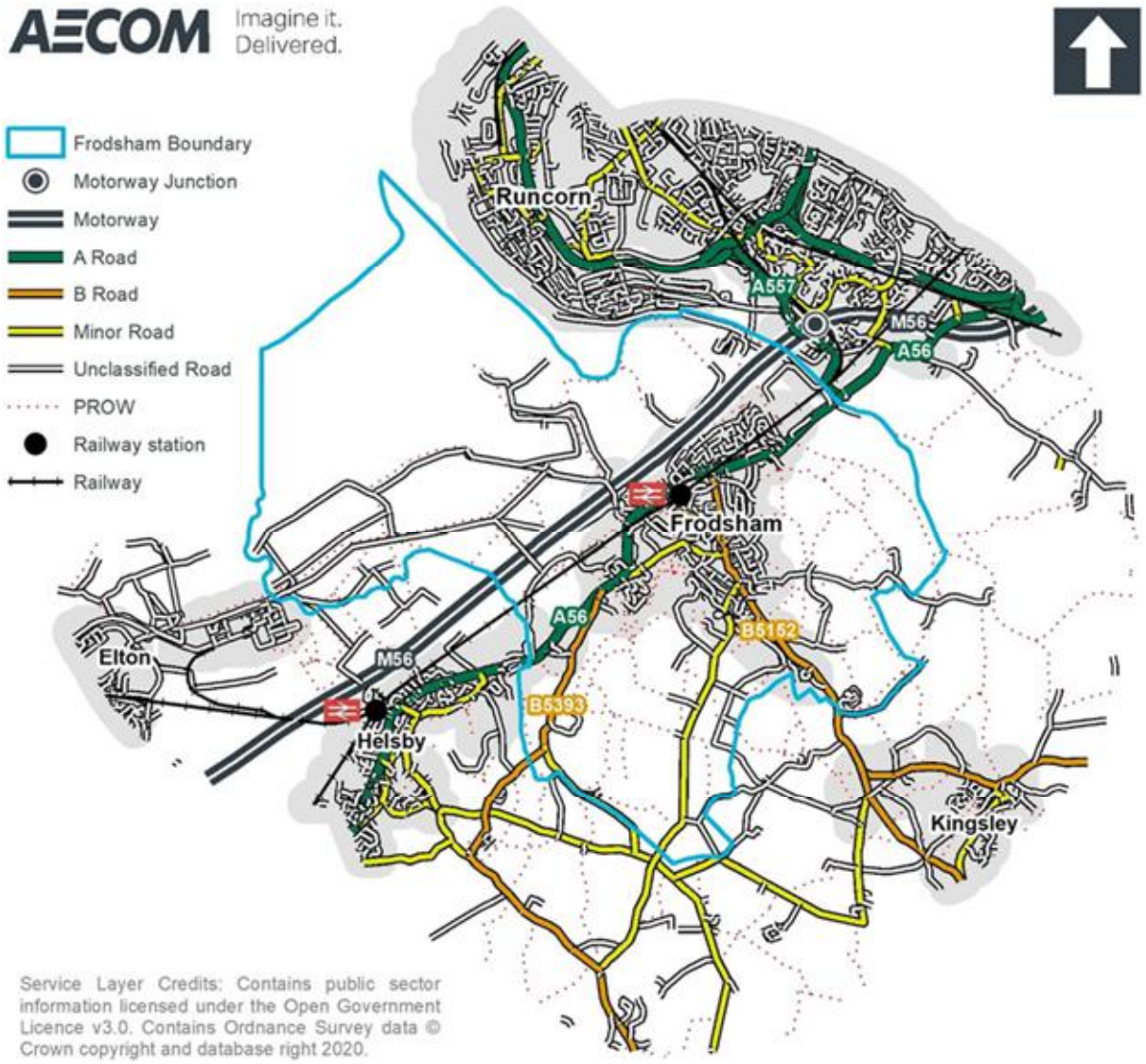


Wider transport network

10.6 The West Cheshire Borough possesses extensive motorway, trunk road and rail networks which carry a significant amount of local, regional and national traffic. Traffic patterns are also influenced by the nearby conurbations of Merseyside and Greater Manchester and there are also strong commuter links with North East Wales.

10.7 With regards to the local road network, the M56 passes through the centre of the Plan area and connects Frodsham to Manchester and the smaller towns of Warrington, Runcorn to the east and Ellesmere Port in the west. The A56 Chester to Warrington road is routes along Main Street and High Street. In addition, there are several smaller B roads (B593 and B5152) which provide access to the more rural parts of Frodsham to the south beyond the main settlement.

Figure 10-3 Road network in Frodsham



Traffic and congestion

10.8 The Frodsham residents' survey highlighted resident's concerns surrounding traffic and congestion in the area.[47] Traffic and congestion on the A56 has increased noticeably with the expansion of the Frodsham settlement boundaries, especially during busy periods of the day.

10.9 With the exception of Main Street, residential roads carry little traffic but on-street parking contributes to traffic congestion in Marsh Lane and there is intrusive background noise from the M56 throughout the area. Several roads are busy at peak periods especially near the school and local businesses, and on-street parking can inhibit free traffic flow.[48]

Rail and bus network

10.10 Frodsham rail station is situated in the centre of the settlement. The station is operated by Transport for Wales, which provide services to Manchester and Liverpool Lime Street every half hour, Monday through to Sunday. Frodsham is also served by a less frequent Northern rail service which runs Monday-Friday from Leeds to Ellesmere Port.

10.11 With regards to the bus network, there are four bus routes serving Frodsham. The 48 and 48A run between Frodsham and Northwich, with the two other services terminating in Chester.

- 48 - Frodsham, High Street, Morrisons to Northwich, Watling Street (via Acton Bridge).
- 48A - Frodsham, High Street, Morrisons to Northwich, Watling Street (via Delamere).
- 2 - Chester Bus Interchange – Runcorn, a bus service operated by Stagecoach Merseyside and South Lancashire.
- X30 - Chester Bus Interchange - Warrington Bus Interchange, a bus service operated by Arriva North West.

Pedestrian and cycle routes

10.12 National cycle route number 5 passes through the centre of the Plan area runs through Chester to North Wales.

[47] Frodsham plan group (2017): 'Frodsham Residents Survey 2017' [online] available at: http://frodshamplan.org.uk/images/docsandreps/CWaC-_Your_Voice_Matters_-_Final_Stats_Feb_2018.pdf
[48] Frodsham Town Council (2010): 'Frodsham Design Statement' [online] available at: http://frodshamplan.org.uk/images/docsandreps/Town%20Design%20Statement%20-%20Frodsham%20-%20July%202010.pdf

10.13 Public Rights of Way (PRoWs) shown in Figure 10-3, are expansive along the southern part of the Plan area and provide connections to more rural locations and their specialist services, such as farms. The town centre of Frodsham is described as 'very walkable' and this is reflected with the presence of frequent pedestrian cut-throughs that significantly reduce journey distance, compared to the normal road routes. The residents of Frodsham have suggested that the quality of pavements could be improved to increase the likelihood of them walking more often in the town.[49]

Summary of future baseline

10.14 In the absence of strategic transport interventions, growth in the Plan area is likely to continue trends which favour the private vehicle as the primary mode of transport. New development therefore has the potential to increase traffic and lead to additional localised congestion issues which in turn may reduce road safety.

10.15 A greater local population through the delivery of Local Plan housing allocations and other developments and subsequent demand for public transport could provide opportunities to increase bus provision. However, Frodsham is unlikely to experience the scale of growth that would be likely to add significant congestion to the local road network or make major improvements to public transport viable.

10.16 Though PRoWs in the area are expansive, resident surveys have indicated there is potential to improve the quality of pavements and walkways in Frodsham, which could be implemented as part of the planning process.

Key headline issues

10.17 The key issues are as follows:

- The Neighbourhood Plan area is well served by the highway network, and benefits from good railway and bus connectivity. However, development could potentially lead to increased traffic and improve the viability of public transport.

- The majority of residents are likely to travel to work by car/ van, but it is likely that trends could change as a result of the Covid 19 Pandemic, and the changing role of town centres, indicated by a relatively high proportion of residents who choose to work from home.

- Accessibility by PRoWs in the Plan area is good, and plan making offers the opportunity to improve existing pathways to increase access to key services in Frodsham.

[49] Active Cheshire (2018): 'Active Design Summary' [online] available at: http://frodshamplan.org.uk/images/docsandreps/Active%20Design%20Ready%20Assessment%20Summary%20Frodsham%2017.5.18%20(1)DRAFT.pdf

Scoping outcome

10.18 Whilst the level of growth proposed is unlikely to produce transport infrastructure improvements, the FNP can potentially have effects, positive or negative, on the level of traffic in the NP area. With this in mind the SEA topic 'Transportation' has been **SCOPED IN** of the SEA.

What are the SEA objectives and appraisal questions for the Transportation SEA theme?

10.19 The SEA topic 'Transportation' has been scoped in to the SEA. Table 10-3 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 10-3: SEA Framework of objectives and assessment questions: Transportation

SEA Objective	Supporting Questions
Promote sustainable transport use and reduce the need to travel.	Will the option/proposal help to: • Encourage more use of sustainable transport modes? • Encourage the uptake of active travel opportunities? • Extend or improve active travel networks? • Enable sustainable transport infrastructure improvements? • Ensure sufficient road capacity to accommodate new development? • Facilitate on-going high levels of home and remote working? • Improve road safety? • Reduce impacts on residents from the road network? • Improve parking facilities?

11. The SEA Framework and Methodologies

The SEA Framework

11.1 The SEA framework has been established through the identification of key issues as part of the scoping exercise. This draws upon the baseline position and policy context that has been prepared for a range of SEA topics (as set out in Chapters 2-10).

11.2 The framework consists of a set of headline objectives and ancillary questions, which will be used to appraise the environmental effects of the draft Development Plan Document (and any reasonable alternatives).

11.3 Table 11.1 below outlines the full SEA Framework, which brings together the objectives and questions that have been set out at the end of each SEA topic chapter. The Framework focuses on those issues that have been identified as the most important to consider in the preparation of the Plan; but acknowledging the limited influence that the Plan can have in some areas.

Table 11-1 The SEA Framework

SEA Objective	Supporting questions (will the option/ proposal help to…?)
Improve air quality within and surrounding the Neighbourhood Plan area and minimise all sources of environmental pollution	• Promote and encourage more sustainable transport options? • Enable sustainable transport infrastructure enhancements? • Encourage development which reduces the need to travel outside of the Neighbourhood Plan area? • Locate and design development so that current and future residents will not regularly be exposed to poor air quality? • Implement measures (such as appropriate planting and provision of green infrastructure) which will help support good air quality in an around the Neighbourhood Plan area? • Ensure development connects to the existing road network, promoting ease of access and suitably mitigating any potential increases in local congestion?
Protect, maintain and enhance biodiversity habitats and species; achieving a net environmental gain and stronger ecological networks.	• Support connections between habitats in the Plan area? • Avoid significant impacts on designated sites within the NP area including; the Mersey Estuary SPA/Ramsar/SSSI, Beechmill wood and pasture, Frodsham Railway and Road Cuttings and Dunsdale Hollow SSSIs? • Avoid significant impacts from air pollution, urban water drainage and surface water runoff, on the designated biodiversity sites and areas forming part of the North West Marine Plan. • Support continued improvements to the designated sites in the Neighbourhood Plan area? • Achieve a net gain in biodiversity? • Support access to, interpretation and understanding of biodiversity? • Increase the resilience of biodiversity in the Neighbourhood Plan area to the effects of climate change?
Avoid and manage flood risk and support the resilience of the Frodsham Neighbourhood Plan area to the potential effects of climate change.	• Improve green infrastructure networks in the plan area to support adaptation to the potential effects of climate change? • Ensure flood risk and erosion is not increased and where possible reduced

	• Sustainably manage surface water run-off, ensuring that the risk of flooding is not increased (either within the plan area or downstream) and where possible reduce flood risk? • Ensure the potential risks associated with climate change are considered through new development in the plan area? • Avoid placing development in areas that are at the greatest risk of flooding?
Protect, enhance and manage the integrity, distinctive character and setting of heritage assets and the wider historic environment.	• Conserve, better reveal the significance, and enhance heritage assets, their setting and the wider historic environment? • Contribute to better management of heritage assets? • Identify and protect / enhance features of local importance? • Support access to, interpretation and understanding of the historic environment? • Consider the impact on setting in a manner proportionate to the significance of the heritage asset affected. • Promote heritage-led regeneration?' • Lead to the repair and adaptive re-use of a heritage asset and encourage high quality design?
Protect, enhance and manage the distinctive character and appearance of landscapes.	• Conserve, better reveal the significance and enhance landscape assets? • Contribute to better management of landscape assets? • Identify and protect/enhance features of local importance? • Support access to, interpretation and understanding of the surrounding landscape? • Improve linkages to open space and the countryside? • Preserve and enhance the North Cheshire Green Belt?
Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupants throughout their life.	• Support the provision of a range of house types and sizes targeted at aligning the housing stock with local needs? • Provide everyone with the opportunity to live in good quality and affordable housing? • Create sustainable communities with good access to a range of local services and facilities?
Improve the health and wellbeing of residents within the FNP area.	• Promote accessibility to a range of leisure, health and community facilities, for all age groups?

	• Provide and enhance community access to open green spaces? • Promote the use of healthier modes of travel, including active travel networks? • Improve access to the countryside for recreational use? • Avoid negative impacts to the quality and/ or extent of existing recreational assets, including formal and informal footpaths? • Contribute to reducing social isolation?
Promote sustainable transport use and reduce the need to travel.	• Encourage more use of sustainable transport modes? • Encourage the uptake of active travel opportunities? • Extend or improve active travel networks? • Enable sustainable transport infrastructure improvements? • Ensure sufficient road capacity to accommodate new development? • Facilitate on-going high levels of home and remote working? • Improve road safety? • Reduce impacts on residents from the road network? • Improve parking facilities?

12. Next Steps

Subsequent stages for the SEA process

12.1 Scoping (the current stage) is the second stage in a six-stage SEA process:

- Screening (NPPG Stage A)
- Scoping (NPPG Stage B)
- Assess reasonable alternatives, with a view to informing preparation of the draft plan (NPPG Stage C)
- Assess the draft plan and prepare the Environmental Report with a view to informing consultation and plan finalisation (NPPG Stage D/E)
- Publish a 'statement' at the time of plan adoption in order to 'tell the story' of plan-making/SEA (and present 'measures decided concerning monitoring') (NPPG Stage F)

12.1.1 The next stage will involve establishing and appraising reasonable alternatives for the Plan. This will involve consideration of strategic issues such as the growth and distribution of housing, and site options. The findings of the appraisal of these alternatives will be fed back so that they can be considered when preparing the draft plan.

Consultation on the Scoping Report

12.1.2 Involvement through consultation is a key element of the SEA process. At this scoping stage, the SEA Regulations require consultation with statutory consultation bodies. The statutory consultation bodies are the Environment Agency, Historic England and Natural England. The Scoping Report has been released to these three statutory consultees.

12.1.3 Consultees are invited to comment on the content of this Scoping Report, in particular the evidence base for the SEA, the identified key issues and the proposed SEA Framework.

12.1.4 Comments on the Scoping Report should be sent to the below contacts;

Omar Ezzet,	AECOM	omar.ezzet@aecom.com
Gill Hesketh	Frodsham NP Group	frodshamplan@gmail.com

12.1.5 All comments received on the Scoping Report will be reviewed and will influence the development of the SEA where appropriate.

13. Glossary

Agricultural Land - Agricultural land is classified into five grades. Grade one is best quality and grade five is poorest quality. A number of consistent criteria are used for assessment which include climate (temperature, rainfall, aspect, exposure, frost risk), site (gradient, micro-relief, flood risk) and soil (depth, texture, stoniness).

Index of Multiple Deprivation (IMD) – This is a measure of deprivation in England, for every local authority and super output area seven domains of deprivation are measured: (Income, Employment, Health deprivation and Disability, Education Skills and Training, Barriers to Housing and Services, Crime the Living Environment). This allows all 32,482 SOAs to be ranked according to how deprived they are relative to each other. This information is then brought together into one overall Index of Multiple Deprivation 2004.

LNR – Local Nature Reserves (LNRs) are for both people and wildlife. They are places with wildlife or geological features that are of special interest locally. They offer people special opportunities to study or learn about nature or simply to enjoy it.

NNR - Many of the finest sites in England for wildlife and geology are National Nature Reserves (NNR). There are currently 224 across the country and almost all are accessible and provide great opportunities for people to experience nature.

Objective – A statement of what is intended, specifying the desired direction of change in trends Option For the purposes of this guidance option is synonymous with ‘alternative’ in the SEA Directive Plan For the purposes of the SEA Directive this is used to refer to all of the documents to which this guidance applies, including Development Plan Documents. Supplementary Planning Documents are not part of the statutory Development Plan but are required to have a sustainability appraisal.

RAMSAR – Ramsar sites are wetlands of international importance designated under the Ramsar Convention.

Locally Important Geological Sites – LIGs are designated by locally developed criteria and are currently the most important designated sites for geology and geomorphology outside statutorily protected areas such as SSSIs.

SAC – Special Areas of Conservation (SACs) are strictly protected sites designated under the EC Habitats Directive. Article 3 of the Habitats Directive requires the establishment of a European network of important high-quality conservation sites that will make a significant contribution to conserving the 189 habitat types and 788 species identified in Annexes I and II of the Directive

Scheduled Monument - A ‘nationally important’ archaeological site or historic building, which is given protection against unauthorised change.

Scoping – The process of deciding the scope and level of detail of a Sustainability Appraisal.

Screening – The process of deciding whether a document requires a SA.

SEA Directive – European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment

SEA Regulations – The Environmental Assessment of Plans and Programmes Regulations 2004 (which transposed the SEA Directive into law).

SPA – Special Protection Areas (SPAs) are strictly protected sites classified in accordance with Article 4 of the EC Birds Directive, which came into force in April 1979. They are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly occurring migratory species.

SSSI – SSSIs are the country's very best wildlife and geological sites.
They include some of our most spectacular and beautiful habitats - large wetlands teeming with waders and waterfowl, winding chalk rivers, gorse and heather-clad heathlands, flower-rich meadows, windswept shingle beaches and remote uplands moorland and peat bog.

Super Output Area (SOA) – SOAs are a new geographic hierarchy designed to improve the reporting of small area statistics in England and Wales. Three layer of SOA have been devised: Lower Layer - Minimum population 1000; mean 1500. Built from groups of SOAs (typically 4 to 6) and constrained by the boundaries of the Standard Table (ST) wards used for 2001 Census outputs. Middle Layer - Minimum population 5000; mean 7200. Built from groups of Lower Layer SOAs and constrained by the 2003 local authority boundaries used for 2001 Census outputs. Upper Layer - To be determined; minimum size c.25, 000.

Strategic Environmental Assessment (SEA) – Generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. In the UK, SEA is increasingly used to refer to an environmental assessment in compliance with the 'SEA Directive'

Sustainability Appraisal (SA) – Generic term used to describe a form of assessment which considers the economic, social and environmental effects of an initiative. SA, as applied to Local Development Documents, incorporates the requirements of the SEA Directive.

Sustainability Issues – The full cross-section of sustainability issues, including social, environmental and economic factors.

Appendix A Site Assessment Framework

Context

Is the site: Greenfield: land (farmland, or open space, that has not previously been developed) Brownfield: Previously developed land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated infrastructure.	**Greenfield** **Brownfield** **Mixture** **Unknown**
Biodiversity Considerations Is the site within or adjacent to the following policy or environmental designations? What impact would development have on the site's habitats and biodiversity? : ▪ Green Belt ▪ Area of Outstanding Natural Beauty (AONB) ▪ National Park ▪ European nature site ▪ SSSI Impact Risk Zone ▪ Site of Importance for Nature ▪ Conservation ▪ Site of Geological Importance	**Yes, Significant negative effects** **Yes, Potential for negative effects** **No/ Neutral effects**
Climatic Factors Is the site within or adjacent to ▪ Flood Zones 2 or 3	**Yes, Significant overlap** **Yes, partial overlap** **No/ Neutral effects**
Ecological value? Could the site be home to protected species such as bats, great crested newts, badgers etc.?	**Yes** **Unknown** **No**

Context

Landscape	**High sensitivity**
Is the site low, medium or high sensitivity in terms of landscape?	**Medium sensitivity**
Low sensitivity: site not visible or less visible, existing landscape is poor quality, existing features could be retained	**Low sensitivity**
Medium sensitivity: Development would have only moderate impact on landscape character	
High sensitivity: Development would significantly detract from the landscape and important features unlikely to be retained- mitigation not possible	
Agricultural Land	**Significant loss**
Loss of high quality agricultural land (Grades 1,2 or 3a)	**Moderate loss**
	No loss
Historic Environment	
Is the site within or adjacent to, or likely to have significant effects on, the setting of heritage assets, associated one or more of the following heritage designations or assets?	**Yes; Potential for significant negative effects**
▪ Conservation area	
▪ Scheduled monument	**Yes; Potential for minor negative effects**
▪ Registered Park and Garden	
▪ Registered Battlefield	
▪ Listed building	**Limited or no impact or no requirement for mitigation**
▪ Known archaeology	
▪ Locally listed building	
Health and Wellbeing	**Poorly located**
Is the site, in general terms, close/accessible to local amenities such as (but not limited to): Town centre/local centre/shop	**Moderately located**
▪ Employment location	
▪ Public transport	**Favourably located**
▪ School(s)	
▪ Open space/recreation/ leisure	
▪ facilities	
▪ Health facilities	
▪ Cycle route(s)	
Where a site is poorly located if > 800m, moderately located if 400m to 800m, and favourably located < 400m from services.	

Context

Other key considerations	Yes
Are there any Tree preservation Orders on site?	Unknown
Public Right of Way	No
Existing social of community value	

Appendix B Post Consultation modifications

The initial draft of the SEA scoping report was sent to the Statutory Consultees[50] and CWCC on the 3rd of August 2021. Following a 5 week consolation period, several representations/ comments were received. These are addressed in this revised scoping report. The revisions/ modifications are summarised in (Table B-1).

Table AB1 – Summary of consultation responses and revisions made.

Consultee responses	Response
Natural England provided a formal response to the consultation requesting that: The impacts of air quality on biodiversity be included in the assessment and, *'the Strategic Environmental Assessment has not referred to the need for a HRA screening. Natural England advise that the HRA is carried out at an early stage along-side the SEA.'*	• Air quality is now scoped into the SEA • The impacts of air pollution on biodiversity now specifically mentioned in the SEA framework (Table 3-4 third bullet). • An HRA has been undertaken in parallel to the SEA. This is now discussed in paragraph 3.6.
The Environment Agency Provided a formal response. It requested that: Effects to habitats and biodiversity of key water features, such as ponds, ditches and water courses be considered (e.g. the River Weaver) by adding a supporting question to Table 3-4 to address this. The response also highlighted the need for all new development to ensure 10% biodiversity net gain (BNG) from c 2023. The EA suggested reference should be made to other flood related plan such as Flood Risk Management Plans (currently being updated), surface Water Management Plans. Adding that any sites allocated to development in flood risk zones 2 and 3 should be subject to the sequential test. And except test (where necessary). Flood risk assessments should use the up to date sources for flood risk tests. *'If development not already allocated through the Local Plan is identified for location in flood zone 2 and/or*	• Additional bullet added to Table 3-4 regarding 'protection and improvement of key water features' • BNG is discussed in chapter 3 and included in the supporting questions in Table 3.4 • Updated section 4.3 to include other flood risk management plan. • Added bullet (2) to the supporting questions in Table 4-7

[50] The Environment Agency, Natural England and Historic England.

3, then a requirement for the Neighbourhood Plan to look in to updating the Strategic Flood Risk Assessment outputs that cover the Neighbourhood Plan area or individual site specific flood risk assessment(s) might be required.' The EA suggested the inclusion of an additional supporting question in Table 4-7 to ensure flood risk from all sources is addressed.	
Historic England Provided a formal response. It pointed to advise notes HEAN3 and HEAN8 as these provide guidance for the assessment. The response goes on to highlight the importance of addressing the historic environment's significance, condition, sensitivity and capacity to accommodate change and likely effects o alternatives. HE noted that the Heritage at Risk register does not include Grade II listed buildings outside London requesting this be clarified in para. 5.7 HE recommended that the Site Assessment Framework in Appendix A should fully acknowledge the setting of heritage assets.	• HEAN3 and HEAN8 are referenced in the Historic Environment chapter. The guidance and the response comments will be taken into consideration when appraising alternatives in the SEA environmental report. • Amended para. 5.7 to clarify this issue. • Historic environment section of the Site Assessment Framework has now been expanded to include explicit reference to effects on the setting of heritage assets.
CWCC CWCC provided a detailed response which is summarised below Air quality should be scoped in. Relevant policies from the North West Marine Plan should be referred to in the report. HRA- to be mentioned in report clarifying that this is a separate process to SEA. Chapter 6 (Landscape) should mention the fact that the Sandstone ridge is being considered as a future AONB. Also Design Code to be referenced in this chapter.	• Air quality has been scoped into the scope of the SEA • NWMP policies are now discussed in greater detail with reference made to the relevant policies. • This is now clarified in para. 3.6 • The proposal to designate the Sandstone Ridge as an AONB is now mentioned in para. 6.7 • Design Code is now discussed under para.6.3

Water resources –impacts of development on water resources should be scoped in.	• This and the EA response have been considered. Clarification as to why water resources has been scoped out is now included in further detail in chapter 7 under the scoping outcome section. The effects of the NP on quality of water bodies (in terms of biodiversity) is included in the SEA framework section for biodiversity (Ch.2).
Population and housing (Ch.8) – Clarification required as to what is meant by 'responsive range of housing etc.' in the SEA framework section (Table 8.5).	• Table 8.5 amended to provide more clarity.
Ch.9 Health and Wellbeing, specifically Open Space should be scoped into the SEA.	• The Health and Wellbeing topic (including Open Space) is now scoped into the SEA.
Ch.10 Transportation to be scoped into the SEA.	• Transportation is now scoped into the SEA

Document 15

Strategic Environmental Assessment Environment Report [January 2022]

FRODSHAM NEIGHBOURHOOD PLAN

Strategic Environmental Assessment (SEA) for the Frodsham Neighbourhood Plan

Environmental Report

January 2022

Delivering a better world

Quality information

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Revision	Revision date	Details	Name	Position
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V2	March 2022	Locality sign off	Annabel Osborne	Neighbourhood Planning Officer

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Non-technical summary

AECOM is commissioned to lead on Strategic Environmental Assessment (SEA) in support of the emerging Frodsham Neighbourhood Plan (FNP) 2021-2030. The FNP is currently being prepared as a Neighbourhood Development Plan under the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012. The Neighbourhood Plan is being prepared in the context of the adopted Cheshire west and Chester Local Plan (Parts 1 and 2).

SEA is a mechanism for considering and communicating the likely effects of an emerging plan, and alternatives, with a view to avoiding and mitigating negative effects and maximising positive effects. Central to the SEA process is publication of an Environmental Report alongside the draft plan that presents certain required information. The aim is to inform the consultation and, in turn, plan finalisation.

Preparing the Environmental Report essentially involves answering three questions:

1) What has plan-making / SEA involved **up to this point?**

- including in relation to 'reasonable alternatives'.

2) What are the SEA findings **at this stage?**

- i.e. in relation to the draft plan.

3) What happens **next**

This Environmental Report NTS

This is the Non-Technical Summary (NTS) of the Environmental Report for the FNP, in which the three questions are answered in turn. Firstly, there is a need to set the scene further by answering*: What's the scope of the SEA?*

What is the scope of the SEA?

The scope of the SEA is reflected in a list of topics and objectives, which, taken together indicate the parameters of the SEA and provide a methodological 'framework' for assessment. The SEA framework is presented below:

Table A: The SEA Framework

SEA topic	SEA objective
Air quality	Improve air quality within and surrounding the Neighbourhood Plan area and minimise all sources of environmental pollution
Biodiversity	Protect, maintain and enhance biodiversity habitats and species; achieving a net environmental gain and stronger ecological networks.
Climate change (adaptation)	Avoid and manage flood risk and support the resilience of the Frodsham Neighbourhood Plan area to the potential effects of climate change.
Historic environment	Protect, enhance and manage the integrity, distinctive character and setting of heritage assets and the wider historic environment.
Landscape	Protect, enhance and manage the distinctive character and appearance of landscapes.
Population and housing	Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupants throughout their life.
Health and wellbeing	Improve the health and wellbeing of residents within the FNP area.
Transportation	Promote sustainable transport use and reduce the need to travel.

Plan making/SEA up to this point

An important element of the required SEA process involves assessing **reasonable alternatives** in time to inform development of the draft plan, and then publishing assessment findings in the Environmental Report.

As such, Part 1 of this report explains how work was undertaken to develop and assess a 'reasonable' range of alternative approaches to the allocation of land for housing, or **housing growth scenarios**.

The process of arriving at housing growth scenarios involved a process of considering the strategic context ('top down' factors), alongside understanding of the sites available and in contention for allocation ('bottom up' factors). The process is set out in Section 5, and summarised in a flow diagram.

Ultimately two housing growth scenarios were identified as reasonable and so warranting formal assessment under the SEA framework – see Table B.

Table B: The reasonable housing growth scenarios
N.B. figures are for the CWCC Local Plan period (2010-2030)

Supply	Scenario 1	Scenario 2
Frodsham residual housing requirement[1]	**34**	**34**
Main brownfield site; Land Behind Health Centre	65	65
Remaining sites assessed in the SOA as suitable for allocation plus the Brook works site	32	-
Total new supply to 2030	**97**	**65**
Housing competitions and commitments	**216**	**216**
Total new supply + completions and commitments	**313**	**281**
% difference from CWCC HRF (250)	**+25%**	**+12%**

Table C presents the assessment. Presented subsequently is the Frodsham NP Steering Group's response to the assessment, i.e. reasons for supporting the preferred approach, which is **Scenario 1**.

Assessment methodology:

Within each row of Table C (i.e. for each of the topics that comprise the SEA framework) the columns to the right hand firstly rank the scenarios in order of preference and then, secondly, highlight instances of a predicted significant positive (**green**), minor positive (**light green**), minor negative (**amber**), moderate negative (**pink**) or significant negative (**red**) effect on the baseline. Also, ' = ' is used to denote instances where the alternatives perform on a par (i.e. it not possible to differentiate between them).

[1] The housing requirement figure of 250 dwellings minus completions and commitments.

Table C: Housing growth scenarios assessment

Topic	Scenario 1		Scenario 2	
Air Quality	=		=	
Biodiversity	2	2	1	1
Climate change (adaptation)	=		=	
Health & Wellbeing	1		2	
Historic environment	1		2	
Landscape	=		=	
Population & housing	1		2	
Transportation	=		=	

Key: Within each row, for each of the topics. the columns to the right hand side seek to both **categorise** the performance of each scenario in terms of 'significant effects' on the baseline (using red, amber and light green and dark green)[2] and also **rank** the alternatives in order of performance. Also, ' = ' is used to denote instances where the alternatives perform on a par (i.e. it not possible to differentiate between them).

Summary discussion

The assessment shows a mixed picture, with both scenarios associated with pros and cons. Scenario 1 is the best-performing with a significant positive and no major negatives. Scenario 2 also has no significant negatives but performs slightly less well in respect to population and housing. Having said that, it does not automatically follow that Scenario 1 is best-performing overall, as the topics are not assumed to be of equal importance. It is for the decision-maker (also consultees), not this assessment, to assign weight to the various pros and cons and then arrive at a conclusion on which scenario is best-performing overall.

The plan-makers responded to the growth scenarios assessment as follows:

"The preferred approach is to take forward Scenario 1 as the basis for the FNP. This approach is considered to broadly align with the findings of the assessment, which finds Scenario 1 to perform well with respect to the majority of key sustainability issues, both in absolute terms and relative terms."

Assessment findings at this stage

Part 2 of the Environmental Report presents an assessment of the FNP as a whole, as it stands at the current time (pre-submission plan).

Assessment findings are presented as a series of narratives under the SEA framework. The assessment reaches the following overall conclusions:

[2] Red indicates a significant negative effect; amber a negative effect that is of limited or uncertain significance; light green a positive effect that is of limited or uncertain significance; and dark green a significant positive effect. No colour is assigned where effects are considered to be neutral or uncertain.

Overall, the Plan appraisal has served to highlight the potential for both positive and negative effects of varying degrees of significance.

Significant positive effects are anticipated in relation to the population and housing SEA theme as a result of the growth strategy, which will meet and exceed strategic growth targets set in Local Plan (CWCC LPP1); helping to improve choice and potentially affordability in the market. The additional growth also serves to provide a buffer to better secure housing delivery.

Mixed effects are predicted for biodiversity; minor negative effects are highlighted in relation to policy EDVE2 which has the potential to increase recreational pressures on the Frodsham Marshes and the Mersey Estuary biodiversity sites.

These effects would be reduced if the recommendations made in the HRA and SA are taken into account though.

On the other hand, minor positive effects are predicted for biodiversity due to FNP policies seeking to protect and enhance open green spaces which should help reduce habitat fragmentation and provide stepping stones for biodiversity.

Minor negative effects are considered likely for the transportation topic due to the cumulative effects of development on traffic and congestion.

Minor long term positive effects are recognised for climate change adaptation as the Plan allocates development in areas at low risk of flooding and includes policies that seek to protect and enhance open green space.

Minor long term positive effects are predicted with respect to health and wellbeing as the Plan promotes good quality design, a varied mix of housing, encourages active travel and protects green space including recreation and play areas.

Minor positive effects are expected due to the mitigation provided through the FNP Design Code and policy H6. The policies have the potential for positive effects as they help ensure the continued use of heritage assets such as the Grade II listed Brook House.

The Plan is expected to have neutral effects on landscape and air quality as development is allocated in areas of low landscape sensitivity and the scale of growth proposed is not expected to significantly impact air quality including at the AQMA.

Next steps

This Environmental Report is published alongside the pre-submission version of the FNP. Following consultation, any representations made will be considered by the FNP Steering Group, when finalising the plan for submission.

The ‘submission’ version of the plan will then be submitted to CWCC (alongside an Environmental Report Update, if necessary). The plan and supporting evidence will be then published for further consultation, and then submitted for examination.

If the outcome of the Independent Examination is favourable, the FNP will then be subject to a referendum, and the plan will be ‘made’ if more than 50% of those who vote are in support. Once made, the FNP will become part of the Development Plan for Cheshire west and Chester.

1. Introduction

Background

1.1 AECOM is commissioned to lead on Strategic Environmental Assessment (SEA) in support of the emerging Frodsham Neighbourhood Plan ('FNP') 2021–2030.

1.2 The FNP is being prepared in the context of the adopted Cheshire West and Chester Local Plan Parts 1 and 2. Once 'made', the FNP will form part of the Cheshire West and Chester Development Plan.

1.3 The FNP will be used to guide and shape development within the Plan area.

1.4 SEA is a required process for considering and communicating the likely effects of an emerging plan, and alternatives, with a view to minimising negative effects and maximising positive effects.[3]

SEA explained

1.5 It is a requirement that the SEA process is undertaken in-line with the Environmental Assessment of Plans and Programmes Regulations 2004.

1.6 In-line with the Regulations, a report (known as the Environmental Report) must be published for consultation alongside the draft plan that "*identifies, describes and evaluates*" the likely significant effects of implementing "*the plan, and reasonable alternatives*".[4] The report must then be taken into account, alongside consultation responses, when finalising the plan.

1.7 More specifically, the Report must answer the following three questions:

1. What has plan-making / SEA involved up to this point?

   - including in relation to 'reasonable alternatives'.

2. What are the SEA findings at this stage?

   - i.e. in relation to the draft plan.

3. What happens next?

This Environmental Report

1.8 This report is the Environmental Report for the FNP. It is published alongside the 'pre-submission' version of the Plan, under Regulation 14 of the Neighbourhood Planning Regulations (2012, as amended).

1.9 This report answers questions 1, 2 and 3 in turn, to provide the required information.[5] Each question is answered within a discrete 'part' of the report.

1.10 However, before answering Q1, two further introductory sections are presented to further set the scene.

[3] Regulation 15 of the Neighbourhood Planning Regulations (2012, as amended) requires that each Neighbourhood Plan is submitted to the Local Authority alongside either: A) an environmental report; or, B) a statement of reasons why SEA is not required, prepared following a 'screening' process. The FNP was subject to screening, on the basis of which it was determined that there *is* a requirement for SEA (i.e. the plan was 'screened-in').
[4] Regulation 12(2) of the Environmental Assessment of Plans and Programmes Regulations 2004.
[5] See **Appendix A** for further explanation of the report structure including its regulatory basis.

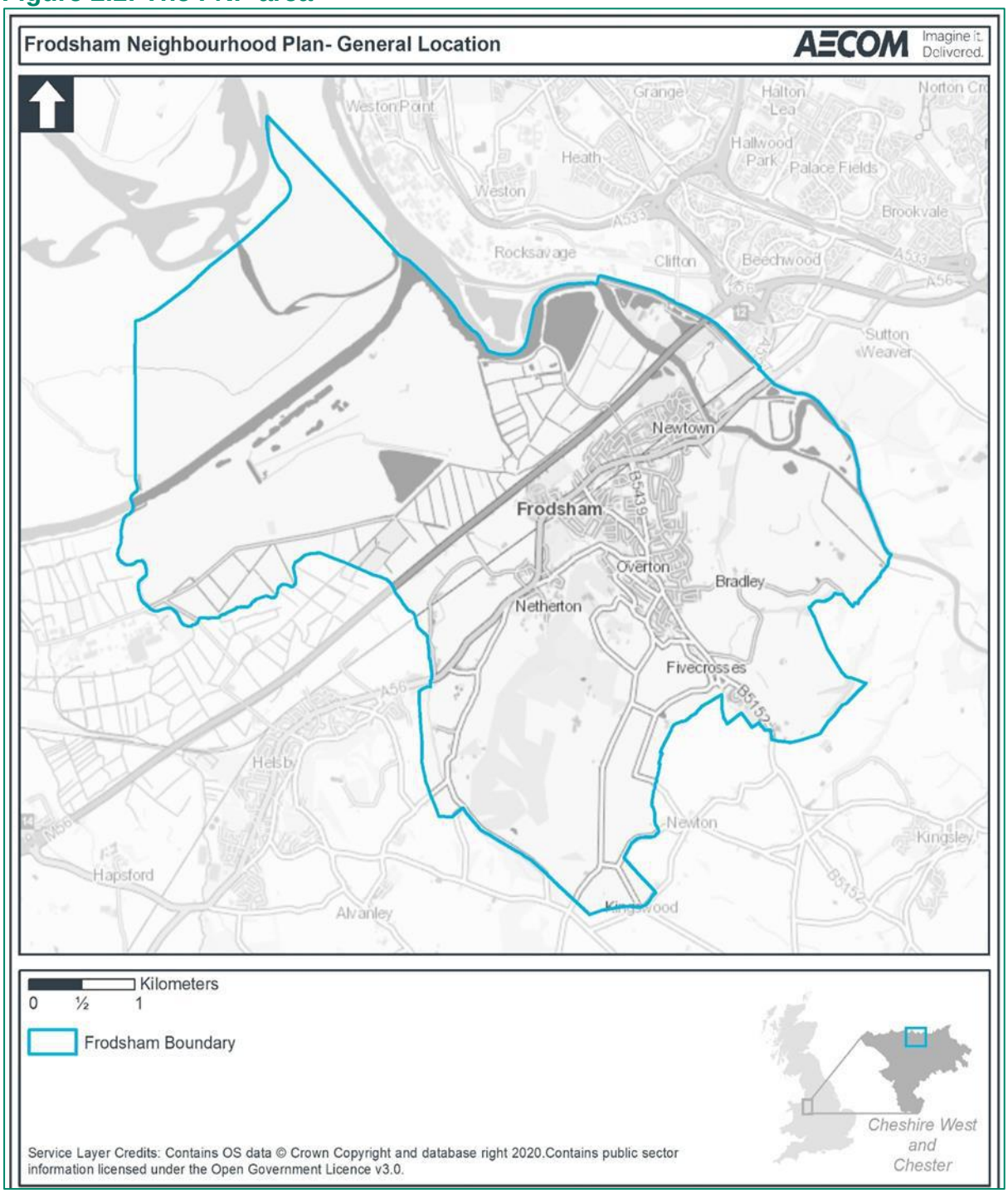
2. What is the plan seeking to achieve?

Introduction

2.1 This section considers the context provided by the applicable Local Plan, which is the adopted Cheshire West and Chester Local Plan Parts 1 and 2 (LPP1 and LPP2), before setting out the established FNP vision and objectives.

2.2 Figure 2.1 shows the plan area.

Figure 2.1: The FNP area



The LPP1/LPP2

2.3 The Local Plan identifies Frodsham as a 'Key Service Centre' and allocates growth of 250 dwellings in Frodsham (Policy STRAT8) over the period 2010 to 2030. Policy ECON2 seeks to maintain the important role of Frodsham's centre as a retail and service centre. Policies SOC3 and SOC5 (LPP1) support mixed, balanced, sustainable communities through the provision of market and affordable housing that meets identified future needs.

2.4 The LPP1 policy SOC1 seeks affordable housing (AH) provision in rural areas (including Frodsham) on all new residential development (subject to viability) of three or more dwellings or those with a plot area of 0.1 ha and more.

2.5 The FNP is being prepared by Frodsham Neighbourhood Plan Steering Group and will cover the period 2021 to 2030.

2.6 The following vision has been established for the FNP

"Frodsham will:

Be thriving and sustainable

Value its community and heritage

Encourage innovation, collaboration and social cohesion

Promote access to services"

2.7 The FNP also includes the following aims and objectives;

Table 2-1 Aims and objectives of the FNP

Aim	Objective
Frodsham will Value its community and heritage	*To ensure the built environment fits in with the local character of Frodsham in terms of materials, scale, accessibility and sustainability*
To be thriving and sustainable	*To provide a mix of dwellings, that meet the needs of Frodsham now and in the future, and address the changing demographics and the towns sustainability*
Encourage innovation, collaboration and social cohesion	*To encourage the growth of current businesses and support new businesses in Frodsham*
Promote access to services	*the town and to adjacent areas facilitate easy and safe access for pedestrians and cyclists and are designed for the needs of an ageing population.*

3. What is the scope of the SEA?

Introduction

3.1 The aim here is to introduce the reader to the scope of the SEA, i.e. the sustainability themes and objectives that should be a focus of the SEA. Supplementary information is presented in Appendix B.

Consultation

3.2 The SEA Regulations require that "*when deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies*". In England, the consultation bodies are the Environment Agency, Historic England, and Natural England. As such, these authorities were consulted over the period 3rd August to 7th September 2021, and the responses received are detailed in the Scoping Report (Table AB1 Post Consultation modifications).

The SEA framework

3.3 Table 3.1 presents a list of topics and objectives that together form the back-bone of the SEA scope. Together they comprise a 'framework' under which to undertake assessment; derived from an understanding of policy context and baseline conditions.

Table 3-1 The SEA framework

SEA topic	SEA objective
Air quality	Improve air quality within and surrounding the Neighbourhood Plan area and minimise all sources of environmental pollution
Biodiversity	Protect, maintain and enhance biodiversity habitats and species; achieving a net environmental gain and stronger ecological networks.
Climate change (adaptation)	Avoid and manage flood risk and support the resilience of the Frodsham Neighbourhood Plan area to the potential effects of climate change.
Health and wellbeing	Improve the health and wellbeing of residents within the FNP area.
Historic environment	Protect, enhance and manage the integrity, distinctive character and setting of heritage assets and the wider historic environment.
Landscape	Protect, enhance and manage the distinctive character and appearance of landscapes.
Population and housing	Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupants throughout their life.
Transportation	Promote sustainable transport use and reduce the need to travel.

Part 1: What has plan-making/ SEA involved to this point?

4. Introduction (to Part 1)

Overview

4.1 Work on the FNP has been underway for some while, with several consultation events having been held including a Frodsham wide Consultation in 2014 and Resident's Survey in 2017. The results of the consultations are available on the Frodsham Neighbourhood Plan website.

4.2 This is important context; however, the aim here is not to provide a comprehensive explanation of work to date. Rather, the aim is to explain work undertaken to develop and appraise **reasonable alternatives**.

4.3 More specifically, this part of the report presents information on the consideration given to reasonable alternative approaches to addressing a particular issue that is of central importance to the plan, namely the allocation of land for housing, or **housing growth scenarios**.

Why focus on housing growth scenarios?

4.4 The decision was taken to develop and assess reasonable alternatives ('scenarios') in relation to the matter of housing growth in light of the Plan objectives (see para 2.7), and because there is the likelihood of being able to differentiate between the merits of alternatives/scenarios in respect of 'significant effects'. National Planning Practice Guidance is clear that SEA should focus on matters likely to give rise to significant effects.

Who's responsibility?

4.5 It is important to be clear that:

- **Defining scenarios** - is ultimately the responsibility of the plan-maker, although the SEA consultant (AECOM) is well placed to advise.
- **Assessing scenarios** - is the responsibility of the SEA consultant.
- **Selecting a preferred scenario** - is the responsibility of the plan-maker.

Structure of this part of the report

4.6 This part of the report is structured as follows:

- **Chapter 5** - explains the process of defining scenarios;
- **Chapter 6** - presents the outcomes of assessing scenarios;
- **Chapter 7** - explains reasons for supporting the preferred approach.

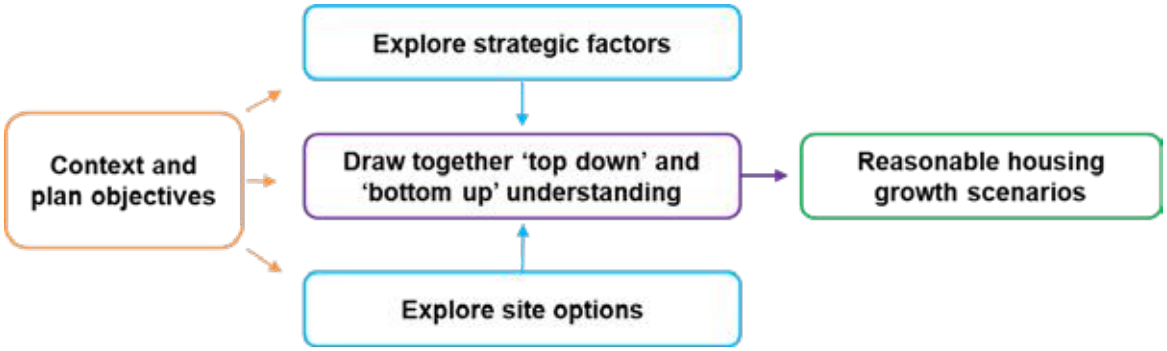
5. Defining scenarios

Introduction

5.1 The aim here is to explain a process that led to the definition of a reasonable range of housing growth scenarios for assessment, and thereby present "an outline of the reasons for selecting the alternatives dealt with".[6]

5.2 Specifically, there is a need to: **1)** explain strategic factors with a bearing on defining scenarios; **2)** discuss work completed to examine site options (i.e. sites potentially in contention for allocation); and then **3)** explain how the 'top down' and 'bottom up' understanding generated through steps (1) and (2) were married together in order to arrive at reasonable housing growth scenarios.

Figure 5.1: Defining scenarios



Strategic factors

5.3 The aim of this section is to explore the strategic factors with a bearing on the establishment of reasonable housing growth scenarios. Specifically, this section of the report explores:

- Quantum – how many new homes must the FNP provide for?
- Broad distribution – broadly where is more/less suited to allocation?

Quantum

5.4 The LPP1 identifies Frodsham as a key service centre within the Rural Area allocating *'at least'* 250 new dwellings there, over the 20-year period between 2010 and 2030. Paragraph 5.75 explains that Frodsham is inset within the Green Belt and paragraph 5.66 adds 'where a key service centre'. However, there have been 2,655 housing completions and commitments in key service centres, 4,175 in total for the rural area since April 2014 (LPP1 Table 5.1). The LPP1 states, *'there is only a very limited amount of additional housing to be provided'* (Paragraph 5.69).

5.5 It is good practice to provide for a 'supply buffer' on top of the requirement. For example, the plan might aim for a 10-20% buffer over-and-above LPP1's 250 housing requirement figure, which would suggest a need to identify a total supply of around 275-300 homes for Frodsham.

[6] Schedule 2(8) of the SEA Regulations.

Broad distribution

5.6 There are several broad spatial considerations influencing housing growth scenarios in the NP area. The town is physically constrained by the North Cheshire Green Belt which surrounds it, covering most of the NP area. The LLP1 states that a *'key focus of the Plan's strategy is to channel the majority of new development towards the main urban areas. In order to meet future development needs to 2030 and to promote sustainable patterns of development, it has been identified that only in the case of Chester are there exceptional circumstances to amend the Green Belt boundary.'* Therefore, there is no provision for Green Belt release at strategic level.

5.7 There are heritage designations including a conservation area in the town centre, extends linearly along Main street/ High Street between the M56 and the railway line. Properties survive from the medieval period. Timber-framed and thatched cottages sit next to red brick and slate dwellings and more substantial and formal Georgian, Victorian and Edwardian structures. There are numerous listed and locally important buildings, including some unique structures listed buildings, a Scheduled Monument and a Registered Park and Garden.

5.8 A number of important biodiversity designations exist within Frodsham and the surrounding area including; the Mersey Estuary Ramsar (also SSSI and SPA site), the Frodsham Railway and Road Cuttings SSSI, Beechmill Wood and Pasture SSSI and the Dunsdale Hollow SSSI. The Impact Risk Zones (IRZ) associated with these SSSIs covers the entirety of the NP area.

5.9 Parts of the wider area surrounding the settlement are also identified as being at risk of flooding with areas of flood risk zone 3 extending along the length of the M56 running through the NP area. Further Flood Zone 3 areas are found along the coast and the course of the River Weaver.

Site options

5.10 Having discussed strategic, 'top-down' factors with a bearing on establishing housing growth scenarios , the next step is to consider the site options that are in contention for allocation.

5.11 A key starting point is the Site Options Assessment (SOA, 2018), which examines sites, classifying the suitability of each for development on a three point (red-amber-green) scale. The assessment considers all the sites in the Cheshire West and Chester Housing and Economic Land Availability Assessment (HELAA) 2017 assessed as being suitable, viable and achievable for development. The SOA also assessed sites produced by FNP Call for Sites (CfS).

5.12 The assessment covered 24 sites; the 11 sites produced by the CfS and 13 additional sites from the HELAA[7]. A 'traffic light' rating of all sites was used, based on whether the site is an appropriate candidate to be considered for allocation in the Neighbourhood Plan. The traffic light rating indicates 'green' for sites that show no constraints and are appropriate as site allocations, 'amber' for sites which are potentially suitable if issues can be resolved and 'red' for sites which are not currently suitable. The judgement on each site is based on the

[7] The HELAA considered 20 sites in total within Frodsham, 4 of these were duplicated and considered within the CfS sites, 2 were discounted due to being in the Green Belt and 1 discounted due to availability issues.

three 'tests' of whether a site is appropriate for allocation – i.e. that it is **suitable, available and achievable.**

5.13 The SOA concludes that 9 sites would be appropriate for allocation in the FNP. However, since the SOA, the site at 3-15 Bridge La. is no longer available, the site at 29 Main St. (the Cheshire Cheese site) has been developed and the Ship Street Playing Field (FRO/060A) site is being proposed as an amenity green space. These sites are shown crossed out in the table below.

5.14 Three further sites were assessed as potentially suitable for development, but their availability could not be confirmed at the time. One of these, the Brook Works site, is now potentially available and therefore included in the list of potential sites below (Table 5.1).

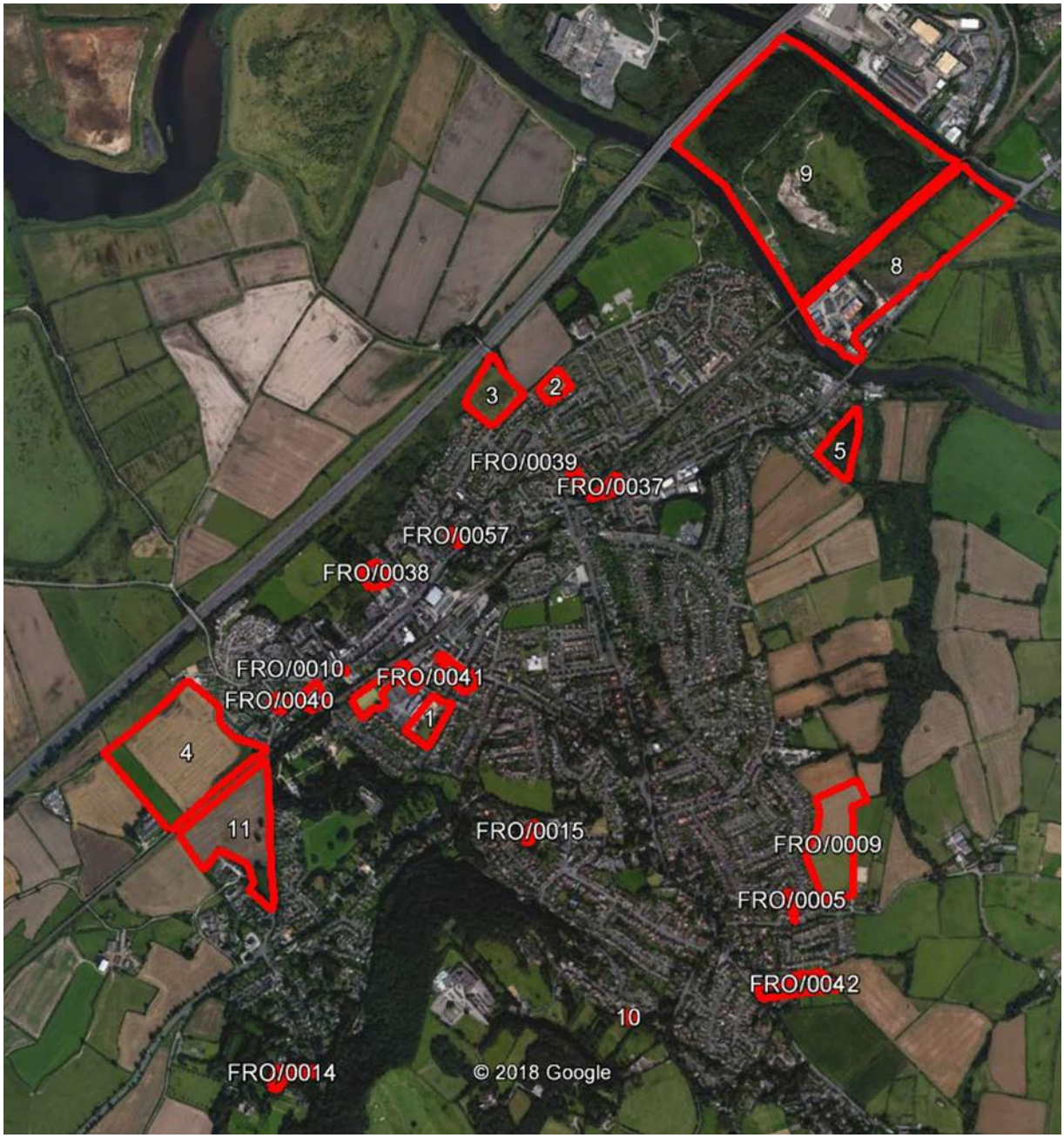
Table 5-1 SOA sites assessed suitable for allocation in the FNP

SOA or CfS Reference	Location	RAG Rating
1	Land Behind Health Centre	
FRO/0060	Ship Street Playing Field (now proposed as amenity green space)	
FRO/0004	Land at Penkmans Lane	
FRO/0005	Brereton House, Bradley Lane	
FRO/0037	3-15 Bridge Lane (No longer available)	
FRO/0038	Land off Greenfield Lane	
FRO/0039	Land to rear of 15-23 St Hilda's Drive	
FRO/0040	29 Main Street (now developed)	
FRO/0010	64 Main Street	
7	Brook Works[8] (previously unavailable)	

5.15 The remaining 12 sites were judged unsuitable for allocation (9 in the Green Belt, 2 were under construction and 1 deemed to be not in conformity with national planning policy on playing fields).

[8] This site was rated red as it was unavailable at the time – The FNP Steering Group have now confirmed that the site may be available and wish to include it in the FNP.

Figure 5-2 Map of Sites assessed in the SOA



The reasonable scenarios

5.16 To recap, the housing requirement figure for Frodsham is 250 dwellings (up to 2030). CWCC's latest Annual Monitoring Report (2021)[9] shows there have been 183 dwelling completions in Frodsham (2010-2021), leaving 67 units to be provided by 2030. The report also states that there are 33 commitments (applications with extant planning permission). Therefore, if completions and commitments are taken into account, the residual housing requirement is 34 dwellings.

5.17 The potential dwelling capacity of the available sites (as assessed in the SOA and currently available) is shown in in Table 5-2 below.

Table 5-2 List of available development sites

Site (FNP policy ref)	Area (ha)	Capacity[10]
Land Behind Health Centre (S/01A)	0.84	65
Land at Penkmans Lane (S/10A)	0.1	2
Brereton House, Bradley Lane (FRO/005A)	0.1	2
Land off Greenfield Lane (FRO/0038A)	0.36	10
Land to rear of 15-23 St Hilda's Drive (FRO/0039A)	0.11	5
64 Main Street (FRO/0010A)	0.1	1
Brook Works (S/07)	0.32	12

5.18 In conclusion, on the basis of the discussion above (i.e. all of Section 5, read as a whole), these are the potential housing growth scenarios for assessment:

- Not to allocate any further development in Frodsham as the NP has fulfilled over 80% of the development requirement (and could therefore rely on windfall development). Given the locally assessed housing need this is considered an unsustainable option and therefore does not constitute a reasonable alternative.
- Allocate the largest brownfield site, Land Behind Health Centre, as this would be sufficient to deliver the residual housing requirement including a supply buffer (when completions and commitments are taken into account).

[9] Cheshire West & Chester Council Local Plan Annual Monitoring Report 2021 available at https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/mon/
[10] Based on the capacities proposed in the FNP

- Pursue a higher growth scenario developing all the sites in Table 5.2, maximising growth to help meet identified housing need.

6. Scenarios assessment

Introduction

6.1 The aim of this section is to present assessment findings in relation to the two reasonable housing growth scenarios introduced above, and set out in Table 6.1.

Table 6-1 The reasonable housing growth scenarios

Supply	Scenario 1	Scenario 2
Frodsham residual housing requirement[11]	**34**	**34**
Main brownfield site; Land Behind Health Centre	65	65
Remaining sites assessed in the SOA as suitable for allocation plus the Brook works site	32	-
Total new supply to 2030	**97**	**65**
Housing competitions and commitments	**216**	**216**
Total new supply + completions and commitments	**313**	**281**
% difference from CWCC HRF (250)	**+25%**	**+12%**

Assessment findings

6.2 Table 6.1 presents assessment findings in relation to the two scenarios.

6.3 With regards to methodology: Within each row (i.e. for each of the topics that comprise the SEA framework) the columns to the right hand side seek to both **categorise** the performance of each scenario in terms of 'significant effects' on the baseline (using red, amber and light green and dark green)[12] and also **rank** the alternatives in order of performance. Also, ' = ' is used to denote instances where the alternatives perform on a par (i.e. it not possible to differentiate between them).

[11] The housing requirement figure of 250 dwellings minus completions and commitments.
[12] Red indicates a significant negative effect; amber a negative effect that is of limited or uncertain significance; light green a positive effect that is of limited or uncertain significance; and dark green a significant positive effect. No colour is assigned where effects are considered to be neutral or uncertain.

6.4 The appraisal matrix is followed by a discussion, setting out reasons for the appraisal conclusions reached, with reference to available evidence.

Table 6-1: Housing growth scenarios assessment

Topic	Scenario 1		Scenario 2	
Air Quality	=		=	
Biodiversity	2	2	1	1
Climate change (adaptation)	=		=	
Health & Wellbeing	1		2	
Historic environment	1		2	
Landscape	=		=	
Population & housing	1		2	
Transportation	=		=	

Discussion

6.5 The assessment shows a mixed picture, with each of the scenarios associated with pros and cons. Scenario 1 is best-performing in respect of the most topics (four versus two); however, it does not automatically follow that Scenario 1 is best-performing overall, as the topics are not assumed to be of equal importance. It is for the decision-maker (also consultees), not this assessment, to assign weight to the various pros and cons and then arrive at a conclusion on which scenario is best-performing overall. The following paragraphs explore the growth scenarios under the SEA framework.

6.6 **Air quality** – There is an AQMA in Frodsham at Fluin Lane. Successive CWCC air quality annual status reports have shown no exceedance in the NO2 emissions at the AQMA and the AQMA is likely to be reviewed according to the latest report. Both scenarios perform well, in terms of minimising the need to travel and supporting modal shift away from the private car (by virtue of the sites being within the urban area with good access to services). Overall, the level of growth proposed, even when considered in combination with the Local Plan allocations, is unlikely to give rise to significant adverse effects on air quality. The increase in traffic associated with new development is counteracted by well-located development sites with good access to services and facilities. The provision of EV charging infrastructure and promotion of enhanced pedestrian and cycle links should encourage more sustainable modes of travel. There is little difference between the two scenarios in terms of growth proposed (Scenario 2 produces 32 fewer units than Scenario 1) therefore both scenarios perform comparably with **broadly neutral effects** expected overall.

6.7 **Biodiversity** – mixed effects are considered likely; the proposed housing site allocations are not expected to give rise to adverse effects on biodiversity but Policy EDVE2 has the potential for **minor negative effects** as it is likely to increase recreational pressures on the Frodsham Marshes and the Mersey Estuary biodiversity sites. **Minor positive effects** are predicted for policies GSRL1,3 and 4 as these will result in the protection and enhancement of open greenspaces within the Parish which would help reduce habitat fragmentation and provide stepping stones for biodiversity. Since both scenarios share the above mentioned policies there is relatively little difference in how the two scenarios perform with respect to biodiversity.

Scenario 2 may be marginally preferable due to the lower growth proposed (lesser associated recreational pressure from residents). However, if the FNP incorporates the recommendations suggested herein and in the HRA, both scenarios are likely to produce minor positive effects overall.

6.8 **Climate change** (adaptation) – the key consideration is flood risk. The FNP places development in areas of low flood risk and none of the sites in question are subject to significant constraint. There are several policies seeking to protect and provide green open space and restore marshland. These are likely to produce favourable effects on adaptation as such spaces help reduce flood risk and act as carbon sequesters contributing directly to a reduction in atmospheric CO2 concentration. In conclusion, the scenarios are judged to perform broadly on par having **minor long-term positive effects** on climate change adaptation.

6.9 **Health and wellbeing** – The main considerations are the provision of high quality public realm, the provision of open green and recreational space and encouraging active travel. In this context the Frodsham Design Code and FNP policies H2 and H5 are important as they seek to promote high quality development design. Other policies seek to protect and enhance open green space including recreational and play areas (GSRL1-4). Active travel is also promoted through FNP policies (H1) which facilitate active travel by placing residential development in well located sites, close to services and facilities, whilst other policies (e.g. H5, CA1, CA2) require new development to provide safe pedestrian access and footway connections to nearest walking/ cycling routes (H5, CA1) and seek to make Frodsham a cycle friendly town. As both scenarios share the above policies it is difficult to confidently differentiate the scenarios in these respects. Clearly, housing conditions can influence physical and mental health and having a suitable, well designed, affordable home is important to health and wellbeing. In this respect Scenario 1 is marginally preferable as it provides more housing growth than Scenario 2. In conclusion both scenarios are predicted to have **minor long term positive effects** on health and wellbeing.

6.10 **Historic environment** – Two of the housing sites allocated in scenario 1 (at 64 Main Street and at Brook Works) were assessed in the SOA as potentially impacting the historic environment. However, the mitigation provided through the FNP Design Code, policy H6 and the policies allocating the sites in the FNP should ensure appropriate developments that do not adversely impact the historic environment and the setting of the Frodsham Conservation Area. The policies have the potential for positive effects as they will help ensure the continued use of heritage assets such as the Grade II listed Brook House. Scenario 2 does not include these two sites and therefore no significant effects are anticipated (positive or negative). In conclusion, although Scenario 1 has minor constraints with respect to the historic environment, the mitigation provided through the Design Code and FNP policies should ensure no significant adverse effects are produced (the views of Historic England will be sought through the consultation). **Minor positive effects** are expected through FNP policies which seek to retain the Brook Works site and ensure its continued use into the future. Scenario 1 is therefore judged to be preferable to Scenario 2 in this respect.

6.11 **Landscape** – The spatial strategy allocates housing growth within the existing urban built-up areas of the town. The SOA concluded that all the

sites allocated for development are in areas of relatively low landscape sensitivity. The FNP Design Code and FNP polices such as GSRL1 (Protecting our green spaces) and H2 (Housing layout and design) are predicted to have beneficial impacts on the landscape character of Frodsham, serving to protect keys aspects of the landscape such as open green spaces and important view and vistas. Both scenarios perform comparably with both predicted to have **neutral effects** on Landscape. Despite more sites being allocated in scenario 1, the sites are of a low sensitivity, and therefore effects are no greater than for scenario 2.

6.12 **Population and housing** - the primary consideration is meeting housing needs in Frodsham. On this basis, there is a clear preference for Scenario 1, which would meet and exceed (by 25%) the housing requirement set by the CWCC Local Plan. Whilst Scenario 2 would also meet the Local Plan HRF (12% more than the HRF), there would be fewer homes in total, and there could feasibly be a degree of delivery risk associated with one or more of the sites. The FNP steering committee's housing survey highlighted the need for affordable tenures such as Starter Homes, social, rented and shared ownership tenures which are seen as a priority to enable younger residents to remain in the area. Therefore Scenario 1's larger growth is likely to deliver greater choice of tenures in the market to meet the needs of residents. In conclusion, Scenario 1 leads to a prediction of **significant positive effects**. Scenario 2 performs less well, but still gives rise to **minor positive effects**.

6.13 **Transportation** – key issues around minimising the need to travel, supporting modal shift away from the private car and supporting safe walking/cycling are discussed above. Both scenarios benefit from FNP policies locating development sites in well-connected locations with good access to local services and policies requiring development proposals to provide safe pedestrian access and footway connections to nearest walking/ cycling routes which should encourage active travel and reduce car journeys. At the scale of growth involved for either scenario, it is considered unlikely that major infrastructure improvements would be achieved associated with housing growth. In conclusion, the scenarios perform comparably with **minor negative effects predicted** due to the increase in traffic associated with housing growth. Scenario 2 is marginally preferable in this respect due to the lower growth.

7. The preferred approach

Introduction

7.1 The aim of this section is to present the plan-makers reasons for supporting the preferred approach, in light of the scenarios assessment presented above.

Reasons for supporting the preferred approach

7.2 The preferred approach is to take forward Scenario 1 as the basis for the FNP. This approach is considered to broadly align with the findings of the assessment, which finds Scenario 1 to perform well in terms of the majority of key sustainability issues, both in absolute terms and relative terms.

7.3 With regards to Scenario 2, the assessment highlights that it does not perform quite as well in terms of health and wellbeing, heritage and housing delivery. Conversely, this option performs marginally better in terms of biodiversity.

7.4 The process of defining and assessing growth scenarios serves to highlight that there is little to differentiate the scenarios in respect of planning for growth at Frodsham. Nonetheless, there is a need to make a choice, and Scenario 1 is considered to be most appropriate on balance in terms of sustainable development. Importantly, the preferred approach will deliver benefits to the Neighbourhood Area and meet the requirements set out in the Local Plan.

Part 2: What are the SEA findings at this stage?

8. Introduction (to Part 2)

8.1 The aim of this section is to present an assessment of the current 'pre-submission' version of the FNP which includes 25 policies to guide development in the Neighbourhood Plan area. These are set out in Table 8.1 below.

Table 8-1 FNP policies

Policy no.	Title
H1	Location of housing development
FRO/005A FRO/005B	Brereton House, Bradley Lane Design Principles/ requirements
FRO/0010A FRO/0010B	64 Main Street Design Principles/ requirements
FRO/0038A FRO/0038B	Land off Greenfield Lane Design Principles/ requirements
FRO/0039A FRO/0039B	Land to the rear of St Hilda's Drive Design Principles/ requirements
FRO/0040A FRO/0040B	29 Main Street Design Principles/ requirements
FRO/0060A FRO/0060B	Land off Ship Street Design Principles/ requirements
S/01A S/01B	Land at Frodsham Health Centre Design Principles/ requirements
S/07A S/07B	Brook Works Main Street Design Principles/ requirements
S/10A S/10B	Land at Penkman's Lane Design Principles/ requirements
H2	Housing Layout and Design
H3	Housing Mix and Design
H4	Affordable Housing – The Local Connection Test
H5	Design and Character
H6	Heritage assets
EDVE1	Business and Employment
EDVE2	Tourism and the Visitor Economy
EDVE3	Retail and Services
GSRL1	Protecting our Green Spaces
GSRL2	Developing Existing and New Activities
GSRL3	Maintaining our Green Spaces
GSRL4	Creating New Green Spaces
CA1	Infrastructure with development
CA2	Cycle access and connectivity
CA3	Application of Section 106 and other funding agreements through development

Methodology

8.2 The assessment identifies and evaluates 'likely significant effects' on the baseline, drawing on the sustainability objectives identified through scoping (see Table 3.1) as a methodological framework.

8.3 Every effort is made to predict effects accurately; however, this is inherently challenging given the strategic nature of the policies under consideration and understanding of the baseline (now and in the future under a 'no plan' scenario) that is inevitably limited. Given uncertainties there is a need to make assumptions, e.g. in relation to plan implementation and aspects of the baseline that might be impacted. Assumptions are made cautiously and explained within the text (with the aim of striking a balance between comprehensiveness and conciseness). In many instances, given reasonable assumptions, it is not possible to predict 'significant effects', but it is possible to comment on merits (or otherwise) of the draft plan in more general terms.

8.4 Finally, it is important to note that effects are predicted taking account of the criteria presented within Schedule 1 of the SEA Regulations. For example, account is taken of the probability, duration, frequency and reversibility of effects as far as possible. Cumulative effects are also considered, i.e. the potential for the FNP to impact an aspect of the baseline when implemented alongside other plans, programmes and projects. These effect 'characteristics' are described within the assessment as appropriate.

9. Assessment of the FNP

Introduction

9.1 The assessment is presented below under eight topic headings, reflecting the established assessment framework (see Section 3). A final section (Chapter 10) then presents overall conclusions. Throughout the assessment consideration is given as to whether measures can be implemented to mitigate negative effects and maximise positive effects.

Air quality

9.2 Air quality is an important issue in Frodsham, given the AQMA at the junction of Fluin Lane and Bridge Lane. The AQMA was designated in 2015 due to exceedance of the annual mean NO_2 objective, mainly due to road traffic emissions. The latest data from CWCC's monitoring network indicates that the NO2 objective was not exceeded at residential properties in Frodsham and no exceedance of the PM10 national objectives has been recorded in the AQMA. Similarly, PM2.5 monitoring shows that background levels were well below EU limits[13].

9.3 CWCC's Air Quality Annual Status Report (2020/2021) states that; *'there is a discernible downwards trend in NO2 and PM10 concentrations over time'*. The report also states that CWCC has installed numerous EV charging points and plans to expand the charging network significantly over the next few years.

[13] CWCC 2020/2021 Air Quality Annual Status Report (Sept. 2021)

9.4 Other measures being pursued by CWCC to encourage the switch to electric vehicles include the use of planning conditions on new developments, revised parking standards and the trialling of an e-scooter scheme. Whilst some of the recent decline in emissions may be associated with Covid-19 and working from home, earlier, pre-pandemic, air quality reports show similar trends for the Frodsham AQMA.

9.5 In terms of housing allocations, the sites allocated in the FNP are within existing urban areas and centrally located with good access to services and facilities. The largest site allocated; Land behind the Health Centre, is around 700m (as the crow flies) from the AQMA. However, this brownfield site is well located with good access to public transport (including the railway station), health, leisure, retail facilities and employment opportunities, all of which should significantly reduce the number and frequency of car journeys. Some of the policies within the FNP such as H1 (Location of housing development) are potentially positive as they support active travel by locating development in accessible locations including brownfield sites within the settlement boundary. Policies H5 (Design and character) and CA1 (Infrastructure development) are also positive with respect to air quality as they require development proposals to provide safe pedestrian access and footway connections to nearest walking / cycling routes; which is likely to facilitate active travel, potentially reducing car journeys.

9.6 Policy CA1 requires the provision of EV charging points in all new developments. Policy CA2 (Cycle access and connectivity) is likely to encourage cycle journeys as it seeks to make Frodsham a cycle friendly town by supporting proposals that implement the recommendations set out in a Cycle Strategy for Frodsham. The latter suggests improvements to make '*Frodsham a sustainably connected and cycle friendly town in order to satisfy the needs of those cycling to places of education, employment and leisure*'[14]. The strategy includes a safe cycle route linking the Town Centre and Overton to Helsby High School with connections further afield linking Chester, through Frodsham to Runcorn and Warrington via a single scheme. Connection to Runcorn and Warrington (important for commuters) are also proposed. Recreation and leisure routes are also proposed through the Weaver Valley and at Lady Heyes, Kingsley Village and Delamere Forest. These would potentially enable access to services and facilities within Frodsham and Kingsley.

9.7 Overall, the level of growth proposed, even when considered in combination with the Local Plan allocations, is unlikely to give rise to significant adverse effects on air quality. The increase in traffic associated with new development is counteracted by well-located development sites with good access to services and facilities. Furthermore, the provision of EV charging infrastructure and promotion of enhanced pedestrian and cycle links should encourage more sustainable modes of travel. As a result, no significant deviations from the baseline are anticipated, and **broadly neutral effects** are concluded overall.

[14] Cycle North Cheshire report "A Cycle Strategy for Frodsham"

Biodiversity

9.8 There are several international, European and national, protected biodiversity sites within the Neighbourhood Plan area. These include Mersey Estuary SSSI, SPA and Ramsar site, Beechmill Wood and Pasture SSSI, Frodsham Railway and Road Cuttings SSSI and Dunsdale Hollow SSSI. Additionally, there are several Local wildlife Sites (LWS) such as at Frodsham and Overton Wood, East Clifton Top, Sutton Bridge Lagoon, Frodsham Marshes and Hob Hey Wood. The Mersey Estuary also overlaps part of the North West Marine Plan area. These and other significant habitats in Frodsham are given protection at strategic level through policies in the Cheshire West and Chester Local Plan Parts 1 and 2.

9.9 In terms of housing sites, all of Frodsham parish is within the Impact Risk Zone of up to three SSSIs, namely Beechmill Wood and Pasture, Dunsdale Hollow, and Frodsham Rail and Road Cuttings. However, the site check (GIS data in Magic Map) indicates that developments of 50 or more residential units outside of the existing settlements / urban areas would require consultation with Natural England on likely risks. The only site in the FNP that is larger than 50 units is at Land behind the Health Centre which is allocated for up to 60 dwellings but the site is within the existing settlement/ urban area of Frodsham and therefore does not fall within the categories requiring consultation with NE. However, cumulatively, new residential developments in this area should consider recreational disturbance impacts on the coastal designated sites (Mersey Estuary). This issue was considered in the Habitats regulations assessment (HRA) of the FNP[15].

9.10 The HRA considered the impacts of the FNP on European sites in the FNP area. This included several possible impact pathways including air pollution, water pollution and recreational pressures. At the screening stage, one site; the Mersey Estuary Ramsar SPA was identified as being potentially susceptible to recreational pressure. The HRA identified (screened-in) two FNP policies; H1 (Location of housing development) and EDVE2 (Tourism and visitor economy) as likely to have significant effects and assessed further to ascertain their likely effects on Mersey Estuary Ramsar SPA. The remaining policies were screened out as they are not likely to produce significant effects. The proposed housing sites allocated by the FNP are within 4.5km of the Mersey Estuary Ramsar and SPA. The closest site to the SPA boundary is FRO/0039 (Land to rear of 15-23 St Hilda's Drive), which is 2.3km away. Residential development within the FNP area may lead to increased visitors to the Mersey Estuary Ramsar/SPA when considered in-combination with growth across the district (including the amount of housing allocated for Frodsham in the Local Plan) and in surrounding districts. However, Frodsham is relatively isolated from the SPA/Ramsar due to the M56, Frodsham Marsh and the Manchester Ship Canal. The most accessible parts of the SPA/Ramsar are on the opposite side of the River Mersey. Consequently, growth in Frodsham would probably make a very minor contribution to recreational pressure in the SPA/Ramsar site.

9.11 Policy EDVE2 (Tourism and the visitor economy) seeks to enhance visitor attractions in Frodsham and promote the future use of the marshes, the Weaver navigation and the adjoining riverside and the Sandstone Ridge. The policy is likely to result in increased visitor numbers to these areas with an associated increase recreational pressures on the sensitive receptors such as the Frodsham

[15] AECOM report (Oct. 2021) "Habitats Regulations Assessment: Frodsham Neighbourhood Plan"

Marshes. The latter also serves a valuable role in providing supporting habitat for the Mersey Estuary/ Ramsar site. The HRA identified recreational pressures as an impact pathway on the Mersey Estuary. The policy requires proposals to *'to demonstrate that potential effects on biodiversity, noise and environmental impacts have been explored and avoidance and mitigation measures employed'*, therefore only **minor negative effects** are likely in terms of effects on biodiversity.

9.12 There are several policies within the FNP seeking to protect and enhance green and recreational space provision in the Parish. Policies GSRL1 (Protecting our green spaces) and GSRL3 (Maintaining our green spaces) and GSRL3 (Creating new green spaces) support the designation and protection of Frodsham's local green spaces affording priority to developments that retain, protect and provide new green space for communal use. The accompanying text to GSRL1 includes an extensive list of potential sites for designation as Local Green Space. Policy GSRL4 supports developments that restore Marshland Nature Reserve to a SSSI and GSRL3 promotes enhancing community gardens and orchards. The spaces identified in these policies serve an important function as biodiversity habitats and maintaining them can help reduce fragmentation resulting from development. Therefore, this set of policies is likely to produce **positive effects** on biodiversity.

9.13 Overall, mixed effects are considered likely; the proposed housing site allocations are not expected to give rise to adverse effects on biodiversity (**neutral effects**) but Policy EDVE2 has the potential for adverse effects as it is likely to increase recreational pressures on the Frodsham Marshes and the Mersey Estuary biodiversity sites. The HRA recommended that the FNP adds a caveat requiring developers to provide homeowner packs to new residents identifying disturbance sensitivity of the wintering waterfowl in the Mersey Estuary and Frodsham Marsh, encouraging responsible dog ownership and identifying alternative accessible greenspace that could be visiting and dog walking. The HRA also recommended that the section promoting future use of the marshes is removed as it could conflict with avoidance of recreational disturbance impacts on functionally linked habitat for the Mersey Estuary SPA/Ramsar site. Having said that, policy EDVE2 includes the requirements for proposals to demonstrate appropriate avoidance and mitigation measures, therefore only minor effects are likely. **Minor positive effects** are predicted for policies GSRL1,3 and 4 as these will result in the protection and enhancement of open greenspaces within the Parish which would help reduce habitat fragmentation and provide stepping stones for biodiversity.

Climate change (adaptation)

9.14 In terms of climate change adaptation, the NP area falls predominantly within Flood Zone 1, although there are stretches of Flood Zone 2 and 3 running along the Mersey Estuary, the River Weaver and a band along the M56. There is potential for surface water flooding to occur across the FNP area, although areas susceptible to this are scattered amongst areas with lower risk of fluvial flooding.

9.15 In terms of housing site allocations; all of the sites allocated in the FNP are in areas at low risk of flooding (Flood Zone 1). In this respect, neutral effects are anticipated.

9.16 Well planned green infrastructure can help an area adapt to and manage the risks of climate change (including flood risk). Green open spaces provide several flood mitigation features; by providing space for flood water, reducing permeability of built-up areas and attenuating surface water flow. Enabling and providing for green infrastructure within Frodsham is therefore a key means to promoting climate change adaptation measures within the FNP.

9.17 In this context, policies GSRL1 (Protecting our green spaces) and GSRL3 (Maintaining our green spaces) and GSRL3 (Creating new green spaces) which support the designation and protection of Frodsham's local green spaces are likely to have beneficial effects. Also, likely to be beneficial is policy GSRL4 as it seeks to restore the Marshland Nature Reserve because such areas provide valuable flood water storage. Areas of green, open space also offer climate change mitigation services through carbon sequestration and a reduction in urban heat island effects. Therefore, this set of policies is expected to have positive effects on climate change adaptation.

9.18 Overall, the avoidance of placing development in areas of high flood risk, alongside measures to increase climate resilience through the protection, enhancement and provision of green open space are considered to have **minor long-term positive effects** on climate change adaptation**.**

Health and wellbeing

9.19 The health and wellbeing of residents will be supported by FNP policies which support a high-quality public realm (through the FNP Design Code which is a supporting document to the FNP), local distinctiveness and landscape / townscape character. This is discussed to some extent under the 'Landscape' and 'Historic Environment' SEA themes below. Policy H5 (design and character) requires new development to demonstrate adherence to the design principles and guidance in the Frodsham Design Codes and the Frodsham Town Design Statement. Policy H2 (Housing layout and design) requires all developments to respect views and vistas in Frodsham and include appropriate planting schemes wherever possible.

9.20 A high-quality living environment will also be supported through GSRL set of policies (GSRL1 to 4), which seek to protect (including through Local Green Space designations) and enhance the Plan area's most valued open and green spaces. Community engagement highlighted that parks, gardens, recreation facilities and green spaces, are all highly valued and appreciated by residents and visitors. This set of policies give priority to developments that retain, protect and provide new green space for communal use. The accompanying text to GSRL1 includes an extensive list of potential sites for designation as Local Green Space including play areas and formal and informal recreation areas. The health benefits of such spaces is highlighted in GSRL2 which promotes developments that enhance foot and cycle paths and embed physical activity e.g. through the provision of public exercise equipment in parks in green spaces.

9.21 Residents' health and wellbeing is further supported by policies (H1) which facilitate active travel (walking and cycling) by locating development in accessible locations including centrally located brownfield sites within the settlement boundary. Similarly, the FNP requires developments to provide safe pedestrian access and footway connections to nearest walking/ cycling routes (H5, CA1) and aims to make Frodsham a cycle friendly town (CA2).

9.22 It is considered that the FNP will support health indicators relating to housing by providing high-quality new homes that meet identified local housing needs. The FNP allocates around 97 new homes to enable the delivery of sustainable housing tailored to meet the needs of the parish. This will enable the FNP to meet and exceed CWCC's housing requirement for the NP area thus ensuring flexibility in the type, size and affordability of new homes in the parish.

9.23 Overall, the proposed spatial strategy and policy provisions seek to protect resident health and wellbeing, deliver improved public realm, open green and recreational spaces and promote active travel opportunities. As a result, **minor long-term positive effects** on health and wellbeing are anticipated.

Historic environment

9.24 There are numerous historic environment assets which contribute to the attractiveness and character of Frodsham. Future growth in the Plan area has potential to affect the setting and significance of assets.

9.25 In terms of housing site allocations, two of the allocated sites (at 64 Main Street and Brook Works) were assessed in the SOA as potentially impacting the historic environment. The 64 Main St. site (FRO/0010) is within the Frodsham conservation Area (CA) and is adjacent to a Grade 2 listed entrance / gates associated with the Army Premises next door. The site, currently a restaurant, is allocated for 1 dwelling in Policy FRO/0010A/B. The policy requires that the building is retained or converted in keeping with the current scale and respecting the character of the CA setting. It also requires that any work carried out should minimise the effect on the adjacent Grade II listed structure. Materials and architectural style should respect the existing character and the CA setting. Given the existing commercial premises in this location and with appropriate mitigation (as provided through the policy) it should be possible to develop this site without adversely impacting the adjacent listed building and the character and setting of the CA.

9.26 The Brook Works site is allocated for up to 12 residential units as well as business use in policy S/07A. The site comprises Brook House, a Grade II listed building which is currently used for residential and business use (small workshops). The policy stipulates that the Grade II listed building should be retained and the heights, and materials used in any development should respect the existing setting and the CA. The policy is potentially positive as it would help ensure this heritage asset remains in use into the future. The policy provisions should help ensure a development that is appropriate to the character and setting of the CA.

9.27 Policy H6 (Heritage assets) states that development should protect or enhance both designated and non-designated heritage assets and their settings. The policy stipulates that the special interest and character and appearance of the CA must be retained and seeks to preserve special features and traditional materials. The policy also promotes the sensitive re use of redundant heritage assets.

9.28 A primary plan aim is for Frodsham to 'value its community and heritage' with the associated objective to 'ensure the built environment fits in with the local character of Frodsham in terms of materials, scale, accessibility and sustainability'. The cumulative effects of growth on the historic environment could also have negative implications, particularly as a result of increased traffic and

congestion. The Plan seeks to combat this through well located (for facilities and services) and well connected developments that integrate pedestrian and cycle paths within developments and linking to surrounding streets, spaces and access to sustainable transport.

9.29 Overall, the potential for **minor positive effects** is recognised, namely through the policies seeking to preserve the character and settings of the historic environment including the CA and policies seeking to ensure the continued appropriate use of heritage assets and re-use of redundant heritage assets.

Landscape

9.30 The spatial strategy in the FNP allocates housing growth within the existing urban built-up areas of the town. The SOA concluded that all the sites allocated for development are in areas of relatively low landscape sensitivity. The adopted Local Plan (CWCC LPP2) policy ENV2 (Landscape) seeks to protect and enhance landscape character and local distinctiveness by identifying key gaps with the objective of protecting these by maintaining their character, supporting designation of Local Green Space and protecting the borough's estuaries and undeveloped coast. Policy GBC2 includes Frodsham Hill in a list of Areas of Special County Value (ASCV) highlighting their special landscape character and scenic value. The policy states that such areas 'must be protected from development that would unacceptably harm their landscape character, appearance or setting'. However, depending on the scale of development, a lack of overall vision and framework could result in the delivery of less sympathetic development styles, layouts and material choice. In this context the FNP's Design Code (FDC) is central as it seeks to ensure the preservation of the character of Frodsham's landscapes. This includes requirement that 'development should be planned to respond to existing view corridors…' and 'key vistas should be protected by controlling development densities and building heights, particularly when in the sight lines of local landmarks.' The FDC also advocates 'high quality designs which use local materials, forms, massing and detailing to reflect the existing built fabric of Frodsham'. Frodsham's heritage assets and townscape character are also offered protection in the FDC which states that 'developments will be required to respect and respond positively to these assets, and must 'protect or enhance both designated and non-designated heritage assets, and the character and setting of areas of acknowledged significance'. Development would be required to 'respect the existing character area and conservation area setting, including minimising any work that may affect the heritage assets located near to any development'.

9.31 Other policies within the FNP such as GSRL1 (Protecting our green spaces) and H2 (Housing layout and design) will also have beneficial impacts on the landscape character of Frodsham, serving to protect keys aspects of the landscape such as open green spaces and important view and vistas.

9.32 Overall, given that the proposed development sites are in areas of low landscape sensitivity with policy mitigation provided at strategic and neighbourhood levels (as well as through the FNP Design Code), then **neutral effects** are predicted on landscape.

Population and housing

9.33 Local Plan policies STRAT 2 to STRAT 8 (LPP1) seek to ensure that new development in Cheshire west and Chester is brought forward in line with identified needs. The Plan also makes provision for a specific level of development to be brought forward in Frodsham, identified as one of ten Key Service Centres. The Plan allocates 250 dwellings in Frodsham (Policy STRAT8). Policy ECON2 seeks to maintain the important role of Frodsham's town centre as a retail and service centre.

9.34 Policies SOC3 and SOC5 (LPP1) support mixed, balanced, sustainable communities through the provision of market and affordable housing that meets identified future needs.

9.35 The FNP policies (FRO/005/0010/0038/0039 and S/01/07/10) seek to deliver around 97 new homes across 7 sites, within the existing urban settlement of Frodsham. The sites in order of size are listed below:

- The largest site is at Land behind Frodsham Health Centre (policy S/01A); a large (0.84ha) brownfield site (former school) within 200m of the retail and service centres at Church St and Main St. The site is allocated for a high density development of up to 65 dwellings. The scheme is envisaged to help provide smaller homes for older residents looking to downsize as well as starter homes for young families.
- Land off Greenfield Lane (policy FRO/0038) is allocated for up to 10 dwellings and on the northern edge of Frodsham High street (currently Frodsham Sea Scouts HQ).
- The Brook Works site is located for up to 12 units and comprises a Grade II listed building (currently in mixed residential and business use) located in the Frodsham Conservation area.
- Land to rear of St Hilda's Drive (policy FRO/0039) comprises a 0.11ha plot within an existing residential area, surrounded by the rear gardens of properties on St Hilda's Drive and a 2-storey block of flats.
- Three small sites at: Penkmans Lane (2 units allocated in policy S/10A), Brereton House, Bradley Lane (2 units allocated policy FRO/005) and 64 Main street (1 units in policy FRO/0010A).

9.36 The sites combined will provide up to 97 new homes. When completions (183) and commitments (33) are taken into account, a total of 313 new dwellings would be delivered over the Local Plan period (2010-2030). This represents a 25% uplift to the housing requirement figure for Frodsham thus meeting and exceeding the housing identified in the Local Plan. This additional provision serves to provide an element of flexibility in the housing choice (types, size and affordability). Therefore, significant long-term positive effects are anticipated in this respect.

9.37 The FNP seeks to complement Local Plan Policy SOC3 (Housing mix and type) which supports mixed, balanced, sustainable communities, providing a mix of housing types, tenures and sizes. The FNP policy H3 (Housing mix and type) requires proposals for new housing to provide a mix of house types, tenures and sizes that takes local needs into account. Policy H4 (Affordable housing – the local connection test) requires development sites of 3 or more dwellings or

greater than 0.1ha to include 30% affordable housing (AH). This is to be provided in perpetuity and offered to those with local connection to Frodsham. These policies are predicted to have positive effects as they help offer a mix of types, sizes and tenure increasing choice in the market as well as providing AH.

9.38 Policy H4 should also help create sustainable communities by providing affordable options to younger residents and young families to remain in the area by offering them more affordable housing options. The FNP steering group conducted a housing needs survey that identified a need for downsizing to release larger properties that are currently under occupied.

9.39 This would be particularly beneficial to growing families in need of larger properties and would also benefit some of the older residents who may wish to live in smaller more manageable and / or suitably adapted properties. The site at Frodsham Health Centre (allocated in policy S/01A) is favoured by the community for such a development.

9.40 One of the aims of the FNP is to 'be…thriving and sustainable' with the accompanying objective to 'provide a mix of dwellings, that meet the needs of Frodsham now and in the future, and address the changing demographics and the towns sustainability'. This was echoed in the housing survey which highlighted the need for affordable tenures such as Starter Homes, social, rented and shared ownership tenures which are seen as a priority to enable younger residents to remain in the area.

9.41 Overall, **significant long-term positive effects** are anticipated as a result of the growth strategy, which will meet and exceed Frodsham's housing requirement figure thus providing a buffer to better secure housing delivery and potentially deliver more choice and flexibility in the local housing market. The housing policies are also likely to help younger residents to remain in the area ensuring the long term sustainability of Frodsham's community.

Transportation

9.42 The NP area is connected to the strategic road network by the M56 which passes through the centre of the Plan area and connects Frodsham to Manchester, Warrington, Runcorn to the east and Ellesmere Port in the west. The A56 also connects Frodsham to Chester to the south and to Warrington in the north. There are several smaller B roads (B5393 and B5152) which provide access to the more rural parts of Frodsham to the south beyond the main settlement.

9.43 The Frodsham residents' survey highlighted concerns regarding traffic and congestion in the area. Traffic and congestion on the A56 have increased noticeably with the expansion of the Frodsham settlement boundaries, especially during busy periods. In residential areas, roads tend to have lower levels of traffic, but on-street parking contributes to congestion in some locations, particularly near schools and businesses at peak times.

9.44 The FNP addresses the traffic implications of additional development by locating development sites in well-connected locations with good access to local services, retail, health and leisure facilities. Policies such as CA1 (Infrastructure development) are also likely to have beneficial effects as they require development proposals to provide safe pedestrian access and footway connections to the nearest walking / cycling routes which should encourage active travel and reduce car journeys.

9.45 Policy CA2 (Cycle access and connectivity) is likely to encourage cycle journeys as it seeks to make Frodsham a cycle friendly town by supporting proposals that implement the recommendations set out in a Cycle Strategy for Frodsham. The latter proposes several cycle routes linking the Town Centre to schools and employment centres in neighbouring towns.

9.46 Several policies address the issue of on-street parking by requiring new development to include adequate off-street parking (CA1) and parking to be provided within the curtilage of new properties (FRO/005B, FRO/0038B, FRO/0038B).

9.47 This set of policies is potentially helpful in alleviating some of the on-street parking issues and associated congestion on residential roads described above.

9.48 Nearly half of residents rely on a private car to travel to work,[16] though the proportion of residents who work from home is higher in Frodsham than in the wider Borough. Working from home is likely to have increased substantially since the start of the Covid-19 pandemic. This positive trend in relation to transport is considered likely to prevail in the short term, further supporting reduced congestion at peak times, and subsequently contributing towards meeting climate commitments.

9.49 The FNP's policy GSRL1 is supportive of digital connectivity as it promotes the provision of high quality broadband / internet access throughout the town, including in parks and green spaces. This is potentially beneficial as it would enable more residents to work from their homes, local parks, public spaces, cafes or neighbourhood centres, instead of having to travel to an office. Similarly, policy EDVE1 identifies locations such as Brook House where offices, flexible light industrial units and 'working from home' business hubs are promoted. Having such facilities in centrally located premises would enable more residents to work locally without the need to travel further afield and /or commute to traditional places of work.

9.50 Overall, whilst measures are implemented to bolster sustainable transport connections, including active travel connections, **minor long-term negative effects** are anticipated as a result of a likely residual increase in vehicular traffic in the area.

10. Conclusions and recommendations

10.1 Overall, the Plan appraisal has served to highlight the potential for mostly positive effects. Significant **long-term positive effects** are anticipated in relation to the population and housing SEA theme as a result of the growth strategy which will meet and exceed strategic growth targets set in Local Plan; helping to improve choice and potentially affordability. The additional growth also serves to provide a buffer to better secure housing delivery. The provision of smaller dwellings (at the land behind Frodsham Health Centre) will help to facilitate downsizing for older residents who may wish to move to smaller more manageable homes and also enable young adults to get a foothold on the property ladder through affordable tenures (such as affordable rents and First Homes).

[16] 2011 Census

10.2 **Neutral effects** are predicted for the Air Quality SEA Theme as the small increase in traffic associated with new development is counteracted by well-located development sites with good access to services and facilities. Furthermore, the provision of EV charging infrastructure and promotion of enhanced pedestrian and cycle links should encourage more sustainable modes of travel.

10.3 Mixed effects are predicted with respect to biodiversity; whilst neutral effects are predicted in relation to the spatial growth strategy, potentially **minor negative effects** are predicted through Policy EDVE2 as it may lead to increased recreational pressures on the Frodsham Marshes and the Mersey Estuary biodiversity sites. It is recommended that the policy is revised according to the recommendations made in the HRA to:

- The section regarding the future use of the marshes is removed as it could exacerbate recreational disturbance on the functionally linked Mersey Estuary SPA / Ramsar site.
- Provide homeowner packs to new residents identifying disturbance sensitivity of the wintering waterfowl in the Mersey Estuary and Frodsham Marsh, encouraging responsible dog ownership and identifying alternative accessible greenspace that could be visiting and dog walking.

10.4 With these measures in place, potential adverse effects would likely be reduced.

10.5 **Minor positive effects** are anticipated on the historic environment through policies seeking to preserve the character and settings of the historic environment including the Frodsham Conservation Area and policies seeking to ensure the continued use of heritage assets and re-use of redundant ones.

10.6 **Minor positive effects** are expected in relation to health and wellbeing, predominantly reflecting the potential for; improved public realm, connected and resilient development, and the allocation of Local Green Space, walkways and cycle routes.

10.7 **Minor negative effects** on transportation are considered likely due to increased traffic and congestion within the Plan area.

10.8 **Neutral effects** are predicted on landscape as the proposed development sites are in areas of low landscape sensitivity with policy mitigation provided at strategic and neighbourhood levels as well as through the FNP Design Code.

Part 3: What are the next steps?

11. Plan finalisation

11.1 This Environmental Report accompanies the pre-submission version of the FNP for consultation. Following consultation, any representations made will be considered by the Neighbourhood Plan Committee, when finalising the plan for submission.

11.2 The 'submission' version of the plan will then be submitted to CWCC (alongside an Environmental Report Update, if necessary). The plan and supporting evidence will be then published for further consultation, and then submitted for examination.

11.3 If the outcome of the Independent Examination is favourable, the FNP will then be subject to a referendum, and the plan will be 'made' if more than 50% of those who vote are in support. Once made, the FNP will become part of the Development Plan for Cheshire West and Chester.

12. Monitoring

12.1 The SEA regulations require 'measures envisaged concerning monitoring' to be outlined in this report.

12.2 It is anticipated that monitoring of effects of the Neighbourhood Plan will be undertaken by CWCC as part of the process of preparing its Annual Monitoring Report (AMR).

12.3 The SEA has not identified any potential for significant negative effects that would require closer monitoring.

12.4 A significant positive effect is predicted for the population and housing theme. It is suggested that the following monitoring measures be included in the AMR:

- Annual net housing completions.
- Affordable housing delivery.

Appendices

Appendix I: Meeting the Regulations

As discussed in Chapter 1 above, Schedule 2 of the Environmental Assessment of Plans Regulations 2004 (the Regulations) explains the information that must be contained in the Environmental Report; however, interpretation of Schedule 2 is not straightforward. Table AI.1 links the structure of this report to an interpretation of Schedule 2 requirements, whilst Table AI.2 explains this interpretation. Table AI.3 identifies how and where within this report the requirements have been met.

Table AI.1: Questions answered by this report, in-line with an interpretation of regulatory requirements

	Questions answered		As per regulations, the report must include…
Introduction	What's the plan seeking to achieve?		▪ An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes
	What's the SEA scope?	What's the sustainability 'context'?	▪ Relevant environmental protection objectives, established at international or national level ▪ Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
		What's the sustainability 'baseline'?	▪ Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan ▪ The environmental characteristics of areas likely to be affected ▪ Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
		What are the key issues and objectives that should be a focus?	▪ Key environmental problems / issues and objectives that should be a focus of (i.e. provide a 'framework' for) assessment
Part 1	What has plan-making / SEA involved up to this point?		▪ Outline reasons for selecting the alternatives dealt with (and thus an explanation of the 'reasonableness' of the approach) ▪ The likely significant effects associated with alternatives ▪ Outline reasons for selecting the preferred approach in-light of alternatives assessment / a description of how environmental objectives and considerations are reflected in the draft plan
Part 2	What are the SEA findings at this current stage?		▪ The likely significant effects associated with the draft plan ▪ The measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the draft plan
Part 3	What happens next?		▪ A description of the monitoring measures envisaged

Table AI.2: Interpretation of the regulations

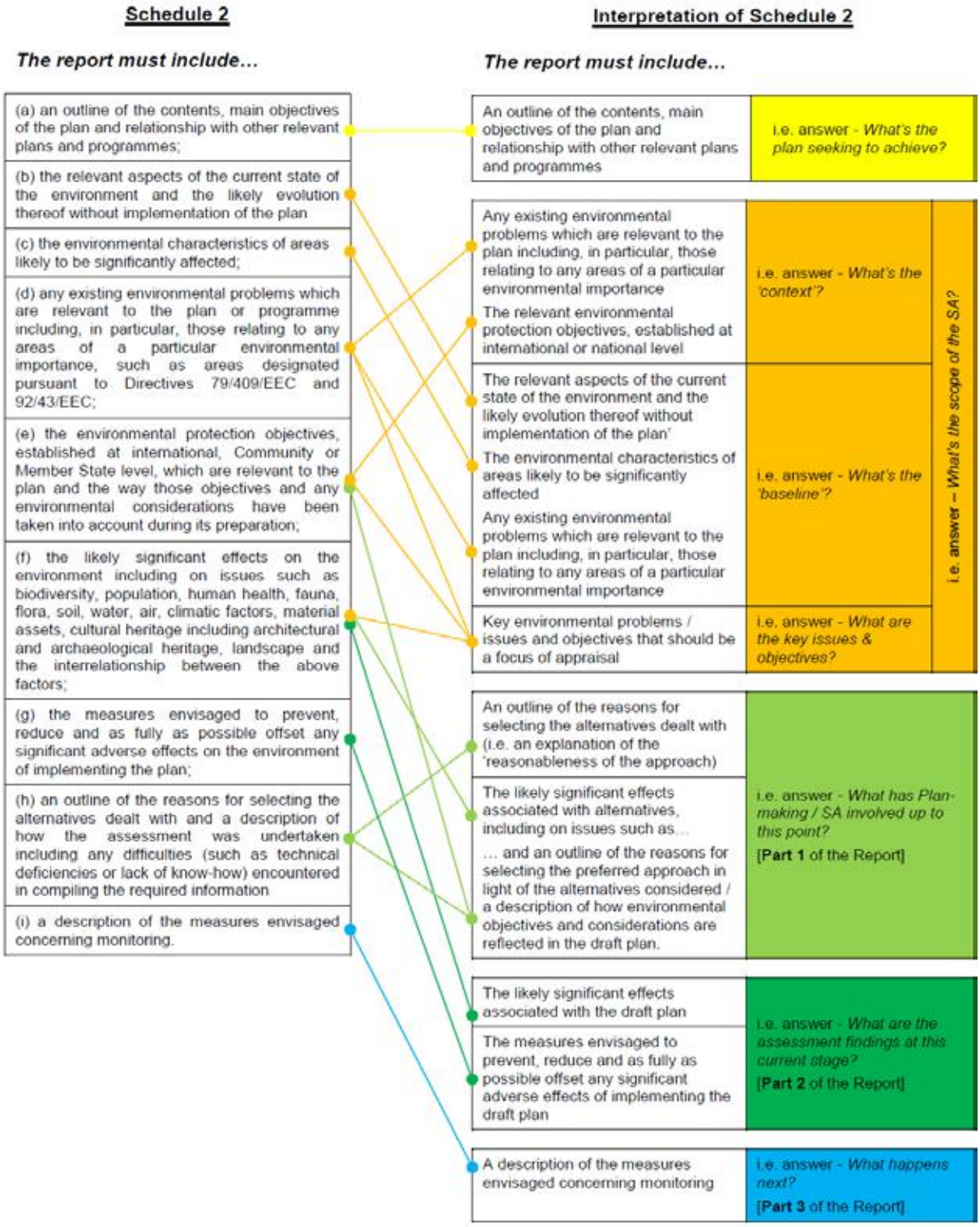


Table AI.3: 'Checklist' of how (throughout the SEA process) and where (within this report) regulatory requirements are met

Regulatory requirement	Discussion of how requirement is met
A) The Environmental Report must present certain information	
1. An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	Chapter 2 ('What is the plan seeking to achieve') presents this information.
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	These matters have been considered in detail through scoping work, which has involved dedicated consultation on a Scoping Report. The 'SEA framework' – the outcome of scoping – is presented within Chapter 3 ('What is the scope of the SEA?'). More detailed messages, established through a context and baseline review are also presented in Appendix II.
3. The environmental characteristics of areas likely to be significantly affected;	
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.;	
5. The environmental protection, objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental, considerations have been taken into account during its preparation;	The SEA framework is presented within Chapter 3 ('What is the scope of the SEA'). Also, Appendix II presents key messages from the context review. With regards to explaining "*how...considerations have been taken into account*", Chapter 7 explains 'reasons for supporting the preferred approach', i.e. explains how/ why the preferred approach is justified in light of alternatives assessment.
6. The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects);	Chapter 6 presents alternatives assessment findings (in relation to housing growth, which is a 'stand-out' plan policy area). Chapters 9 presents an assessment of the draft plan. With regards to assessment methodology, Chapter 8 explains the role of the SEA framework/scope, and the need to consider the potential for various effect characteristics/ dimensions.
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	The assessment highlights certain tensions between competing objectives, which might potentially be actioned when finalising the plan, and specific recommendations are made in Section 9 and 10.

Regulatory requirement	Discussion of how requirement is met
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Chapters 4 and 5 deal with 'Reasons for selecting the alternatives dealt with', in that there is an explanation of the reasons for focusing on particular issues and options. Also, Chapter 7 sets out reasons for selecting the preferred option (in-light of alternatives assessment).
9. Description of measures envisaged concerning monitoring in accordance with Art. 10;	Chapter 12 presents measures envisaged concerning monitoring.
10. A non-technical summary of the information provided under the above headings	The NTS is provided at the beginning of this Environmental Report.
B) The Report must be published for consultation alongside the draft plan	
Authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the Draft Plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2)	At the current time, this Environmental Report is published alongside the 'pre-submission' version of the Neighbourhood Plan, with a view to informing Regulation 14 consultation.
C) The report must be taken into account, alongside consultation responses, when finalising the plan	
The environmental report prepared pursuant to Article 5, the opinions expressed pursuant to Article 6 and the results of any transboundary consultations entered into pursuant to Article 7 shall be taken into account during the preparation of the plan or programme and before its adoption or submission to the legislative procedure.	This Environmental Report, and consultation responses received, will be taken into account when finalising the plan.

Appendix II: SEA Scoping Report

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Document 16

Habitats Regulations Assessment FNP [June 2021]

FRODSHAM
NEIGHBOURHOOD
PLAN



Habitats Regulations Assessment: Frodsham Neighbourhood Plan

Frodsham Neighbourhood Plan Steering Group

June 2021

Quality information

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Revision History

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1. Introduction

Scope of project

1.1 AECOM was appointed by the Frodsham Neighbourhood Plan Group to undertake a Habitats Regulations Assessment (HRA) for the Frodsham Neighbourhood Plan (FNP). This is to inform the planning group and local council of Cheshire West and Chester of the potential effects of Neighbourhood Plan (NP) development on European Sites and how they are being, or should be, addressed in the draft NP.

1.2 The purpose of this report is to produce a clear assessment of the identified sites to advise which ones might be appropriate for allocation in the Plan, in particular whether they comply with National Planning Policy Guidance and the strategic policies of Cheshire West and Chester Council's adopted and emerging Local Plan. This will help FNP to ensure that that the Neighbourhood Planning site selection process is robust and transparent and will meet the Basic Conditions considered by the Independent Examiner, as well as any potential legal challenges by developers and other interested parties.

1.3 The objective of this HRA is to identify if any particular site allocation proposed by in the FNP have the potential to cause an adverse effect on the integrity of European designated sites (Special Areas of Conservation, SACs, Special Protection Areas, SPAs, and Ramsar sites designated under the Ramsar convention), either in isolation or in combination with other plans and projects, and to determine whether site-specific or policy mitigation measures are required.

Legislation

1.4 The need for HRA is set out within the Conservation of Habitats & Species Regulations 2017 (as amended) and concerns the protection of European sites. European sites can be defined as actual or proposed/candidate Special Areas of Conservation (SAC) or Special Protection Areas (SPA). It is also Government policy for sites designated under the Convention on Wetlands of International Importance (Ramsar sites) to be treated as having equivalent status to European sites.

1.5 The HRA process applies the precautionary principle to protected areas. Plans and projects can only be permitted having ascertained that there will be no adverse effect on the integrity of the site(s) in question. Plans and projects may still be permitted if there are no alternatives to them and there are Imperative Reasons of Overriding Public Interest (IROPI) as to why they should go ahead. In such cases, compensation would be necessary to ensure the overall integrity of the site network.

> **Conservation of Habitats and Species Regulations 2017 (as amended)**
>
> With specific reference to Neighbourhood Plans, Regulation 106(1) states that:
>
> "A qualifying body which submits a proposal for a neighbourhood development plan must provide such information as the competent authority [the Local Planning Authority] may reasonably require for the purpose of the assessment under regulation 105…[which sets out the formal process for determination of 'likely significant effects' and the appropriate assessment']."

Box 1: The legislative basis for HRA

1.6 It is therefore important to note that this report has two purposes:

- To assist the Qualifying Body (Frodsham Neighbourhood Plan Group) in preparing their plan by recommending (where necessary) any adjustments required to protect European sites, thus making it more likely their plan will be deemed compliant with the Conservation of Habitats and Species Regulations 2017 (as amended); and
- On behalf of the Qualifying Body, to assist the Local Planning Authority (Cheshire West & Chester Council) to discharge their duty under Regulation 105 (in their role as 'plan-making authority' within the meaning of that regulation) and Regulation 106 (in their role as 'competent authority').

1.7 As 'competent authority', the legal responsibility for ensuring that a decision of 'likely significant effects' is made, for ensuring an 'appropriate assessment' (where required) is undertaken, and for ensuring Natural England are

consulted, falls on the local planning authority. However, they are entitled to request from the Qualifying Body the necessary information on which to base their judgment and that is a key purpose of this report.

1.8 Over the years, 'Habitats Regulations Assessment' (HRA) has come into wide currency to describe the overall process set out in the Habitats Regulations, from screening through to identification of IROPI. This has arisen in order to distinguish the overall process from the individual stage of "Appropriate Assessment". Throughout this Report the term HRA is used for the overall process and restricts the use of Appropriate Assessment to the specific stage of that name.

3. Methodology

Introduction

3.1 Figure 1 below outlines the stages of HRA according to current Ministry of Housing, Communities and Local Government guidance. The stages are essentially iterative, being revisited as necessary in response to more detailed information, recommendations and any relevant changes to the Plan until no significant adverse effects remain.

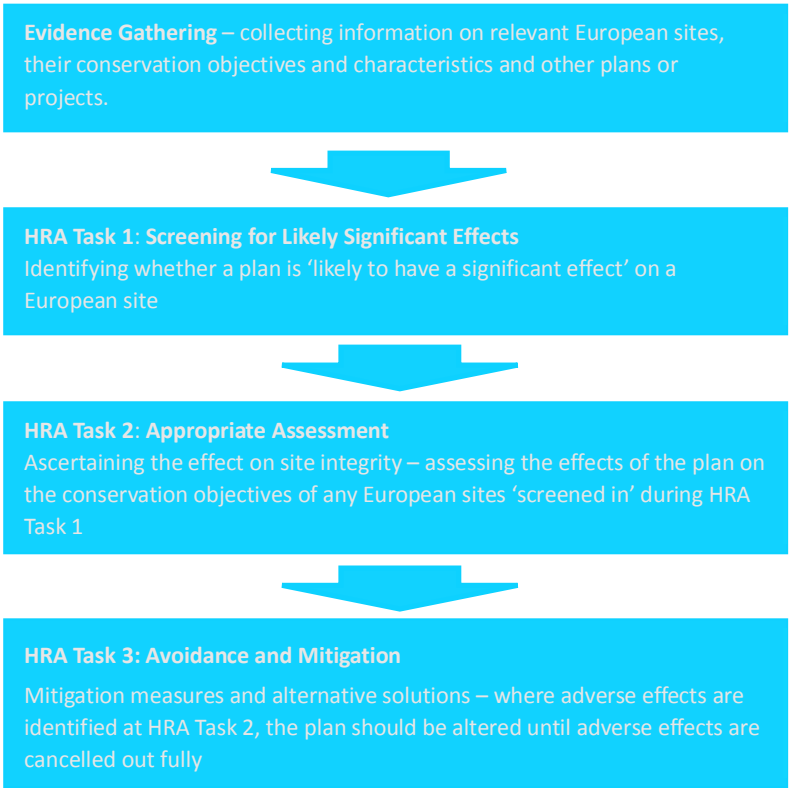


Figure 1: Four Stage Approach to Habitats Regulations Assessment. Source GOV.UK, 2019.

HRA Task 1 – Likely Significant Effects (LSE)

3.2 Following evidence gathering, the first stage of any Habitats Regulations Assessment is a Likely Significant Effect (LSE) test - essentially a risk assessment to decide whether the full subsequent stage known as Appropriate Assessment is required. The essential question is:

"Is the project, either alone or in combination with other relevant projects and plans, likely to result in a significant effect upon European sites?"

3.3 The objective is to 'screen out' those plans and projects that can, without any detailed appraisal, be said to be unlikely to result in significant adverse effects upon European sites, usually because there is no mechanism for an adverse interaction with European sites. This stage is undertaken in Chapter 4 of this report.

HRA Task 2 – Appropriate Assessment (AA)

3.4 Where it is determined that a conclusion of 'no likely significant effect' cannot be drawn, the analysis has proceeded to the next stage of HRA known as Appropriate Assessment. Case law has clarified that 'appropriate assessment' is not a technical term. In other words, there are no particular technical analyses, or level of technical analysis, that are classified by law as belonging to appropriate assessment rather than determination of likely significant effects.

3.5 During July 2019 the Ministry of Housing, Communities and Local Government published guidance for Appropriate assessment[1]. Paragraph: 001 Reference ID: 65-001-20190722m explains: 'Where the potential for likely significant effects cannot be excluded, a competent authority must make an appropriate assessment of the implications of the plan or project for that site, in view of the site's conservation objectives. The competent authority may agree to the plan or project only after having ruled out adverse effects on the integrity of the habitats site. Where an adverse effect on the site's integrity cannot be ruled out, and where there are no alternative solutions, the plan or project can only proceed if there are imperative reasons of over-riding public interest and if the necessary compensatory measures can be secured'.

3.6 As this analysis follows on from the screening process, there is a clear implication that the analysis will be more detailed than undertaken at the Screening stage and one of the key considerations during appropriate assessment is whether there is available mitigation that would entirely address the potential effect. In practice, the appropriate assessment takes any policies or allocations that could not be dismissed following the high-level screening analysis and analyses the potential for an effect in more detail, with a view to concluding whether there would be an adverse effect on integrity (in other words, disruption of the coherent structure and function of the European site(s)).

3.7 A decision by the European Court of Justice[2] concluded that measures intended to avoid or reduce the harmful effects of a proposed project on a European site may no longer be taken into account by competent authorities at the Likely Significant Effects or 'screening' stage of HRA. The UK is no longer part of the European Union. However, as a precaution, it is assumed for the purposes of this HRA that EU case law regarding Habitat Regulations Assessment will still be considered informative jurisprudence by the UK courts. That ruling has therefore been considered in producing this HRA.

3.8 Also, in 2018 the Holohan ruling[3] was handed down by the European Court of Justice. Among other provisions paragraph 39 of the ruling states that 'As regards other habitat types or species, which are present on the site, but for which that site has not been listed, and with respect to habitat types and species located outside that site, …typical habitats or species must be included in the appropriate assessment, if they are necessary to the conservation of the habitat types and species listed for the protected area' [emphasis added]. This has been taken into account in the HRA process.

HRA Task 3 – Avoidance and Mitigation

3.9 Where necessary, measures are recommended for incorporation into the Plan in order to avoid or mitigate adverse effects on European sites. There is considerable precedent concerning the level of detail that a Neighbourhood Plan document needs to contain regarding mitigation for recreational impacts on European sites. The implication of this precedent is that it is not necessary for all measures that will be deployed to be fully developed prior to adoption of the Plan, but the Plan must provide an adequate policy framework within which these measures can be delivered.

3.10 In evaluating significance, AECOM has relied on professional judgement and the LP HRA regarding development impacts on the European sites considered within this assessment.

3.11 When discussing 'mitigation' for a Neighbourhood Plan document, one is concerned primarily with the policy framework to enable the delivery of such mitigation rather than the details of the mitigation measures themselves since the Local Development Plan document is a high-level policy document. A Neighbourhood Plan is a lower level constituent of a Local Development Plan.

[1] https://www.gov.uk/guidance/appropriate-assessment#what-are-the-implications-of-the-people-over-wind-judgment-for-habitats-regulations-assessments [Accessed: 07/01/2020].
[2] People Over Wind and Sweetman v Coillte Teoranta (C-323/17)
[3] Case C-461/17

Confirming Other Plans and Projects That May Act 'In Combination'

3.12 It is a requirement of the Regulations that the impacts of any land use plan being assessed are not considered in isolation but in combination with other plans and projects that may also be affecting the European site(s) in question.

3.13 In considering the potential for combined regional housing development to impact on European sites the primary consideration is the impact of visitor numbers – i.e. recreational pressure and urbanisation.

3.14 When undertaking this part of the assessment it is essential to bear in mind the principal intention behind the legislation i.e. to ensure that those projects or plans (which in themselves may have minor impacts) are not simply dismissed on that basis but are evaluated for any cumulative contribution they may make to an overall significant effect. In practice, in-combination assessment is therefore of greatest relevance when the plan or policy would otherwise be screened out because its individual contribution is inconsequential.

4. Internationally Designated Sites

4.1 In the case of the FNP, it has been determined that the European sites identified in **Table 1** require consideration.

Table 1. European Sites for Consideration and their Location in Relation to the Frodsham Neighbourhood Plan

European site	Location
Mersey Estuary Ramsar and SPA	Located adjacent to the FNP boundary (Frodsham)
Midland Meres and Mosses Ramsar	Fragments located c.3.2km, main body c7.5km from the FNP boundary (Frodsham)
Oak Mere SAC	Located c.7.5km from the FNP boundary (Frodsham)
West Midland Mosses SAC	Located c.7.7km from the FNP boundary (Frodsham)

Source: https://magic.defra.gov.uk/MagicMap.aspx

4.2 The scoping process also evaluated whether pathways existed to the following European site as it they are considered to be functionally linked to the Mersey Estuary, but it was concluded that they could be scoped out of consideration:

- The Dee Estuary SPA, Ramsar, SAC – This site is designated for a range of species and habitats. However, the site is over c.17.5km away from the FNP boundary. Due to the distance of this site from the FNP boundary, there are no realistic linking impact pathways to the environmental vulnerabilities of this site (under-grazing, water and air pollution, inappropriate management etc). Although the closest part of the European Site lies adjacent to the A540 south of Birkenhead, and thus may be susceptible to air quality impacts from the road, this is unlikely to be a significant journey to work route for residents of the FNP area.
- The River Dee and Bala Lake SAC - This site is designated for its water courses of plain to montane levels with Ranunculion fluitantis and its waters support Atlantic salmon *Salmo salar*. The site is over c.17km away from the FNP boundary. Due to the distance of this site from the FNP boundary, there are no realistic linking impact pathways to the environmental vulnerabilities of this site (under-grazing, water and air pollution, inappropriate management, air quality etc).
- Mersey Narrows & North Wirral Foreshore SPA – The site is designated for its nesting terns and its overwintering waterfowl and waders. However, it is located over 19km from Frodsham and there are no realistic linking impact pathways.

4.3 The reason for designation, conservation objectives and environmental vulnerabilities of the European sites are detailed below.

Mersey Estuary Ramsar, SPA

Introduction

4.4 This site occurs as a large (50km^2), sheltered estuary comprising large areas of saltmarsh and intertidal sand and mudflats. The site includes brackish marsh, rocky shoreline, and cliffs set in a rural and industrial environment. Internationally important numbers of various species of water birds feed and roost at the site in winter, or stage at the site in spring and fall, notably Common ringed plover *Charadrius hiaticula*. The Mersey Estuary SPA supports overwintering Golden plover (*Pluvialis apricaria*), Redshank (*Tringa totanus*), Shelduck (*Tadorna tadorna*), Teal (*Anas crecca*), Pintail (*Anas acuta*), Dunlin (*Calidris alpina alpina*) and Black-tailed godwit (*Limosa limosa islandica*). The site also supports on passage redshank (*Tringa totanus*), as well as an internationally important water bird assemblage.

Reasons for Designation[4]

4.5 The site is designated as an SPA for The site is designated as a SPA for its non-breeding:

- Golden plover Pluvialis apricaria
- Shelduck Tadorna tadorna
- Teal Anas crecca
- Pintail Anas acuta
- Dunlin Calidris alpina alpina
- Black-tailed godwit Limosa limosa islandica
- Redshank Tringa totanus

4.6 Waterbird assemblage: great crested grebe Podiceps cristatus, shelduck, wigeon Anas penelope, teal, pintail, ringed plover Charadrius hiaticula, golden plover, grey plover Pluvialis squatarola, lapwing Vanellus vanellus, dunlin, black-tailed godwit, curlew Numenius arquata and redshank.

4.7 The site is designated as a Ramsar for the following Criteria:

4.8 Criterion 4: The site regularly supports plant and/or animal species at a critical stage in their life cycles, or provides refuge during adverse conditions. During 2004/05 - 2008/09 the Mersey Narrows and North Wirral Foreshore Ramsar site supported important numbers of non-breeding little gulls and common terns.

4.9 Criterion 5: The site regularly supports 20,000 or more water birds: During the winters 2004/05 - 2008/09, the Mersey Narrows and North Wirral Foreshore Ramsar site supported an average peak of 32,402 individual water birds.

4.10 Criterion 6: The site regularly supports 1% of the individuals in the populations of the following species or subspecies of water bird in any season: During the winters 2004/05 - 2008/09, the Mersey Narrows and North Wirral Foreshore Ramsar site supported 2.4% of the islandica subspecies, W Europe/Waddensea/Britain/Ireland (non-breeding) population of knot and 2.8% of the lapponica subspecies W Europe/NW Africa (non-breeding) population of bar-tailed godwits.

Conservation Objectives[5]

4.1 "With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features' listed below), and subject to natural change;"

4.2 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- The extent and distribution of the habitats of the qualifying features
- The structure and function of the habitats of the qualifying features
- The supporting processes on which the habitats of the qualifying features rely
- The population of each of the qualifying features, and,
- The distribution of the qualifying features within the site.

Current Pressures and Threats

4.3 The Site Improvement Plan identifies the following pressures and threats to the SPA and Ramsar:

- Recently commissioned reports indicate there have been large decreases in bird numbers on this SPA compared to local SPAs and regional trends. There is a need to investigate and understand reasons for these changes.

[4] http://publications.naturalengland.org.uk/publication/4749900759695360 [Accessed 14/03/2021]
[5] UK9005131-Mersey-Estuary-SPA-V2019.pdf [Accessed 14/04/2021]

- The population of Canada geese has significantly increased on the site introducing resource competition with some bird species e.g. via increased grazing and increased nutrient pressure. There is a threat from the spread and increase in density of invasive non-native species, such as Chinese mitten crab.
- Increasing recreational pressure causing disturbance to water birds, with the use of drones and jet skis are expected to increase across the site.
- Increasing development pressure around the Mersey Estuary, for example the proposed airport expansion (Liverpool John Lennon Airport Masterplan to 2050) and other functionally linked land, has the associated concerns for squeeze on available habitats for birds along with air quality impacts.

Midland Meres and Mosses Ramsar

Introduction

4.4 The 18 units which make up the site are spread over the Wrexham / Shropshire / Cheshire and Staffordshire Plain. The majority of the units are in Cheshire and north Shropshire, with a small number of outlying sites in adjacent parts of Staffordshire and Wrexham. The Meres and Mosses form a geographically diverse series of lowland open water and peatland sites. The 18 component sites include open water bodies (meres), the majority of which are nutrient-rich with associated fringing habitats, reed swamp, fen, carr and damp pasture. Peat accumulation has resulted in the nutrient-poor peat bogs (mosses) forming in some sites on the fringes of the meres or completely infilling basins. In a few cases the result is a floating quaking bog.

Reason for Designation[6]

4.5 The site is designated as a Ramsar for the following Criteria:

Criterion 1: The site comprises a diverse range of habitats from open water to raised bog.

4.6 Criterion 2: The site supports several rare species of plants associated with wetlands, including the nationally scarce cowbane *Cicuta virosa* and, elongated sedge *Carex elongata*. Also present are the nationally scarce bryophytes *Dicranum affine* and *Sphagnum pulchrum*.

4.7 Criterion 3: The site supports many rare and scarce invertebrates. There are 16 species of British Red Data Book insect listed for this site including the following endangered species: the moth *Glyphipteryx lathamella*, the caddisfly *Hagenella clathrata* and the sawfly *Trichiosoma vitellinae*.

Factors (Past, Present or Potential) Adversely Affecting the Site's Ecological Character

4.8 The Information Sheet on Ramsar Sites[7] identifies the following pressures and threats to the Ramsar site:

- Eutrophication (off-site)
- Pollution – agricultural fertilisers (off-site)
- Pollution – agricultural runoff
- Human activities – fishing, hunting, recreational

Oak mere SAC

Introduction

4.9 Oak Mere SAC, in the West Midlands of England, is a lake formed within sediments that are low in nutrients and oligotrophic. It is a large waterbody that has formed in a kettle hole in the fluvio-glacial sands of the Cheshire Plain. The site has clear water of low nutrient status characteristic of oligotrophic waters and a marginal zone of shore-

[6] Ibid
[7] Ibid

weed Littorella uniflora. The site supports an assemblage of plants that are now rare in the lowlands of England, including floating mats of bog-moss Sphagnum spp. and the scarce narrow small-reed Calamagrostis stricta. Open water and peat deposits lie in this kettle-hole depression within Delamere Forest, and peat-cutting has given rise to additional pools and fens. The water is acidic, but slightly nutrient-rich. There are transitions at the water's edge with soft rush Juncus effusus, water horsetail Equisetum fluviatile, common spike-rush Eleocharis palustris, marsh pennywort Hydrocotyle vulgaris, the moss Drepanocladus fluitans and bulrush Typha latifolia. Small depressions in the peat are occupied by bottle sedge Carex rostrata, common cottongrass Eriophorum angustifolium, purple moor-grass Molinia caerulea, cross-leaved heath Erica tetralix and round-leaved sundew Drosera rotundifolia.

Reason for Designation[8]

4.10 Qualifying features Annex I habitats include:

- Oligotrophic waters containing very few minerals of sandy plains (Littorelletalia uniflorae). Nutrient-poor shallow waters with aquatic vegetation on sandy plains
- Transition mires and quaking bogs, open water and peat deposits lie in kettle-hole depressions within Delamere Forest, and peat-cutting has given rise to additional pools and fens. The water is acidic, but slightly nutrient-rich. Very wet mires often identified by an unstable `quaking` surface

Conservation Objectives[9]

4.11 "Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats
- The structure and function (including typical species) of qualifying natural habitats, and
- The supporting processes on which qualifying natural habitats rely"

Current Pressures and Threats

4.12 The Site Improvement Plan[10] identifies the following pressures and threats to the SAC:

- Water pollution
- Invasive species
- Hydrological changes
- Air pollution
- Impact of atmospheric nitrogen deposition

West Midlands Mosses SAC

Introduction

4.13 West Midlands Mosses SAC contains three pools, one at Clarepool Moss and two at Abbots Moss, that are examples of dystrophic lakes and ponds in the lowlands of England and Wales, where this habitat type is rare. The lake at Clarepool Moss is unusual as a dystrophic type on account of its relatively base-rich character, which is reflected in the presence of a diverse fauna and flora. The two at Abbots Moss are more typical, base-poor examples. The dystrophic lakes and ponds at this site are associated with Schwingmoor development, a characteristic of this habitat type in the West Midlands. Schwingmoor is an advancing floating raft of bog-moss Sphagnum, often containing NVC type M3 Eriophorum angustifolium bog pool community, which grows from the edge of the pool and can completely cover over the pool

[8] Oak Mere - Special Areas of Conservation (jncc.gov.uk) [accessed 14/04/2021]
[9] http://publications.naturalengland.org.uk/file/6099038630051840 [accessed 14/04/2021]
[10] http://publications.naturalengland.org.uk/file/5420717696876544 [accessed 14/04/2021]

Reason for Designation[11]

4.14 Qualifying features Annex I habitats include:

- Natural dystrophic lakes and ponds
- Transition mires and quaking bogs

Conservation Objectives[12]

4.15 "Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats
- The structure and function (including typical species) of qualifying natural habitats, and
- The supporting processes on which qualifying natural habitats rely"

Current Pressures and Threats

4.16 The Site Improvement Plan[13] identifies the following pressures and threats to the SAC:

- Water pollution
- Invasive species
- Hydrological changes
- Air pollution
- Impact of atmospheric nitrogen deposition
- Inappropriate scrub control
- Game management - Pheasant rearing
- Forestry and woodland management

[11] West Midlands Mosses - Special Areas of Conservation (jncc.gov.uk) [accessed 14/04/2021]
[12] http://publications.naturalengland.org.uk/file/6061488964108288 [accessed 14/04/2021]
[13]://publications.naturalengland.org.uk/file/5747088459563008 [accessed 14/04/2021]

5. Test of Likely Significant Effects

Background to Frodsham Parish

5.1 Frodsham is a market town, civil parish and electoral ward in the unitary authority of Cheshire West and Chester and the ceremonial county of Cheshire, England. Its population was 9,077 at the 2011 Census. It is approximately 5 km south of Runcorn, 26 km south of Liverpool, and 45 km southwest of Manchester. The River Weaver runs to its northeast and on the west, it overlooks the estuary of the River Mersey. The A56 road and the Chester–Manchester railway line pass through the town, and the M56 motorway passes to the northwest.

Physical scope of the HRA

5.2 There are no standard criteria for determining the ultimate physical scope of an HRA. Rather, the source-pathway-receptor model should be used to determine whether there is any potential pathway connecting development to any European sites.

5.3 The European sites that are described Section 3 are located within a 10km radius of the FNP area: Mersey Estuary Ramsar and SPA (north of Frodsham within the FNP boundary),Midland Meres and Mosses Ramsar (fragments 3.2km, with the main body 7.5km, south-east), Oak Mere SAC (7.5km South-east), West Midland Mosses SAC (7.7km south-east). European sites more distant are not considered to present any realistic impact pathways connecting to growth in Frodsham.

5.4 Based upon Natural England Site Improvement Plans, there are several impact pathways that require consideration regarding increased development within the FNP area and said European sites. These are:

- Recreational pressure;
- Air quality and atmospheric pollution;
- Water quality (surface water runoff);
- Water quality (discharge of treated sewage effluent); and.
- Loss of functionally linked habitats (FLH).

5.5 Table 2 describes these environmental impact pathways. The consideration of Neighbourhood Plan policies (the Test of Likely Significant Effects) is then documented in Table 3.

Table 2. Description of potential impact pathways from increased development to European Sites.

Impact pathway	Discussion
Water quality (surface water runoff)	Increased residential development within Frodsham could lead to the loss of previously undeveloped land and increas Mersey Estuary Ramsar and SPA Midland Meres and Mosses Ramsar are located north within the FNP boundary and 3.2 However, Mersey Estuary is over 50km² and drains a considerable area of north-west England so surface area runoff sites in Frodsham are on the opposite side of the M56 from the SPA/Ramsar site and are separated from it by both Fro close by fraction of Midland Mares and Mosses (3.2km away) is at a higher elevation then Frodsham and will likely re quality due to surface water runoff has therefore been screened out.[14]
Water quality (discharge of treated sewage effluent)	Increased housing development within the FNP area could lead to increased sewage production. Therefore, it is necessa degrade the water quality (i.e. through increased phosphorus discharge) of European Sites, in the absence of environmen works. Currently, treated sewage effluent is discharged into the Mersey Estuary and additional development could incr Wastewater treatment within the Districts is currently handled by United Utilities through their Water Resources Mana wastewater treatment and sustainability and have the capacity to accommodate the additional allocated sites and hou water quality as a result of the discharge of sewage effluent has therefore been screened out.
Hydrological changes, including water abstraction	Midland Meres and Mosses, Oak Mere and West Midland Mosses are all sites that are susceptible to changes in water t connected to aquifers used for public water supply. Moreover, all three sites are over 3.2km from the FNP parish bound screened out. Frodsham lies within United Utilities' Integrated Resource Zone which serves approximately 6.7 mill Manchester, Merseyside, most of Cheshire and a small part of Derbyshire. The Integrated Zone can supply around 1 imports from Wales, Cumbria, and other parts of North West England. It constitutes a large integrated supply networ supplies within the zone with the 'west to east link' further aiding this flexibility and thus breaking the traditional div from Cumbria and Merseyside received water from the River Dee (which lies partly in England and partly in Wales) and most recent United Utilities Water Resource Management Plan (WRMP) indicates that without the reductions in dema efficiency programmes there would be a supply demand deficit in the Integrated Resource Zone of 107 Ml/d by 2040. H beyond the current licensed volumes is not part of United Utilities' intended future supply strategy, which depends on abstraction from groundwater.
Air quality	Increased residential development would likely lead to a greater number of vehicles within the FNP area. As such, incre of no growth. Pollutants released from vehicles may be carried directly by wind currents and deposited to the Mersey E West Midland Mosses or pollutants may become soluble and taken up during evaporation and deposited to said sites d Air Quality Management and Highways England both set an impact zone of 200m from the roadside for potential sign road traffic. There are many smaller residential roads within 200m of the Mersey Estuary and the A54 within 200m of not increase with proposed development as these are not key journey to work routes. The Runcorn-Widnes bridge doe

[14] Water Resources Management Plan (unitedutilities.com) [accessed 20/04/2021]

	be major commuting routes for new development in the FNP area resulting in increased air pollution affecting the site Mersey Estuary SPA/Ramsar site.
Recreational pressure	Increased development within the FNP area could lead to higher numbers of visitors to European Sites, particularly th example, the nature, scale, timing and duration of some human activities can result in the disturbance of birds at a leve consequently affect the long-term viability of the population. It is long standing knowledge that the European Sites loca national and in some cases international level. Increased visitors can have direct and indirect impacts for a Europe conservation objectives. The relevant European Site impacted by recreational pressure is the Mersey Estuary. The M Midlands Meres & Mosses Ramsar site are considered at low risk of recreational trampling damage because their m recreational activity for safety reasons.
Loss of Functionally Linked Habitats (FLH)	While most internationally designated sites have been geographically defined in order to encompass the key features t and function, this is not the case for all such sites. Due to the highly mobile nature of waterfowl in locations such as the of crucial importance to the maintenance of their populations are outside the physical limits of the European site for wh will still be essential for maintenance of the structure and function of the interest feature for which the site was desig should still therefore be looked at for impacting European site populations.

[15] air-quality-impacts-on-nature-sites-2020.pdf (iaqm.co.uk) [accessed 20/04/2021]

Table 3. Screening assessment (likely significant effect) of the FNP.

Policy	European Sites and Proximity to Policy Area	Brief summary	Screeni
Policy H1: Location of Housing Development	Mersey Estuary Ramsar and SPA - Located within the FNP boundary	Policy describes the requirement to provide a mix of dwellings, that meet the needs of Frodsham now and in the future, address the changing demographics and the towns sustainability. To encourage active travel (walking and cycling)	**Likely S** This pol
Policy H2: Housing layout and design	N/A	Policy describes how new development within Diss and District that demonstrates high-quality design will be supported.	**No likel** This is a specific impact
Policy H3: Housing Mix and Type	N/A	Policy describes how proposals for new housing should provide a mix of house types, tenures, and sizes taking account of the needs in the area.	**No likel** This is a specific impact
Policy H4: Affordable Housing	N/A	Policy describes how the relatively high need for affordable homes in the neighbourhood plan area will need to be a significant consideration when negotiating and agreeing the tenure mix for new affordable housing.	**No likel** This is a specific impact
Policy H5: Design and Character	N/A	Policy describes how new development within Diss and District that demonstrates high-quality design will be supported.	**No likel** This is a specific impact
Policy H6: Heritage Assets	N/A	Policy states that heritage assets are to be protected and where possible enhanced.	**No likel** This is a specific impact
Policy EDVE1: Business and Employment	N/A	To preserve, protect and promote the growth of existing employment and support new business opportunities.	**No likel** This is a Frodsha Europea

Policy	European Sites and Proximity to Policy Area	Brief summary	Screeni
Policy EDVE2: Tourism and the Visitor Economy	Mersey Estuary Ramsar and SPA - Located within the FNP boundary	Policy describes the need to promote Frodsham as a visitor and a green tourist destination	**Likely S** This pol attracti Weaver riversid
Policy EDVE3: Retail and Services	N/A	Policy describes the need to preserve and protect all types of retailers and service providers in maintaining and developing both short and long-term businesses	**No likel** This is a Frodsha exist to
Policy GSRL1: Protecting our green spaces	N/A	Policy describes the requirement to designate and protect all Frodsham's local Green Spaces	**No likel** This is a specific impact
Policy GSRL2: Developing new and existing activities	N/A	Policy states that developments are to be encouraged that maximise opportunities for activities while enhancing recreation, sport, leisure and mental well-being	**No likel** This is a specific impact
Policy GSLR3: Maintaining our green spaces	N/A	Policy describes the need to support developments that retain, maintain and protect existing green and open spaces for communal and social use.	**No likel** This is a specific impact
Policy GSLR4: Creating new green spaces	N/A	Policy states that developments are to encourage developments that create or develop additional green community/recreational spaces.	**No likel** This is a specific impact
Policy CA1: Infrastructure with development	N/A	Policy states that developments are to ensure development provides infrastructure fit for the future.	**No likel** This is a specific impact
Policy CA2: Cycle access and connectivity	N/A	Policy states the need to enable Frodsham to be a cycle friendly town, supporting the needs of cycling for education, commuting, recreation and leisure.	**No likel** This is a specific impact

Policy	European Sites and Proximity to Policy Area	Brief summary	Screeni
Policy CA3: Application of Section 106 and other funding agreements through development	N/A	Policy states that developments where S106 agreements assist the implementation of A Cycle Strategy for Frodsham and address pedestrian infrastructure deficiencies at specified locations will be supported.	**No likel** This is a specific impact

6. The 'in Combination' Scope

6.1 It is a requirement of the Regulations that the impacts and effects of any land use plan being assessed are not considered in isolation but in combination with other plans and projects that may also be affecting the internationally designated site(s) in question.

6.2 When undertaking this part of the assessment it is essential to bear in mind the principal intention behind the legislation i.e. to ensure that those projects or plans which in themselves have minor impacts are not simply dismissed on that basis but are evaluated for any cumulative contribution they may make to an overall significant effect. In practice, in combination assessment is therefore of greatest relevance when the plan would otherwise be screened out because its individual contribution is inconsequential. The overall approach is to exclude the risk of there being unassessed likely significant effects in accordance with the precautionary principle. This was first established in the seminal Waddenzee[16] case.

6.3 For the purposes of this assessment, we have determined that, due to the nature of the identified impacts, the key other plans and projects with potential for in combination likely significant effects are those schemes that have the following impact pathways: recreational pressure, air quality and loss of functionally linked habitats. The following plans have been assessed for their in-combination impact to interact with the Frodsham Neighbourhood Plan:

- Warrington – Adopted Local Plan core strategy
- Halton – Halton Local Plan
- Knowsley – Knowsley Local Plan
- Liverpool – Liverpool Local Plan Submission Draft 2018
- Wirral – Wirral Local Plan Issues and Opinions
- Sefton Local Plan (adopted)

6.4 It should be noted that, while the broad potential impacts of these other projects and plans will be considered, we do not propose carrying out full HRA on each of these plans – we will however draw upon existing HRA that have been carried out for surrounding regions and plans.

[16] Waddenzee case (Case C-127/02, [2004] ECR-I 7405)

7. Appropriate Assessment

7.1 The law does not prescribe how an appropriate assessment should be undertaken or presented but the appropriate assessment must consider all impact pathways that have been screened in, whether they are due to policies alone or to impact pathways that arise in combination with other projects and plans. That analysis is the purpose of this section. The law does not require the 'alone' and 'in combination' effects to be examined separately provided all effects are discussed.

7.2 The main impact pathways of concern to this HRA (air quality, recreational pressure and loss of functionally linked habitats) are inherently 'in combination' with neighbouring plans and projects. However, for completeness, potential impacts of the 111 - 115 net residential dwellings allocated within the Frodsham Neighbourhood Plan area in isolation are also assessed.

7.3 The HRA screening exercise undertaken in Table 3 indicates one potential H1 policy (Location of Housing Development) that will encompass the 9 potential site allocations. These may have likely significant effects on the European Sites due to recreational pressure, air quality and loss of functionally linked habitats. At the screening stage, the following potential housing allocations were screened in and require further assessment:

- FRO/0005 – Site of a current bungalow at the rear of a property in Bradley Lane, Frodsham.
- FRO/0010 – Site is centrally located on Main Street, the A56 main arterial route through the town centre. Frodsham.
- FRO/0038 – Site is current Frodsham Sea Scouts HQ located on the northern edge of Frodsham off High Street, Frodsham.
- FRO/0039 - Land to the rear of St Hilda's Drive, Frodsham
- FRO/0040 – Site is currently Cheshire Cheese Pub listed locally as a Grade ll Listed building, Frodsham.
- FRO/0060 – Land located off Ship Street, Frodsham
- S/01 – Site is former school adjacent to the Princeway Health Centre with frontages to Queensway, Princeway and Martin Road, Frodsham.
- S/07 – Site is at the junction of Main Street and Fountains Lane, Frodsham. Brook House is a Grade ll Listed building.
- S/10 – Land is adjacent to Penkman's Lane.

Recreational pressure

7.4 There is growing concern over the cumulative impacts of recreation on key nature conservation sites in the UK, as most sites must fulfil conservation objectives while also providing recreational opportunity. Various research reports have provided compelling links between changes in housing and access levels and impacts on European protected sites[17] [18]. This applies to any habitat, but the additional recreational pressure from housing growth on destinations with water features is likely to be especially strong and some of the qualifying waterfowl are known to be susceptible to disturbance. Different European sites are subject to different types of recreational pressures and have different vulnerabilities. Studies across a range of species have shown that the effects from recreation can be complex. HRAs of Plans tend to focus on recreational sources of disturbance as a result of new residents[19].

7.5 Human activity can affect organisms directly (e.g. loss of habitat or by causing species to flee) and indirectly (e.g. by damaging their habitat or reducing their fitness in less obvious ways e.g. stress). The most obvious direct effect is the loss of habitat as a result of increased visitors to a site (i.e. trampling). But human activity can also lead to much subtler behavioural (e.g. alterations in feeding behaviour, avoidance of certain areas and use of sub optimal areas

[17] Liley D, Clarke R.T., Mallord J.W., Bullock J.M. 2006a. The effect of urban development and human disturbance on the distribution and abundance of nightjars on the Thames Basin and Dorset Heaths. Natural England / Footprint Ecology.
[18] Liley D., Clarke R.T., Underhill-Day J., Tyldesley D.T. 2006b. Evidence to support the appropriate Assessment of development plans and projects in south-east Dorset. Footprint Ecology / Dorset County Council.
[19] The RTPI report 'Planning for an Ageing Population' (2004) which states that 'From being a marginalised group in society, the elderly are now a force to be reckoned with and increasingly seen as a market to be wooed by the leisure and tourist industries. There are more of them and generally they have more time and more money.' It also states that 'Participation in most physical activities shows a significant decline after the age of 50. The exceptions to this are walking, golf, bowls and sailing, where participation rates hold up well into the 70s'.

etc.) and physiological changes to species (e.g. an increase in heart rate). While these are less noticeable, they might result in major population-level changes by altering the balance between immigration/birth and emigration/death[20].

7.6 At the screening stage (Table 3) One European Site was identified that could be impacted by recreational pressure. This was Mersey Estuary Ramsar, SPA.

7.7 Impacts of recreational pressure for Mersey Estuary Ramsar, SPA would likely be through more indirect means such as disturbance of species. For example, the impact of bird disturbance has been particularly well studied. Much research concern stems from the fact that birds expend energy unnecessarily when disturbed and the time they spend responding to humans is time that is not spent feeding[21]. Disturbance therefore risks increasing energy expenditure of birds while reducing their energy intake, which can adversely affect their 'condition' and ultimately their survival. Additionally, displacement of birds from one feeding site to others can increase the pressure on the resources available within the remaining sites, as they then must sustain a greater number of birds[22]. Moreover, the more time a breeding bird spends disturbed from its nest, the more its eggs are likely to cool and the more vulnerable they, or any nestlings, are to predators. Recreational effects on ground-nesting birds are particularly severe, with many studies concluding that urban sites support lower densities of key species, such as nightjar[23] [24].

7.8 Evidence in the literature suggests that the magnitude of disturbance clearly differs between different types of recreational activities. For example, dog walking leads to a significantly higher reduction in bird diversity and abundance than hiking[25]. Scientific evidence also suggests that key disturbance parameters, such as areas of influence and flush distance, are significantly greater for dog walkers than hikers[26]. A UK meta-analysis suggests that important spatial (e.g. the area of a site potentially influenced) and temporal (e.g. how often or long an activity is carried out) parameters differ between recreational activities, suggesting that activity type is a factor that should be taken into account in HRAs[27].

7.9 Mersey Estuary Ramsar, SPA is a site where visitor activity surveys have been undertaken. These surveys were undertaken by the Marine Management Organisation[28]. With regards to current visitor pressure, Beach recreation, sailing, wildlife watching, and powered aircraft had medium (11–15) to high (51-100) participation of visitors with motor boating, jet skis, beach recreation, drone use and powered aircraft all increasing. Many of these activities are deemed to be of high intensity towards overwintering birds. According to survey work undertaken on behalf of Natural England[29] 97% of recreational visitors to the north-west coastal European sites and SSSIs were on a short visit directly from home and interviewees visiting directly from home typically lived within a short radius of the survey point (a mean distance of 5.3 km). Half of these interviewees lived within 1.9 km (median value) and three quarters within 5.2km. For the Mersey Estuary SPA specifically 75% of people visiting the site from home lived within 8.3km of the survey point, although this was only based on a single survey location. Most of these lived along the coast, within easy access of the coast (e.g. clear line along the A595) or within highly populated areas (e.g. Liverpool).

7.10 All of the proposed housing sites allocated by the FNP are within 4.5km of the Mersey Estuary Ramsar, SPA. The closest site to the SPA boundary is FRO/0039, which is 2.3km away. Therefore, it may be likely that residential development within the FNP area will lead to increased visitors to the Mersey Estuary Ramsar, SPA when considered in-combination with growth across the district and surrounding districts. However, it should be noted that Frodsham is actually relatively isolated from the SPA/Ramsar due to the M56, Frodsham Marsh and the Manchester Ship Canal. The most accessible parts of the SPA/Ramsar are actually on the opposite side of the River Mersey.

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[28] MMO Report Style and GIS Guide (publishing.service.gov.uk) [accessed 21/04/2021]
[29] Data taken from page 4 of Liley, D., Panter, C., Marsh, P. & Roberts, J. (2017) Recreational activity and interactions with birds within the SSSIs on the North-West coast of England. Unpublished report for Natural England

7.11 The potential for disturbance of wintering birds using the Mersey Estuary SPA/Ramsar site as a result of growth across the Liverpool City Region (LCR), Cheshire West & Chester and the Lancashire coast (i.e. the in combination effects of growth to 2030 and beyond outlined in the Liverpool Local Plan, Sefton Local Plan, Knowsley Local Plan, St Helens Local Plan, Wirral Local Plan, Cheshire West & Chester Local Plan, West Lancashire Local Plan, Halton Local Plan and potentially areas beyond such as Blackpool and Fylde) has been identified for some time. Since the major population centres are in the Liverpool City Region (e.g. Sefton) those authorities have led the investigation of this issue, in conjunction with Natural England, and have also led on the development of a multi-authority mitigation strategy to address the matter, called the Recreation Management Strategy. The RMS is currently being advanced as a strategic response to the issue of recreation pressure arising from the total quantum of housing development across the Liverpool City Region. However, relevant adjacent authorities such as Cheshire West & Chester and West Lancashire are also intending to participate in the scheme.

7.12 A project Steering Group that includes Natural England the LCR local authorities and the National Trust is overseeing the work that is being co-ordinated by Merseyside Environmental Advisory Service (MEAS). There is a clear timetable to complete the RMS that includes updated the recreation user evidence base that includes the scope, timescale and funding for addressing the gaps in recreation user data. The Steering Group agreed in April 2021 that this additional evidence gathering should be commenced as soon as possible in the summer now that COVID restrictions are easing. The current evidence base for the emerging RMS, is the best currently available, and will be published by June 2021 and has informed interim approaches that are being developed by the authorities. This plus the new evidence will also feed into the final RMS.

7.13 Clearly, participation in the RMS is a matter for Cheshire West & Chester Council as local authority to consider and is beyond the scope of what Frodsham Neighbourhood Plan Group can accomplish or has the authority to commit to. However, there are measures the Neighbourhood Plan can incorporate as a policy commitment. **The Neighbourhood Plan should add a caveat that residential development will only be supported if the developer commits to providing homeowner packs to new residents identifying the disturbance sensitivity of the wintering waterfowl using the Mersey Estuary, encouraging responsible dog ownership and identifying other areas of accessible greenspace that could be visited as an alternative. The plan could also identify that if Cheshire West & Chester District Council participates in the strategic approach to manage recreational pressure within the Mersey Estuary SPA/Ramsar as part of the Liverpool City Region Recreation Management Strategy, NP support will be contingent on the developer making an appropriate financial contribution (to be determined by Cheshire West & Chester Council).**

7.14 **With this text included within the Frodsham Neighbourhood Plan it can be concluded that for the European sites within the Neighbourhood Plan will not result in adverse effects on the integrity of the European site.**

Air Quality

7.15 Atmospheric pollution relating to nitrogen deposition might lead to eutrophication in the Mersey Estuary SPA and Ramsar. However, the only significant road within 200m of the mudflats of the SPA and Ramsar is the Runcorn-Widnes Bridge. The Site Relevant Critical Load on APIS for nitrogen deposition relating to each of the qualifying bird species indicates that nitrogen deposition is currently up to 17.5 kgN/ha/yr , compared to a critical load (for littoral sediment) of 20-30 kgN/ha/yr. It is highly unlikely that increases in traffic on Runcorn Widnes Bridge would increase the nitrogen deposition by the required 13 kgN/ha/yr, to exceed the critical load of 30 kgN/ha/yr. Furthermore, APIS concludes the effects of additional nitrogen deposition may be positive for many SPA birds, because such nitrogen enrichment potentially means an increase in prey abundance. Therefore, a conclusion of no adverse effect on integrity can be drawn.

Loss of Functionally Linked Habitat

7.16 The screening for FNP identified the following policies within the Plan that require Appropriate Assessment regarding the impact pathway loss of functionally linked land:

- **Policy H1: Location of Housing Development -** allocates 111 - 115 houses across 9 sites.
- **Policy EDVE2: Tourism and the Visitor Economy** - enhance and build on existing visitor attractions and promote the future use of the marshes, the Weaver navigation and the adjoining riverside.

7.17 While most European sites have been geographically defined to encompass the key features that are necessary for coherence of their structure and function, and the support of their qualifying features, this is not always the case. A

diverse array of qualifying species including birds, bats and amphibians are not confined to the boundary of designated sites.

7.18 For example, the highly mobile nature of both wildfowl and heathland birds implies that areas of habitat of crucial importance to the maintenance of their populations are outside the physical limits of European sites. Despite not being part of the formal designation, this habitat is still integral to the maintenance of the structure and function of the interest feature on the designated site and, therefore, land use plans that may affect such areas should be subject to further assessment. Examples of other mobile qualifying species are great-crested newts and bats.

7.19 The Mersey Estuary Ramsar, SPA supports overwintering Golden plover (*Pluvialis apricaria*), Redshank (*Tringa totanus*), Shelduck (*Tadorna tadorna*), Teal (*Anas crecca*), Pintail (*Anas acuta*), Dunlin (*Calidris alpina alpina*) and Black-tailed godwit (*Limosa limosa islandica*). The site also supports on passage redshank (*Tringa totanus*), as well as an internationally important water bird assemblage.

7.20 However, the sites allocated in the Frodsham Neighbourhood Plan are all small urban edge sites separated from Frodsham Marsh and the SPA/Ramsar site by the M56. There is therefore a low risk that any allocations will constitute significant parcels of functionally-linked land and no adverse effect on integrity will arise.

8. Conclusions

8.1 This assessment undertook both Screening and Appropriate Assessment of the policies and the proposed allocations resulting from the Parish's Call for Sites.

8.2 The international designated sites considered within the Appropriate Assessment for impact pathways that could not be screened out at the screening stage were:

- Mersey Estuary Ramsar and SPA

8.3 Impact pathways considered during the screening were: recreational pressure, air quality and loss of functionally linked habitat.

8.4 Nine potential Site Allocations to provide net new residential development were subject to Appropriate Assessment as they were located within the accepted zones of influence of the aforementioned international sites and could result in adverse effects on the integrity of an international site in combination with other projects and plans. Ultimately, a conclusion of no adverse effect on integrity could be reached for them all, except for recreational pressure related to the Mersey Estuary SPA/Ramsar site.

8.5 Following Appropriate Assessment, it is concluded that, provided the recommended changes are made, the Frodsham Neighbourhood Plan will contain sufficient policy framework to ensure no adverse effects on the integrity of international designated sites will occur in isolation or in combination with other projects and plans.

Document 17

Strategic Environmental Assessment Environmental Report [September 2023]

FRODSHAM NEIGHBOURHOOD PLAN

Strategic Environmental Assessment (SEA) for the Frodsham Neighbourhood Plan

Environmental Report

September 2023

Delivering a better world

Quality information

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Revision History

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Prepared for:

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Non-technical summary

AECOM is commissioned to lead on Strategic Environmental Assessment (SEA) in support of the emerging Frodsham Neighbourhood Plan (FNP) 2021-2030. The FNP is currently being prepared as a Neighbourhood Development Plan under the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012. The Neighbourhood Plan is being prepared in the context of the adopted Cheshire west and Chester Local Plan (Parts 1 and 2).

SEA is a mechanism for considering and communicating the likely effects of an emerging plan, and alternatives, with a view to avoiding and mitigating negative effects and maximising positive effects. Central to the SEA process is publication of an Environmental Report alongside the draft plan that presents certain required information. The aim is to inform the consultation and, in turn, plan finalisation.

Preparing the Environmental Report essentially involves answering three questions:

1) What has plan-making / SEA involved **up to this point?**

- including in relation to 'reasonable alternatives'.

2) What are the SEA findings **at this stage?**

- i.e. in relation to the draft plan.

3) What happens **next**

This Environmental Report NTS

This is the Non-Technical Summary (NTS) of the Environmental Report for the FNP, in which the three questions are answered in turn. Firstly, there is a need to set the scene further by answering*: What's the scope of the SEA?*

What is the scope of the SEA?

The scope of the SEA is reflected in a list of topics and objectives, which, taken together indicate the parameters of the SEA and provide a methodological 'framework' for assessment. The SEA framework is presented below:

Table A: The SEA Framework

SEA topic	SEA objective
Air quality	Improve air quality within and surrounding the Neighbourhood Plan area and minimise all sources of environmental pollution
Biodiversity	Protect, maintain and enhance biodiversity habitats and species; achieving a net environmental gain and stronger ecological networks.
Climate change (adaptation)	Avoid and manage flood risk and support the resilience of the Frodsham Neighbourhood Plan area to the potential effects of climate change.
Historic environment	Protect, enhance and manage the integrity, distinctive character and setting of heritage assets and the wider historic environment.
Landscape	Protect, enhance and manage the distinctive character and appearance of landscapes.
Population and housing	Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupants throughout their life.
Health and wellbeing	Improve the health and wellbeing of residents within the FNP area.
Transportation	Promote sustainable transport use and reduce the need to travel.

Plan making / SEA up to this point

An important element of the required SEA process involves assessing **reasonable alternatives** in time to inform development of the draft plan, and then publishing assessment findings in the Environmental Report.

As such, Part 1 of this report explains how work was undertaken to develop and assess a 'reasonable' range of alternative approaches to the allocation of land for housing, or **housing growth scenarios**.

The process of arriving at housing growth scenarios involved a process of considering the strategic context ('top down' factors), alongside understanding of the sites available and in contention for allocation ('bottom up' factors). The process is set out in Section 5, and summarised in a flow diagram.

Ultimately two housing growth scenarios were identified as reasonable and so warranting formal assessment under the SEA framework – see Table B.

Table B: The reasonable housing growth scenarios
N.B. figures are for the CWaC Local Plan period (2010-2030)

Supply	Scenario 1	Scenario 2
Frodsham residual housing requirement[1]	**32**	**32**
Main brownfield site; Land Behind Health Centre	65	65
Remaining sites assessed in the SOA as suitable for allocation plus the Brook works site	30	-
Total new supply to 2030	**95**	**65**
Housing competitions and commitments[2]	**218**	**218**
Total new supply + completions and commitments	**313**	**283**
% difference from CWaC HRF (250)	**+25%**	**+13%**

Table C presents the assessment. Presented subsequently is the Frodsham NP Steering Group's response to the assessment, i.e. reasons for supporting the preferred approach, which is **Scenario 1**.

Assessment methodology:

Within each row of Table C (i.e. for each of the topics that comprise the SEA framework) the columns to the right hand firstly rank the scenarios in order of preference and then, secondly, highlight instances of a predicted significant positive (**green**), minor positive (**light green**), minor negative (**amber**), moderate negative (**pink**) or significant negative (**red**) effect on the baseline. Also, ' = ' is used to denote instances where the alternatives perform on a par (i.e. it not possible to differentiate between them).

[1] The housing requirement figure of 250 dwellings minus completions and commitments.
[2] Data taken from the CWaC Annual Monitoring Report 2021

Table C: Housing growth scenarios assessment

Topic	Scenario 1		Scenario 2	
Air Quality	2		1	
Biodiversity	2	2	1	1
Climate change (adaptation)	=		=	
Health & Wellbeing	1		2	
Historic environment	1?		2	
Landscape	=		=	
Population & housing	1		2	
Transportation	2		1	

Key: Within each row, for each of the topics. the columns to the right hand side seek to both **categorise** the performance of each scenario in terms of 'significant effects' on the baseline (using red, amber and light green and dark green)[3] and also **rank** the alternatives in order of performance. Also, ' = ' is used to denote instances where the alternatives perform on a par (i.e. it not possible to differentiate between them).

Summary discussion

The assessment shows a mixed picture, with both scenarios associated with pros and cons. Scenario 1 is results on the only significant positive, which relates to population and housing, whilst generating no major negatives. Scenario 2 also has no significant negatives but performs slightly less well in respect to population and housing. It does however perform marginally better with regards to air quality and transport given that a lower amount of housing would be planned in the urban areas. Conversely, scenario 1 performs better in terms of health and wellbeing and heritage.

It is for the decision-maker (also consultees), not this assessment, to assign weight to the various pros and cons and then arrive at a conclusion on which scenario is best-performing overall.

The plan-makers responded to the growth scenarios assessment as follows:

"The preferred approach is to take forward Scenario 1 as the basis for the FNP. This approach is considered to broadly align with the findings of the assessment, which finds Scenario 1 to perform well with respect to the majority of key sustainability issues, both in absolute terms and relative terms."

Assessment findings at this stage

Part 2 of the Environmental Report presents an assessment of the FNP as a whole, as it stands at the current time (pre-submission plan).

[3] Red indicates a significant negative effect; amber a negative effect that is of limited or uncertain significance; light green a positive effect that is of limited or uncertain significance; and dark green a significant positive effect. No colour is assigned where effects are considered to be neutral or uncertain.

Assessment findings are presented as a series of narratives under the SEA framework. The assessment reaches the following overall conclusions:

Overall, the Plan appraisal has served to highlight the potential for both positive and negative effects of varying degrees of significance.

Significant positive effects are anticipated in relation to the population and housing SEA theme as a result of the growth strategy, which will meet and exceed strategic growth targets set in Local Plan (CWaC LPP1); helping to improve choice and potentially affordability in the market. The additional growth also serves to provide a buffer to better secure housing delivery.

Mixed effects are predicted for biodiversity; minor negative effects are highlighted in relation to policy EDVE2 which has the potential to increase recreational pressures on the Frodsham Marshes and the Mersey Estuary biodiversity sites.

On the other hand, minor positive effects are predicted for biodiversity due to FNP policies seeking to protect and enhance open green spaces which should help reduce habitat fragmentation and provide stepping-stones for biodiversity. It would be beneficial to make explicit mention of the biodiversity value of green and open spaces.

Minor negative effects are considered likely for the transportation topic due to the cumulative effects of development on traffic and congestion. This is despite positive intentions to promote walking and cycling, and to manage parking.

Minor long term positive effects are recognised for climate change adaptation as the Plan allocates development in areas at low risk of flooding and includes policies that seek to protect and enhance open green space (with explicit mention of rainwater harvesting).

Minor long term positive effects are predicted with respect to health and wellbeing as the Plan promotes good quality design, a varied mix of housing, encourages active travel and protects green space including recreation and play areas.

With regards to heritage, minor positive effects are expected due to the mitigation provided through the FNP Design Code and policy H6. The allocations and site specific policies also have the potential for positive effects as they help ensure the continued use of heritage assets such as the Grade II listed Brook House (whilst retaining and enhancing important features).

The Plan is expected to have neutral effects on landscape and air quality as development is allocated in areas of low landscape sensitivity and the scale of growth proposed is not expected to significantly impact air quality including at the AQMA.

Next steps

This Environmental Report is published alongside submission version of the FNP.

The ‘submission’ version of the plan will be submitted to CWaC (alongside this updated Environmental Report). The plan and supporting evidence will be then published for further consultation, and then submitted for examination.

If the outcome of the Independent Examination is favourable, the FNP will then be subject to a referendum, and the plan will be ‘made’ if more than 50% of those who vote are in support. Once made, the FNP will become part of the Development Plan for Cheshire west and Chester.

1. Introduction

Background

1.1 AECOM is commissioned to lead on Strategic Environmental Assessment (SEA) in support of the emerging Frodsham Neighbourhood Plan ('FNP') 2021–2030.

1.2 The FNP is being prepared in the context of the adopted Cheshire West and Chester Local Plan Parts 1 and 2. Once 'made', the FNP will form part of the Cheshire West and Chester Development Plan.

1.3 The FNP will be used to guide and shape development within the Plan area.

1.4 SEA is a required process for considering and communicating the likely effects of an emerging plan, and alternatives, with a view to minimising negative effects and maximising positive effects.[4]

SEA explained

1.5 It is a requirement that the SEA process is undertaken in-line with the Environmental Assessment of Plans and Programmes Regulations 2004.

1.6 In-line with the Regulations, a report (known as the Environmental Report) must be published for consultation alongside the draft plan that "*identifies, describes and evaluates*" the likely significant effects of implementing "*the plan, and reasonable alternatives*".[5] The report must then be taken into account, alongside consultation responses, when finalising the plan.

1.7 More specifically, the Report must answer the following three questions:

1. What has plan-making / SEA involved up to this point?

   - including in relation to 'reasonable alternatives'.

2. What are the SEA findings at this stage?

   - i.e. in relation to the draft plan.

3. What happens next?

This Environmental Report

1.8 This report is the Environmental Report for the FNP. It is published alongside the 'submission' version of the Plan, under Regulation 16 of the Neighbourhood Planning Regulations (2012, as amended). It supersedes a previous version of the Environmental Report prepared in support of the Regulation 14 consultation.

1.9 This report answers questions 1, 2 and 3 in turn, to provide the required information.[6] Each question is answered within a discrete 'part' of the report.

1.10 However, before answering Q1, two further introductory sections are presented to further set the scene.

[4] Regulation 15 of the Neighbourhood Planning Regulations (2012, as amended) requires that each Neighbourhood Plan is submitted to the Local Authority alongside either: A) an environmental report; or, B) a statement of reasons why SEA is not required, prepared following a 'screening' process. The FNP was subject to screening, on the basis of which it was determined that there *is* a requirement for SEA (i.e. the plan was 'screened-in').
[5] Regulation 12(2) of the Environmental Assessment of Plans and Programmes Regulations 2004.
[6] See **Appendix A** for further explanation of the report structure including its regulatory basis.

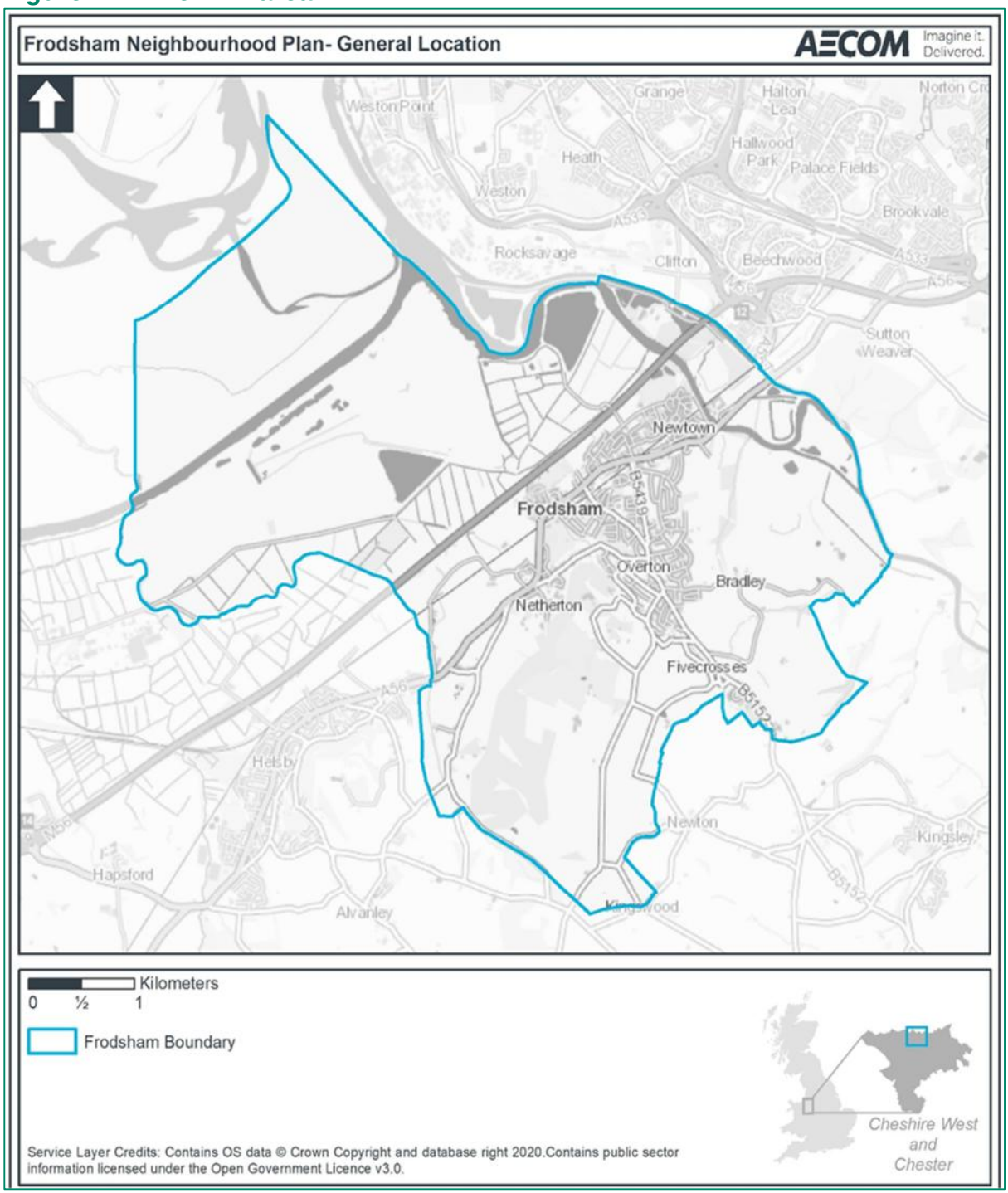
2. What is the plan seeking to achieve?

Introduction

2.1 This section considers the context provided by the applicable Local Plan, which is the adopted Cheshire West and Chester Local Plan Parts 1 and 2 (LPP1 and LPP2), before setting out the established FNP vision and objectives.

2.2 Figure 2.1 shows the plan area.

Figure 2.1: The FNP area



The LPP1/LPP2

2.3 The Local Plan identifies Frodsham as a 'Key Service Centre' and allocates growth of 250 dwellings in Frodsham (Policy STRAT8) over the period 2010 to 2030. Policy ECON2 seeks to maintain the important role of Frodsham's centre as a retail and service centre. Policies SOC3 and SOC5 (LPP1) support mixed, balanced, sustainable communities through the provision of market and affordable housing that meets identified future needs.

2.4 The LPP1 policy SOC1 seeks affordable housing (AH) provision in rural areas (including Frodsham) on all new residential development (subject to viability) of three or more dwellings or those with a plot area of 0.1 ha and more.

2.5 The FNP is being prepared by Frodsham Neighbourhood Plan Steering Group and will cover the period 2021 to 2030.

2.6 The following vision has been established for the FNP at the current stage.

"Frodsham will:

Be thriving and sustainable

Value its community and heritage

Encourage innovation, collaboration and social cohesion

Promote access to services"

2.7 The FNP also includes the following aims and objectives;

Table 2-1 Aims and objectives of the FNP

Aim	Objective
Frodsham will Value its community and heritage	*To ensure the built environment fits in with the local character of Frodsham in terms of materials, scale, accessibility and sustainability.*
	To encourage development of Frodsham's tourism and visitor economy.
	To designate and therefore protect Local Green Spaces.
	To prioritise developments that retain, conserve, maintain, protect and provide additional or new green and open spaces for community and social use.
	To ensure new pathways and signage are in a style sympathetic with those existing and compatible with the Conservation Area.

Aim	Objective
	To provide a mix of dwellings, that meet the needs of Frodsham now and in the future and address the changing demographics and the towns sustainability.
To be thriving and sustainable	*To promote opportunities for residents and visitors to Frodsham to maintain and enhance their health and well-being by providing the provision of sports, recreation, cultural, leisure and play facilities that enrich their quality of life.* *To prioritise sustainable transport and reduce congestion and vehicle emissions.*
Frodsham will be thriving and sustainable and encourage innovation	*To encourage the growth of current businesses and support new businesses in Frodsham*
Promote access to services	*To ensure connections within the town and to adjacent areas facilitate easy and safe access for pedestrians and cyclists and are designed for the needs of an ageing population.*

3. What is the scope of the SEA?

Introduction

3.1 The aim here is to introduce the reader to the scope of the SEA, i.e. the sustainability themes and objectives that should be a focus of the SEA. Supplementary information is presented in Appendix B.

Consultation

3.2 The SEA Regulations require that "*when deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies*". In England, the consultation bodies are the Environment Agency, Historic England, and Natural England. As such, these authorities were consulted over the period 3rd August to 7th September 2021, and the responses received are detailed in the Scoping Report (Table AB1 Post Consultation modifications).

The SEA framework

3.3 Table 3.1 presents a list of topics and objectives that together form the back-bone of the SEA scope. Together they comprise a 'framework' under which to undertake assessment; derived from an understanding of policy context and baseline conditions.

Table 3-1 The SEA framework

SEA topic	SEA objective
Air quality	Improve air quality within and surrounding the Neighbourhood Plan area and minimise all sources of environmental pollution
Biodiversity	Protect, maintain and enhance biodiversity habitats and species; achieving a net environmental gain and stronger ecological networks.
Climate change (adaptation)	Avoid and manage flood risk and support the resilience of the Frodsham Neighbourhood Plan area to the potential effects of climate change.
Health and wellbeing	Improve the health and wellbeing of residents within the FNP area.
Historic environment	Protect, enhance and manage the integrity, distinctive character and setting of heritage assets and the wider historic environment.
Landscape	Protect, enhance and manage the distinctive character and appearance of landscapes.
Population and housing	Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupants throughout their life.
Transportation	Promote sustainable transport use and reduce the need to travel.

Part 1: What has plan-making/ SEA involved to this point?

4. Introduction (to Part 1)

Overview

4.1 Work on the FNP has been underway for some while, with several consultation events having been held including a Frodsham wide Consultation in 2014 and Resident's Survey in 2017. The results of the consultations are available on the Frodsham Neighbourhood Plan website.

4.2 This is important context; however, the aim here is not to provide a comprehensive explanation of work to date. Rather, the aim is to explain work undertaken to develop and appraise **reasonable alternatives**.

4.3 More specifically, this part of the report presents information on the consideration given to reasonable alternative approaches to addressing a particular issue that is of central importance to the plan, namely the allocation of land for housing, or **housing growth scenarios**.

Why focus on housing growth scenarios?

4.4 The decision was taken to develop and assess reasonable alternatives ('scenarios') in relation to the matter of housing growth in light of the Plan objectives (see para 2.7), and because there is the likelihood of being able to differentiate between the merits of alternatives/scenarios in respect of 'significant effects'. National Planning Practice Guidance is clear that SEA should focus on matters likely to give rise to significant effects.

Who's responsibility?

4.5 It is important to be clear that:

- **Defining scenarios** - is ultimately the responsibility of the plan-maker, although the SEA consultant (AECOM) is well placed to advise.
- **Assessing scenarios** - is the responsibility of the SEA consultant.
- **Selecting a preferred scenario** - is the responsibility of the plan-maker.

Structure of this part of the report

4.6 This part of the report is structured as follows:

- **Chapter 5** - explains the process of defining scenarios;
- **Chapter 6** - presents the outcomes of assessing scenarios;
- **Chapter 7** - explains reasons for supporting the preferred approach.

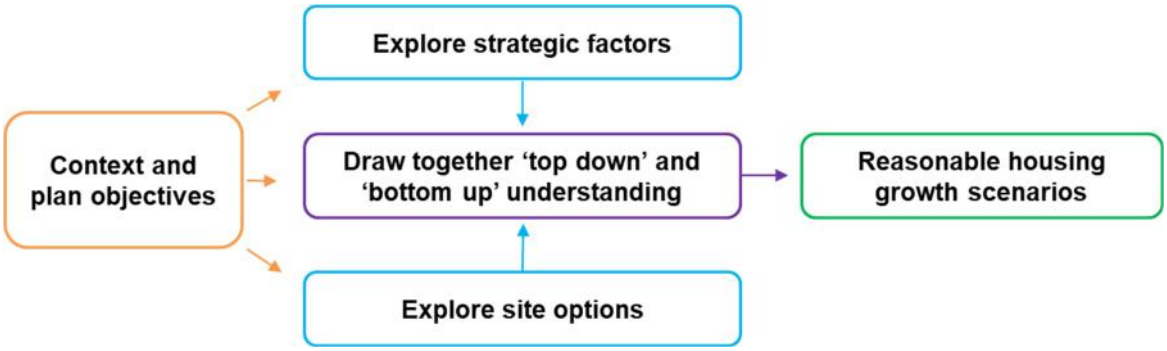
5. Defining scenarios

Introduction

5.1 The aim here is to explain a process that led to the definition of a reasonable range of housing growth scenarios for assessment, and thereby present "an outline of the reasons for selecting the alternatives dealt with".[7]

5.2 Specifically, there is a need to: **1)** explain strategic factors with a bearing on defining scenarios; **2)** discuss work completed to examine site options (i.e. sites potentially in contention for allocation); and then **3)** explain how the 'top down' and 'bottom up' understanding generated through steps (1) and (2) were married together in order to arrive at reasonable housing growth scenarios.

Figure 5.1: Defining scenarios



Strategic factors

5.3 The aim of this section is to explore the strategic factors with a bearing on the establishment of reasonable housing growth scenarios. Specifically, this section of the report explores:

- Quantum – how many new homes must the FNP provide for?
- Broad distribution – broadly where is more/less suited to allocation?

Quantum

5.4 The LPP1 identifies Frodsham as a key service centre within the Rural Area allocating *'at least'* 250 new dwellings there, over the 20-year period between 2010 and 2030. Paragraph 5.75 explains that Frodsham is inset within the Green Belt and paragraph 5.66 adds '*where a key service centre is constrained by Green Belt the level of development reflects the ability of the settlement to accommodate new development without Green Belt release'*. However, there have been 2,655 housing completions and commitments in key service centres, 4,175 in total for the rural area since April 2014 (LPP1 Table 5.1). The LPP1 states, *'there is only a very limited amount of additional housing to be provided'* (Paragraph 5.69).

[7] Schedule 2(8) of the SEA Regulations.

5.5 It is good practice to provide for a 'supply buffer' on top of the requirement. For example, the plan might aim for a 10-20% buffer over-and-above LPP1's 250 housing requirement figure, which would suggest a need to identify a total supply of around 275-300 homes for Frodsham.

Broad distribution

5.6 There are several broad spatial considerations influencing housing growth scenarios in the NP area. The town is physically constrained by the North Cheshire Green Belt which surrounds it, covering most of the NP area. The LLP1 states that a *'key focus of the Plan's strategy is to channel the majority of new development towards the main urban areas. In order to meet future development needs to 2030 and to promote sustainable patterns of development, it has been identified that only in the case of Chester are there exceptional circumstances to amend the Green Belt boundary.'* Therefore, there is no provision for Green Belt release at strategic level.

5.7 There are heritage designations including a conservation area in the town centre, extends linearly along Main street/ High Street between the M56 and the railway line. Properties survive from the medieval period. Timber-framed and thatched cottages sit next to red brick and slate dwellings and more substantial and formal Georgian, Victorian and Edwardian structures. There are numerous listed and locally important buildings, including some unique structures listed buildings, a Scheduled Monument and a Registered Park and Garden.

5.8 A number of important biodiversity designations exist within Frodsham and the surrounding area including; the Mersey Estuary Ramsar (also SSSI and SPA site), the Frodsham Railway and Road Cuttings SSSI, Beechmill Wood and Pasture SSSI and the Dunsdale Hollow SSSI. The Impact Risk Zones (IRZ) associated with these SSSIs covers the entirety of the NP area.

5.9 Parts of the wider area surrounding the settlement are also identified as being at risk of flooding with areas of flood risk zone 3 extending along the length of the M56 running through the NP area. Further Flood Zone 3 areas are found along the coast and the course of the River Weaver.

Site options

5.10 Having discussed strategic, 'top-down' factors with a bearing on establishing housing growth scenarios, the next step is to consider the site options that are in contention for allocation.

5.11 A key starting point is the Site Options Assessment (SOA, 2018), which examines sites, classifying the suitability of each for development on a three-point (red-amber-green) scale. The assessment considers all the sites in the Cheshire West and Chester Housing and Economic Land Availability Assessment (HELAA) 2017 assessed as being suitable, viable and achievable for development. The SOA also assessed sites produced by FNP Call for Sites (CfS).

5.12 The assessment covered 24 sites; the 11 sites produced by the CfS and 13 additional sites from the HELAA[8]. A 'traffic light' rating of all sites was used, based on whether the site is an appropriate candidate to be considered for allocation in the Neighbourhood Plan.

[8] The HELAA considered 20 sites in total within Frodsham, 4 of these were duplicated and considered within the CfS sites, 2 were discounted due to being in the Green Belt and 1 discounted due to availability issues.

5.13 The site assessment covered a range of factors that correspond to the SEA Framework objectives. As such, it was deemed unnecessary to undertake a separate appraisal of individual site options through the SEA process.

SEA Topic	**Related SOA assessment criteria**
Air quality	- No explicit criteria
Biodiversity	- Proximity to designated habitats - Ecological value - Tree Preservation Areas
Climate change (adaptation)	- Proximity to flood zones
Health and wellbeing	- Access to local amenities - Community value of site
Historic environment	- Proximity to heritage assets
Landscape	- Landscape sensitivity - Character
Population and housing	- Availability
Transportation	- Site connectivity - Public rights of way - Access to local amenities

5.14 The SOA uses the site information to categorise the sites not one of three categories. The traffic light rating indicates ‘green’ for sites that show no constraints and are appropriate as site allocations, ‘amber’ for sites which are potentially suitable if issues can be resolved and ‘red’ for sites which are not currently suitable. The judgement on each site is based on the three ‘tests’ of whether a site is appropriate for allocation – i.e. that it is **suitable, available and achievable.**

5.15 The SOA concluded that 9 sites would be appropriate for allocation in the FNP. However, since the SOA, the site at 3-15 Bridge La. is no longer available, the site at 29 Main St. (the Cheshire Cheese site) has been developed and the Ship Street Playing Field (FRO/060A) site is being proposed as an amenity green space. As a result of consultation on the Reg14 version on the neighbourhood plan it was identified that site FRO/005 was unavailable for development. All four of these sites are therefore omitted from the table below.

5.16 Three further sites were assessed as potentially suitable for development, but their availability could not be confirmed at the time. One of these, the Brook Works site, is now potentially available and therefore included in the list of potential sites below (Table 5.1).

Table 5-1 SOA sites assessed suitable for allocation in the FNP

SOA or CfS Reference	Location	RAG Rating
1	Land Behind Health Centre	
FRO/0004	Land at Penkmans Lane	
FRO/0038	Land off Greenfield Lane	
FRO/0039	Land to rear of 15-23 St Hilda's Drive	
FRO/0010	64 Main Street	
7	Brook Works[9] (previously unavailable)	

5.17 The remaining 12 sites in the SOA were judged unsuitable for allocation (9 in the Green Belt, 2 were under construction and 1 deemed to be not in conformity with national planning policy on playing fields).

[9] This site was rated red as it was unavailable at the time – The FNP Steering Group have now confirmed that the site may be available and wish to include it in the FNP.

Figure 5-2 Map of Sites assessed in the SOA



The reasonable scenarios

5.18 To recap, the housing requirement figure for Frodsham is 250 dwellings (up to 2030). At 1 April 2022, 191 dwellings have been completed in the Frodsham spatial area (the settlement boundary for Frodsham as shown on the Local Plan policies map), and a further 27 dwellings have extant planning permission. Taking completions and commitments into account, this leaves a residual housing requirement of 32 dwellings.

5.19 The potential dwelling capacity of the available sites (as assessed in the SOA and currently available) is shown in in Table 5-2 below.

Table 5-2 List of available development sites

Site (FNP policy ref)	Area (ha)	Capacity[10]
Land Behind Health Centre (S/01A)	0.84	65
Land at Penkmans Lane (S/10A)	0.1	2
Land off Greenfield Lane (FRO/0038A)	0.36	10
Land to rear of 15-23 St Hilda's Drive (FRO/0039A)	0.11	5
64 Main Street (FRO/0010A)	0.1	1
Brook Works (S/07)	0.32	12

5.20 In conclusion, on the basis of the discussion above (i.e. all of Section 5, read as a whole), these are the potential housing growth scenarios for assessment:

- Not to allocate any further development in Frodsham as the NP has fulfilled over 80% of the development requirement (and could therefore rely on windfall development). Given the locally assessed housing need this is considered an unsustainable option and therefore does not constitute a reasonable alternative.
- Allocate the largest brownfield site, Land Behind Health Centre, as this would be sufficient to deliver the residual housing requirement including a supply buffer (when completions and commitments are taken into account).
- Pursue a higher growth scenario developing all the available sites in Table 5.2, maximising growth to help meet identified housing need[11].

[10] Based on the capacities proposed in the FNP
[11] Following Regulation 14 Consultation it was determined that one of the sites involved under Scenario 1 was no longer suitable/ available for development. Therefore, this site is not included in the updated scenario assessments.

6. Scenarios assessment

Introduction

6.1 The aim of this section is to present assessment findings in relation to the two reasonable housing growth scenarios introduced above and set out in Table 6.1.

Table 6-1 The reasonable housing growth scenarios

	Scenario 1	Scenario 2
Supply		
Frodsham residual housing requirement[12]	**32**	**32**
Main brownfield site; Land Behind Health Centre	65	65
Remaining sites assessed in the SOA as suitable for allocation plus the Brook works site	30	-
Total new supply to 2030	**95**	**65**
Housing completions and commitments	**218**	**218**
Total new supply + completions and commitments	**313**	**283**
% difference from CWaC HRF (250)	**+25%**	**+13%**

Assessment findings

6.2 Table 6.1 presents assessment findings in relation to the two scenarios.

6.3 With regards to methodology: Within each row (i.e. for each of the topics that comprise the SEA framework) the columns to the right hand side seek to both **categorise** the performance of each scenario in terms of 'significant effects' on the baseline (using red, amber and light green and dark green)[13] and also **rank** the alternatives in order of performance. Also, ' = ' is used to denote instances where the alternatives perform on a par (i.e. it not possible to differentiate between them).

6.4 The appraisal matrix is followed by a discussion, setting out reasons for the appraisal conclusions reached, with reference to available evidence.

6.5 Both alternatives have been appraised on a consistent basis, taking account of the potential for mitigation and enhancement offered by existing Local Plan and proposed NP policies (or yet unidentified mitigation / enhancement measures).

[12] The housing requirement figure of 250 dwellings minus completions and commitments.
[13] Red indicates a significant negative effect; amber a negative effect that is of limited or uncertain significance; light green a positive effect that is of limited or uncertain significance; and dark green a significant positive effect. No colour is assigned where effects are considered to be neutral or uncertain.

6.6 It is considered useful to take a policy-on approach to assessment at this stage given that development will take place in the context of adopted Local Plan documents and a range of proposed policies in the draft FNP.

Table 6-1: Housing growth scenarios assessment / Draft Plan alternatives

Topic	Scenario 1	Scenario 2
Air Quality	=	=
Biodiversity	2 2	1 1
Climate change (adaptation)	=	=
Health & Wellbeing	1	2
Historic environment	1?	2
Landscape	=	=
Population & housing	1	2
Transportation	2	1

Discussion

6.7 The assessment shows a mixed picture, with each of the scenarios associated with pros and cons. Scenario 1 is best-performing in respect of the most topics (four versus two); however, it does not automatically follow that Scenario 1 is best-performing overall, as the topics are not assumed to be of equal importance. It is for the decision-maker (also consultees), not this assessment, to assign weight to the various pros and cons and then arrive at a conclusion on which scenario is best-performing overall. The following paragraphs explore the growth scenarios under the SEA framework.

6.8 **Air quality** – There is an AQMA in Frodsham at Fluin Lane. Successive CWaC air quality annual status reports have shown no exceedance in the NO2 emissions at the AQMA and the AQMA is likely to be reviewed according to the latest report. Both scenarios perform well, in terms of minimising the need to travel and supporting modal shift away from the private car (by virtue of the sites being within the urban area with good access to services). Overall, the level of growth proposed, even when considered in combination with the Local Plan allocations, is unlikely to give rise to significant adverse effects on air quality. The increase in traffic associated with new development is counteracted by well-located development sites with good access to services and facilities. The provision of EV charging infrastructure and promotion of enhanced pedestrian and cycle links should encourage more sustainable modes of travel. There is little difference between the two scenarios in terms of growth proposed (Scenario 2 produces 30 fewer units than Scenario 1) therefore both scenarios perform comparably with **broadly neutral effects** expected overall.

6.9 **Biodiversity** – mixed effects are considered likely (reflected by the split scoring in table 6-1); the proposed housing site allocations are not expected to give rise to adverse effects on biodiversity but Policy EDVE2 has the potential for **minor negative effects** as it is likely to increase recreational pressures on the Frodsham Marshes and the Mersey Estuary biodiversity sites (though the magnitude of effects is limited).

6.10 **Minor positive effects** are predicted for policies GSRL1,3 and 4 as these will result in the protection and enhancement of open greenspaces within the Parish which would help reduce habitat fragmentation and provide stepping stones for biodiversity. Since both scenarios share the above mentioned policies there is relatively little difference in how the two scenarios perform with respect to biodiversity. Scenario 2 may be marginally preferable due to the lower growth proposed (lesser associated recreational pressure from residents). However, if the FNP incorporates the recommendations suggested herein and in the HRA, both scenarios are likely to produce minor positive effects overall.

6.11 **Climate change** (adaptation) – a key consideration is flood risk. The FNP places development in areas of low flood risk and none of the sites in question are subject to significant constraint. There are several policies seeking to protect and provide green open space. These are likely to produce favourable effects on adaptation as such spaces help reduce flood risk and act as carbon sequesters contributing directly to a reduction in atmospheric CO2 concentration. Two of the proposed sites (FRO/0038 and S/07) do overlap with areas of surface water flood risk, but the risk is 'low' and the need to implement sustainable urban drainage and flood mitigation measures in new development should ensure that significant effects are avoidable. In this respect, scenario 1 performs less well compared to scenario 2, which would not involve the same sites. Conversely, new development on previously developed land offers the potential to improve surface water run-off, which would be a greater opportunity under Scenario 1. In conclusion, the scenarios are judged to perform broadly on par having **minor long-term positive effects** on climate change adaptation.

6.12 **Health and wellbeing** – The main considerations are the provision of high quality public realm, the provision of open green and recreational space and encouraging active travel. In this context the Frodsham Design Code and FNP policies H2 and H5 are important as they seek to promote high quality development design. Other policies seek to protect and enhance open green space including recreational and play areas (GSRL1-4). Active travel is also promoted through FNP policies which facilitate active travel by placing residential development in well located sites, close to services and facilities, whilst other policies (e.g. H5, CA1) require new development to provide safe pedestrian access and footway connections to nearest walking/ cycling routes (H5, CA1) and seek to make Frodsham a cycle friendly town. As both scenarios share the above policies it is difficult to confidently differentiate the scenarios in these respects. Clearly, housing conditions can influence physical and mental health and having a suitable, well designed, affordable home is important to health and wellbeing. In this respect Scenario 1 is marginally preferable as it provides more housing growth than Scenario 2. In conclusion both scenarios are predicted to have **minor long term positive effects** on health and wellbeing.

6.13 **Historic environment** – Two of the housing sites allocated in scenario 1 (at 64 Main Street and at Brook Works) were assessed in the SOA as potentially impacting the historic environment. However, the mitigation provided through the FNP Design Code, policy H6 and the policies allocating the sites in the FNP should ensure appropriate developments that do not adversely impact the historic environment and the setting of the Frodsham Conservation Area. The policies have the potential for positive effects as they will help ensure the continued use of heritage assets such as the Grade II listed Brook House. Scenario 2 does not include these two sites and therefore no significant effects are anticipated (positive or negative). In conclusion, although Scenario 1 has minor constraints with respect to the historic environment, the mitigation provided through the Design Code and FNP policies should ensure no significant adverse effects are produced.

6.14 **Minor positive effects** are expected through FNP policies which seek to retain the Brook Works site and ensure its continued use into the future. Scenario 1 is therefore judged to be preferable to Scenario 2 in this respect.

However, it will be important to ensure that new development sites are appropriately designed, especially when higher densities are being proposed than in the HELAA.

6.15 **Landscape** – The spatial strategy allocates housing growth within the existing urban built-up areas of the town. The SOA concluded that all the sites allocated for development are in areas of relatively low landscape sensitivity. The FNP Design Code and FNP polices such as GSRL1-GSRL4 and H2 are predicted to have beneficial impacts on the landscape and townscape character of Frodsham, serving to protect keys aspects of the landscape such as open green spaces and important view and vistas. Both scenarios perform comparably with both predicted to have **neutral effects** on Landscape. Despite more sites being allocated in scenario 1, the sites are of a low sensitivity, and therefore effects are no greater than for scenario 2.

6.16 **Population and housing** - the primary consideration is meeting housing needs in Frodsham. On this basis, there is a clear preference for Scenario 1, which would meet and exceed (by 25%) the housing requirement set by the CWaC Local Plan. Whilst Scenario 2 would also meet the Local Plan HRF (13% more than the HRF), there would be fewer homes in total. The FNP steering committee's housing survey highlighted the need for affordable tenures such as Starter Homes, social, rented and shared ownership tenures which are seen as a priority to enable younger residents to remain in the area. Therefore Scenario 1's larger growth is likely to deliver greater choice of tenures in the market to meet the needs of residents. In conclusion, Scenario 1 leads to a prediction of **significant positive effects**. Scenario 2 performs less well, but still gives rise to **minor positive effects**.

6.17 **Transportation** – key issues around minimising the need to travel, supporting modal shift away from the private car and supporting safe walking/cycling are discussed above.

6.18 Both scenarios benefit from FNP policies locating development sites in well-connected locations with good access to local services and policies requiring development proposals to provide safe pedestrian access and footway connections to nearest walking/ cycling routes which should encourage active travel and reduce car journeys.

6.19 At the scale of growth involved for either scenario, it is considered unlikely that major infrastructure improvements would be achieved associated with housing growth. In conclusion, the scenarios perform comparably with **minor negative effects predicted** due to the increase in traffic associated with housing growth. Scenario 2 is marginally preferable in this respect due to the lower growth and avoiding sites that could contribute further to congestion.

7. The preferred approach

Introduction

7.1 The aim of this section is to present the plan-makers reasons for supporting the preferred approach, in light of the scenarios assessment presented above.

Reasons for supporting the preferred approach

7.2 The preferred approach is to take forward Scenario 1 as the basis for the FNP. This approach is considered to broadly align with the findings of the assessment, which finds Scenario 1 to perform well in terms of the majority of key sustainability issues, both in absolute terms and relative terms.

7.3 With regards to Scenario 2, the assessment highlights that it does not perform quite as well in terms of health and wellbeing, heritage and housing delivery. Conversely, this option performs marginally better in terms of biodiversity, transport and air quality.

7.4 The process of defining and assessing growth scenarios serves to highlight that there are only minor factors to differentiate the scenarios in respect of planning for growth at Frodsham. Nonetheless, there is a need to make a choice, and Scenario 1 is considered to be most appropriate on balance in terms of sustainable development. Importantly, the preferred approach will deliver benefits to the Neighbourhood Area and meet the requirements set out in the Local Plan relating to housing provision.

Part 2: What are the SEA findings at this stage?

8. Introduction (to Part 2)

8.1 The aim of this section is to present a proportionate assessment of the current 'version of the FNP; which includes a range of policies to guide development in the Neighbourhood Plan area. These policies are set out in Table 8.1 below for reference. Given the iterative nature of SEA, the appraisal here builds upon and feeds into the consideration of the growth scenario effects; as discussed in Section 6.

Table 8-1 FNP policies

Policy no.	Title
H1	Location of housing development
FRO/0010A FRO/0010B	64 Main Street Design Principles/ requirements
FRO/0038A FRO/0038B	Land off Greenfield Lane Design Principles/ requirements
FRO/0039A FRO/0039B	Land to the rear of St Hilda's Drive Design Principles/ requirements
S/01A S/01B	Land at Frodsham Health Centre Design Principles/ requirements
S/07A S/07B	Brook Works Main Street Design Principles/ requirements
S/10A S/10B	Land at Penkman's Lane Design Principles/ requirements
H2	Housing Layout and Design
H3	Housing Mix and Type
H4	Affordable Housing – The Local Connection Test
H5	Design and Character
H6	Heritage assets
EDVE1	Business and Employment
EDVE2	Tourism and the Visitor Economy
EDVE3	Retail and Services
GSRL1	To designate Local Green Space
GSRL2	Protecting and Enhancing Green and Open Space
GSRL3	Maintaining our Green and Open Spaces
GSRL4	Creating New Green / Open Spaces
GSLR5	Enhancing Health and Wellbeing in the Community
CA1	Footpaths and Cycle paths
CA2	Electric Vehicles
CA3	Parking
CA4	Application of Community Infrastructure Levy (CIL) and Section 106 Agreements

Methodology

8.2 The assessment identifies and evaluates 'likely significant effects' on the baseline, drawing on the sustainability objectives identified through scoping (see Table 3.1) as a methodological framework.

8.3 All of the policies within the plan are considered in the assessment (including the potential for mitigation and enhancement), but rather than providing commentary on the effects of each policy individually, a conclusion is drawn on the effects of the Plan when read 'as a whole' (i.e., the cumulative effect of all the policies considered in combination). This is important because plan policies do not act in isolation and can also help to mitigate effects arising as a result of development and / or other plan policies.

8.4 Every effort is made to predict effects accurately; however, this is inherently challenging given the strategic nature of the policies under consideration and understanding of the baseline (now and in the future under a 'no plan' scenario) that is inevitably limited. Given uncertainties there is a need to make assumptions, e.g. in relation to plan implementation and aspects of the baseline that might be impacted. Assumptions are made cautiously and explained within the text (with the aim of striking a balance between comprehensiveness and conciseness). In many instances, given reasonable assumptions, it is not possible to predict 'significant effects', but it is possible to comment on merits (or otherwise) of the draft plan in more general terms.

8.5 Finally, it is important to note that effects are predicted taking account of the criteria presented within Schedule 1 of the SEA Regulations. For example, account is taken of the probability, duration, frequency and reversibility of effects as far as possible. Cumulative effects are also considered, i.e. the potential for the FNP to impact an aspect of the baseline when implemented alongside other plans, programmes and projects. These effect 'characteristics' are described within the assessment as appropriate.

9. Assessment of the FNP

Introduction

9.1 The assessment is presented below under eight topic headings, reflecting the established assessment framework (see Section 3). A final section (Chapter 10) then presents overall conclusions. Throughout the assessment consideration is given as to whether measures can be implemented to mitigate negative effects and maximise positive effects.

Air quality

9.2 Air quality is an important issue in Frodsham, given the AQMA at the junction of Fluin Lane and Bridge Lane. The AQMA was designated in 2015 due to exceedance of the annual mean NO_2 objective, mainly due to road traffic emissions. The latest data from CWaC's monitoring network indicates that the NO2 objective was not exceeded at residential properties in Frodsham and no exceedance of the PM10 national objectives has been recorded in the AQMA. Similarly, PM2.5 monitoring shows that background levels were well below EU limits[14].

9.3 CWaC's Air Quality Annual Status Report (2020/2021) states that; *'there is a discernible downwards trend in NO2 and PM10 concentrations over time'*. The report also states that CWaC has installed numerous EV charging points and plans to expand the charging network significantly over the next few years.

9.4 Other measures being pursued by CWaC to encourage the switch to electric vehicles include the use of planning conditions on new developments, revised parking standards and the trialling of an e-scooter scheme. Whilst some of the recent decline in emissions may be associated with Covid-19 and working from home, earlier, pre-pandemic, air quality reports show similar trends for the Frodsham AQMA.

9.5 In terms of housing allocations, the sites allocated in the FNP are within existing urban areas and centrally located with good access to services and facilities. The largest site allocated; Land behind the Health Centre, is around 700m (as the crow flies) from the AQMA. However, this brownfield site is well located with good access to public transport (including the railway station), health, leisure, retail facilities and employment opportunities, all of which should significantly reduce the number and frequency of car journeys. Some of the policies within the FNP such as H1 (Location of housing development) are potentially positive as they support active travel by locating development in accessible locations including brownfield sites within the settlement boundary. There is also a preference for any additional development to be located within 800m of the junction of Church St and Main St, which ought to encourage car free travel for local trips in new developments.

9.6 The accompanying policy for Site FRO/0038 states that consideration should be given to a one-way system and/or solutions to narrow lanes.

[14] CWaC 2020/2021 Air Quality Annual Status Report (Sept. 2021)

9.7 This is positive in relation to reducing congestion and improving traffic flow (with secondary effects in terms of air quality), but it is uncertain what this solution would be and whether it could be funded.

9.8 Pooling funding from all the site allocations in the Plan could be a way to secure the necessary enhancements to the road network, but this would require the use of Community Infrastructure Levy.

9.9 Policies H5 (Design and Character) and CA1(Footpaths and Cycle Paths) are also positive with respect to air quality as they require development proposals to provide safe pedestrian access and footway connections to nearest walking / cycling routes; which is likely to facilitate active travel, potentially reducing car journeys.

9.10 Policy CA2 encourages the provision of EV charging points in all new developments. Policy CA1 (Footpaths and Cycle Paths) is likely to encourage walking and cycling journeys as it seeks to make Frodsham a cycle friendly town by supporting proposals that implement the recommendations set out in a Cycle Strategy for Frodsham. The latter suggests improvements to make '*Frodsham a sustainably connected and cycle friendly town in order to satisfy the needs of those cycling to places of education, employment and leisure'*[15]. The strategy includes a safe cycle route linking the Town Centre and Overton to Helsby High School with connections further afield linking Chester, through Frodsham to Runcorn and Warrington via a single scheme. Connection to Runcorn and Warrington (important for commuters) are also proposed. Recreation and leisure routes are also proposed through the Weaver Valley and at Lady Heyes, Kingsley Village and Delamere Forest. These would potentially enable access to services and facilities within Frodsham and Kingsley.

9.11 Overall, the level of growth proposed, even when considered in combination with the Local Plan allocations, is unlikely to give rise to significant adverse effects on air quality. The increase in traffic associated with new development is counteracted to an extent by well-located development sites with good access to services and facilities. Furthermore, the provision of EV charging infrastructure and promotion of enhanced pedestrian and cycle links should encourage more sustainable modes of travel. As a result, no significant deviations from the baseline are anticipated, and **broadly neutral effects** are concluded overall.

[15] Cycle North Cheshire report "A Cycle Strategy for Frodsham"

Biodiversity

9.12 There are several international, European and national, protected biodiversity sites within the Neighbourhood Plan area. These include Mersey Estuary SSSI, SPA and Ramsar site, Beechmill Wood and Pasture SSSI, Frodsham Railway and Road Cuttings SSSI and Dunsdale Hollow SSSI. Additionally, there are several Local wildlife Sites (LWS) such as at Frodhsam and Overton Wood, East Clifton Top, Sutton Bridge Lagoon, Frodsham Marshes and Hob Hey Wood. The Mersey Estuary also overlaps part of the North West Marine Plan area. These and other significant habitats in Frodsham are given protection at strategic level through policies in the Cheshire West and Chester Local Plan Parts 1 and 2.

9.13 In terms of housing sites, all of Frodsham parish is within the Impact Risk Zone of up to three SSSIs, namely Beechmill Wood and Pasture, Dunsdale Hollow, and Frodsham Rail and Road Cuttings. However, the site check (GIS data in Magic Map) indicates that developments of 50 or more residential units outside of the existing settlements / urban areas would require consultation with Natural England on likely risks. The only site in the FNP that is larger than 50 units is at Land behind the Health Centre which is allocated for up to 65 dwellings but the site is within the existing settlement/ urban area of Frodsham and therefore does not fall within the categories requiring consultation with NE. Nevertheless, the site (despite being brownfield) contains trees and other vegetation and is likely to have value to biodiversity. Development at the scale proposed is likely to lead to disturbance to species and a loss of habitat. It is also considered that it could be difficult to achieve biodiversity net gain on site given the number of dwellings being proposed. The accompanying site policy states that mature trees should be retained wherever possible, but it is likely that there is biodiversity value beyond only mature trees. It could be more beneficial to state that a landscape / biodiversity buffer zone should be retained around the site, which coincides with much of the existing vegetation. This would help to reduce the loss of vegetation, and also aid in screening the new development.

9.14 Cumulatively, new residential developments in Frodsham should consider recreational disturbance impacts on the coastal designated sites (Mersey Estuary). This issue was considered in the Habitats regulations assessment (HRA) of the FNP[16].

9.15 The HRA considered the impacts of the FNP on European sites in the FNP area. This included several possible impact pathways including air pollution, water pollution and recreational pressures. At the screening stage, one site; the Mersey Estuary Ramsar SPA was identified as being potentially susceptible to recreational pressure. The HRA identified (screened-in) two FNP policies; H1 (Location of housing development) and EDVE2 (Tourism and visitor economy) as likely to have significant effects and assessed further to ascertain their likely effects on Mersey Estuary Ramsar SPA. The remaining policies were screened out as they are not likely to produce significant effects. The proposed housing sites allocated by the FNP are within 4.5km of the Mersey Estuary Ramsar and SPA. The closest site to the SPA boundary is FRO/0039 (Land to rear of 15-23 St Hilda's Drive), which is 2.3km away.

[16] AECOM report (Oct. 2021) "Habitats Regulations Assessment: Frodsham Neighbourhood Plan"

9.16 Residential development within the FNP area may lead to increased visitors to the Mersey Estuary Ramsar/SPA when considered in-combination with growth across the district (including the amount of housing allocated for Frodsham in the Local Plan) and in surrounding districts. However, Frodsham is relatively isolated from the SPA/Ramsar due to the M56, Frodsham Marsh and the Manchester Ship Canal. The most accessible parts of the SPA/Ramsar are on the opposite side of the River Mersey. Consequently, growth in Frodsham would probably make a very minor contribution to recreational pressure in the SPA/Ramsar site.

9.17 Policy EDVE2 (Tourism and the visitor economy) seeks to enhance visitor attractions in Frodsham and promote the future use of the Weaver navigation and the adjoining riverside and the Sandstone Ridge. The policy is likely to result in increased visitor numbers to these areas with an associated increase recreational pressures on the sensitive receptors such as the Frodsham Marshes. The latter also serves a valuable role in providing supporting habitat for the Mersey Estuary/ Ramsar site. The HRA identified recreational pressures as an impact pathway on the Mersey Estuary therefore there could be some potential adverse effects in terms of biodiversity. However, the policy does acknowledge these issues and states that development will need to demonstrate that environmental impacts have been addressed, and that no adverse effects upon the function or ecological value of Frodsham Marshes occurs.

9.18 There are several policies within the FNP seeking to protect and enhance green and recreational space provision in the Parish. Policies GSRL1 (To designate local greenspace) and GSRL2 (Protecting and enhancing green and open spaces) and GSRL3 (Maintaining our green and open spaces) support the designation and protection of Frodsham's local green spaces affording priority to developments that retain, protect and provide new green space for communal use. The accompanying text to GSRL1 includes an extensive list of potential sites for designation as Local Green Space.

9.19 Some of the spaces identified in these policies serve an important function as biodiversity habitats and maintaining them can help reduce fragmentation resulting from development. Therefore, this set of policies is likely to produce **positive effects** on biodiversity. Enhancements could be achieved through a more proactive approach to biodiversity protection and enhancement. For example, the emphasis in the green / open space policies appears to be on recreation, community and cultural activities. They would benefit from more explicit reference of the need to protect and enhance the biodiversity value of open space.

9.20 Overall, mixed effects are considered likely; the proposed housing site allocations are not expected to give rise to significant adverse effects on biodiversity, but there could be minor negatives in relation to the loss of trees and vegetation.

9.21 Policy EDVE2 has the potential for **minor negative effects** as it could increase recreational pressures on the Frodsham Marshes and the Mersey Estuary biodiversity sites. However, the HRA confirms that the effects would not be significant.

9.22 **Minor positive effects** are predicted for policies GSRL1,2, 3 and 4 as these will result in the protection and enhancement of open greenspaces within the Parish which could help reduce habitat fragmentation and provide stepping-stones for biodiversity.

9.23 However, the policies could be improved with a more explicit focus on the value of green and open spaces for biodiversity and by seeking to enhance biodiversity value as well as community and recreational value.

Climate change (adaptation)

9.24 In terms of climate change adaptation, the NP area falls predominantly within Flood Zone 1, although there are stretches of Flood Zone 2 and 3 running along the Mersey Estuary, the River Weaver and a band along the M56. There is potential for surface water flooding to occur across the FNP area, although areas susceptible to this are scattered amongst areas with lower risk of fluvial flooding.

9.25 In terms of housing site allocations, all of the sites allocated in the FNP are in areas at low risk of flooding from rivers (Flood Zone 1). In this respect, neutral effects are anticipated.

9.26 In terms of surface water flood risk throughout the Plan area, the larger three sites (Brook Works, Land at Greenfield Lane and Land at the Health Centre) are previously developed and therefore changes to rates of run-off are unlikely to be significantly worse as a result of development. In fact, on these sites it is possible that an improvement could be achieved through the provision of gardens and / or community green space. There will also be opportunities to implement sustainable urban drainage measures into new developments to help better manage surface water run-off and flood risk (the Local Plan Part 2 also seeks an improvement from previously developed sites in terms of surface water run off).

9.27 In terms of surface water flood risk to new developments, the Brooks Work site and Greenfield Lane site both contain areas that are at 'low risk' of flooding (i.e. this area has a chance of flooding of between 0.1% and 1% each year). This risk would need to be managed through mitigation measures. It is considered that the existing policy framework is sufficient to ensure that significant effects do not arise (i.e., there is a requirement in the Local Plan DM Policy 40 for flood risk assessments to be undertaken to demonstrate that flood risk is managed and acceptable). The NP also requires the consideration of SUDs, which complements DM41 in the Part 2 Local Plan.

9.28 Well planned green infrastructure can help an area adapt to and manage the risks of climate change (including flood risk). Green open spaces can provide several flood mitigation features; by providing space for flood water, reducing permeability of built-up areas and attenuating surface water flow. Enabling and providing for green infrastructure within Frodsham is therefore a key means to promoting climate change adaptation measures within the FNP.

9.29 In this context, policies GSRL1 (To Designate Local Green Spaces) and GSRL2 (Protecting and Enhancing Green and Open Spaces) and GSRL3 (Maintaining Our Green and Open Spaces) which support the designation and protection of Frodsham's local green spaces are likely to have beneficial effects.

9.30 Areas of green, open space also offer climate change mitigation services through carbon sequestration and a reduction in urban heat island effects. Policy GSLR3 in particular mentions that support will be given to rainwater harvesting within green and open spaces. Therefore, this set of policies is expected to have positive effects on climate change adaptation.

9.31 Overall, most of the new development will be located within areas of minimal flood risk (both fluvial and pluvial). A proportion of new development will be located in areas of some greater surface water flood risk, but this would still be low risk. There will be a need to manage these risks and seek to improve existing run-off rate, but there are suitable policies in place to ensure that significant effects are avoidable. Therefore, the residual effects are expected to be **neutral**.

9.32 Wider measures in the Plan seek to protect enhance and provide green and open space which should help to ensure the area is broadly more resilient to climate change. This could lead to **minor long-term positive effects** with regards to climate change adaptation**.**

Health and wellbeing

9.33 The health and wellbeing of residents will be supported by FNP policies which support a high-quality public realm (through the FNP Design Code which is a supporting document to the FNP), local distinctiveness and landscape / townscape character. This is discussed to some extent under the 'Landscape' and 'Historic Environment' SEA themes below.

9.34 Policy H5 (design and character) requires new development to demonstrate adherence to the design principles and guidance in the Frodsham Design Codes and the Frodsham Town Design Statement.

9.35 Policy H2 (Housing layout and design) requires all developments to respect views and vistas in Frodsham and include appropriate planting schemes wherever possible.

9.36 A high-quality living environment will also be supported through GSRL set of policies (GSRL1 to 4), which seek to protect (including through Local Green Space designations) and enhance the Plan area's most valued open and green spaces. Community engagement highlighted that parks, gardens, recreation facilities and green spaces, are all highly valued and appreciated by residents and visitors. This set of policies supports developments that retain, protect and provide new green space for communal use. The accompanying text to GSRL1 includes an extensive list of potential sites for designation as Local Green Space including play areas and formal and informal recreation areas. The health benefits of such spaces is highlighted in GSRL2 which promotes developments that enhance foot and cycle paths and embed physical activity e.g. through the provision of public exercise equipment in parks in green spaces.

9.37 Several policies support increased use of open space for events and recreation, which is positive for health. However, it is possible that this could lead to amenity issues if it attracts littering. In this respect, Policy GSRL3 is beneficial as it mentions the need for open spaces to be well served by recycling facilities.

9.38 An important policy in the FNP is GSRL5 (Enhancing Health and Well-Being in the Community) which seeks to encourage exercise and recreation through the use of public open space.

9.39 Residents' health and wellbeing is further supported by policies (H1) which facilitate active travel (walking and cycling) by locating development in accessible locations including centrally located brownfield sites within the settlement boundary.

9.40 Similarly, the FNP requires developments to provide safe pedestrian access and footway connections to nearest walking/ cycling routes (H5, CA1) and aims to make Frodsham a cycle friendly town.

9.41 It is considered that the FNP will support health indicators relating to housing by providing high-quality new homes that meet identified local housing needs. The FNP allocates around 97 new homes to enable the delivery of sustainable housing tailored to meet the needs of the parish. This will enable the FNP to meet and exceed CWaC's housing requirement for the NP area thus ensuring flexibility in the type, size and affordability of new homes in the parish.

9.42 Overall, the proposed spatial strategy and policy provisions seek to protect resident health and wellbeing, deliver improved public realm, open green and recreational spaces and promote active travel opportunities. The housing allocations seek to meet specific community needs, and support downsizing and the provision of affordable housing. As a result, **potential moderate long-term positive effects** on health and wellbeing are anticipated.

Historic environment

9.43 There are numerous historic environment assets which contribute to the attractiveness and character of Frodsham. Future growth in the Plan area has potential to affect the setting and significance of assets.

9.44 In terms of housing site allocations, two of the allocated sites (at 64 Main Street and Brook Works) were assessed in the SOA as potentially impacting the historic environment. The 64 Main St. site (FRO/0010) is within the Frodsham conservation Area (CA) and is adjacent to a Grade 2 listed entrance / gates associated with the Army Premises next door. The site, currently a restaurant, is allocated for 1 dwelling in Policy FRO/0010A/B. The policy requires that the building is retained or converted in keeping with the current scale and respecting the character of the CA setting. It also requires that any work carried out should minimise the effect on the adjacent Grade II listed structure. Materials and architectural style should respect the existing character and the CA setting. Given the existing commercial premises in this location and with appropriate mitigation (as provided through the policy) it should be possible to develop this site without adversely impacting the adjacent listed building and the character and setting of the CA. It should be noted that an application has already been submitted to the Council for reuse of the building as 3 residential units.

9.45 The Brook Works site is allocated for up to 12 residential units as well as business use in policy S/07A. The site comprises Brook House, a Grade II listed building which is currently used for residential and business use (small workshops). The policy stipulates that the Grade II listed building should be retained and the heights, and materials used in any development should respect the existing setting and the CA. The policy is potentially positive as it would help ensure this heritage asset remains in use into the future. The policy provisions should help ensure a development that is appropriate to the character and setting of the CA. This is likely to be positive given that the building could otherwise fall into disrepair. A recommended enhancement would be to require that features within the Listed Buildings are restored and enhanced (rather than only requiring that the buildings must be 'retained').

9.46 Policy H6 (Heritage assets) states that development should protect or enhance both designated and non-designated heritage assets and their settings. The policy stipulates that the special interest and character and appearance of the CA must be retained and seeks to preserve special features and traditional materials. The policy also promotes the sensitive re-use of redundant heritage assets.

9.47 A primary plan aim is for Frodsham to 'value its community and heritage' with the associated objective to 'ensure the built environment fits in with the local character of Frodsham in terms of materials, scale, accessibility and sustainability'. The cumulative effects of growth on the historic environment could also have negative implications, particularly as a result of increased traffic and congestion. The Plan seeks to combat this through well located (for facilities and services) and well connected developments that integrate pedestrian and cycle paths within developments and linking to surrounding streets, spaces and access to sustainable transport.

9.48 Overall, the potential for **minor positive effects** is recognised, namely through the policies seeking to preserve the character and settings of the historic environment including the CA and policies seeking to ensure the continued appropriate use of heritage assets and re-use of under-used heritage assets.

Landscape

9.49 The spatial strategy in the FNP allocates housing growth within the existing urban built-up areas of the town. The SOA concluded that all the sites allocated for development are in areas of relatively low landscape sensitivity.

9.50 The adopted Local Plan (CWaC LPP2) policy ENV2 (Landscape) seeks to protect and enhance landscape character and local distinctiveness by identifying key gaps with the objective of protecting these by maintaining their character, supporting designation of Local Green Space and protecting the borough's estuaries and undeveloped coast. Policy GBC2 includes Frodsham Hill in a list of Areas of Special County Value (ASCV) highlighting their special landscape character and scenic value. The policy states that such areas 'must be protected from development that would unacceptably harm their landscape character, appearance or setting'. However, depending on the scale of development, a lack of overall vision and framework could result in the delivery of less sympathetic development styles, layouts and material choice.

9.51 In this context the FNP's Design Code (FDC) is central as it seeks to ensure the preservation of the character of Frodsham's landscapes. This includes requirement that 'development should be planned to respond to existing view corridors…' and 'key vistas should be protected by controlling development densities and building heights, particularly when in the sight lines of local landmarks.' The FDC also advocates 'high quality designs which use local materials, forms, massing and detailing to reflect the existing built fabric of Frodsham'. Frodsham's heritage assets and townscape character are also offered protection in the FDC which states that 'developments will be required to respect and respond positively to these assets, and must 'protect or enhance both designated and non-designated heritage assets, and the character and setting of areas of acknowledged significance'.

9.52 Development would be required to ‘respect the existing character area and conservation area setting, including minimising any work that may affect the heritage assets located near to any development’.

9.53 Other policies within the FNP such as GSRL1 – GRSL3 (relating to green and open spaces) and H2 (Housing layout and design) will also have beneficial impacts on the landscape character of Frodsham, serving to protect keys aspects of the landscape and townscape such as open green spaces and important view and vistas.

9.54 Overall, given that the proposed development sites are in areas of low landscape sensitivity with policy mitigation provided at strategic and neighbourhood levels (as well as through the FNP Design Code), then **neutral effects** are predicted on landscape.

Population and housing

9.55 Local Plan policies STRAT 2 to STRAT 8 (LPP1) seek to ensure that new development in Cheshire west and Chester is brought forward in line with identified needs. The Plan also makes provision for a specific level of development to be brought forward in Frodsham, identified as one of ten Key Service Centres. The Plan allocates 250 dwellings in Frodsham (Policy STRAT8). Policy ECON2 seeks to maintain the important role of Frodsham's town centre as a retail and service centre.

9.56 Policies SOC3 and SOC5 (LPP1) support mixed, balanced, sustainable communities through the provision of market and affordable housing that meets identified future needs.

9.57 The FNP policies (FRO/005/0010/0038/0039 and S/01/07/10) seek to deliver around 97 new homes across 6 sites, within the existing urban settlement of Frodsham. The sites in order of size are listed below:

- The largest site is at Land behind Frodsham Health Centre (policy S/01A); a large (0.84ha) brownfield site (former school) within 200m of the retail and service centres at Church St and Main St. The site is allocated for a high density development of up to 65 dwellings. The scheme is envisaged to help provide smaller homes for older residents looking to downsize as well as starter homes for young families.
- Land off Greenfield Lane (policy FRO/0038) is allocated for up to 10 dwellings and on the northern edge of Frodsham High street (currently Frodsham Sea Scouts HQ).
- The Brook Works site is located for up to 12 units and comprises a Grade II listed building (currently in mixed residential and business use) located in the Frodsham Conservation area.
- Land to rear of St Hilda's Drive (policy FRO/0039) comprises a 0.11ha plot within an existing residential area, surrounded by the rear gardens of properties on St Hilda's Drive and a 2-storey block of flats.
- Two small sites at: Penkmans Lane (2 units allocated in policy S/10A), and 64 Main street (1 unit in policy FRO/0010A).

9.58 The sites combined will provide up to 97 new homes. When completions (191) and commitments (27) are taken into account, a total of 315 new dwellings would be delivered over the Local Plan period (2010-2030). This represents a 25% uplift to the housing requirement figure for Frodsham thus meeting and exceeding the housing identified in the Local Plan. This additional provision serves to provide an element of flexibility in the housing choice (types, size and affordability). Therefore, significant long-term positive effects are anticipated in this respect.

9.59 The FNP seeks to complement Local Plan Policy SOC3 (Housing mix and type) which supports mixed, balanced, sustainable communities, providing a mix of housing types, tenures and sizes. The FNP policy H3 (Housing mix and type) requires proposals for new housing to provide a mix of house types, tenures and sizes that takes local needs into account. Policy H4 (Affordable housing – the local connection test) requires development sites of 3 or more dwellings or greater than 0.1ha to include 30% affordable housing (AH).

9.60 This is to be provided in perpetuity and offered to those with local connection to Frodsham. These policies are predicted to have positive effects as they help offer a mix of types, sizes and tenure increasing choice in the market as well as providing AH.

9.61 Policy H4 should also help create sustainable communities by providing affordable options to younger residents and young families to remain in the area by offering them more affordable housing options. The FNP steering group conducted a housing needs survey that identified a need for downsizing to release larger properties that are currently under occupied.

9.62 This would be particularly beneficial to growing families in need of larger properties and would also benefit some of the older residents who may wish to live in smaller more manageable and / or suitably adapted properties. The site at Frodsham Health Centre (allocated in policy S/01A) is favoured by the community for such a development.

9.63 One of the aims of the FNP is to 'be…thriving and sustainable' with the accompanying objective to 'provide a mix of dwellings, that meet the needs of Frodsham now and in the future, and address the changing demographics and the towns sustainability'. This was echoed in the housing survey which highlighted the need for affordable tenures such as Starter Homes, social, rented and shared ownership tenures which are seen as a priority to enable younger residents to remain in the area.

9.64 Overall, **significant long-term positive effects** are anticipated as a result of the growth strategy, which will meet and exceed Frodsham's housing requirement figure thus providing a buffer to better secure housing delivery and potentially deliver more choice and flexibility in the local housing market. The housing policies are also likely to help younger residents to remain in the area ensuring the long-term sustainability of Frodsham's community.

Transportation

9.65 The NP area is connected to the strategic road network by the M56 which passes through the centre of the Plan area and connects Frodsham to Manchester, Warrington, Runcorn to the east and Ellesmere Port in the west. The A56 also connects Frodsham to Chester to the south and to Warrington in the north. There are several smaller B roads (B5393 and B5152) which provide access to the more rural parts of Frodsham to the south beyond the main settlement.

9.66 The Frodsham residents' survey highlighted concerns regarding traffic and congestion in the area. Traffic and congestion on the A56 have increased noticeably with the expansion of the Frodsham settlement boundaries, especially during busy periods. In residential areas, roads tend to have lower levels of traffic, but on-street parking contributes to congestion in some locations, particularly near schools and businesses at peak times. There are also some small lanes and streets that contribute to congestion and access problems.

9.67 The FNP seeks to address the traffic implications of additional development by locating development sites in well-connected locations with very good access to local services, retail, health and leisure facilities.

9.68 Policies such as CA1 and CA3 are also likely to have beneficial effects as they require development proposals to provide safe pedestrian access and footway connections to the nearest walking / cycling routes which should encourage active travel and reduce car journeys.

9.69 Policy CA2 is likely to encourage cycle journeys as it seeks to make Frodsham a cycle friendly town by supporting proposals that implement the recommendations set out in a Cycle Strategy for Frodsham. The latter proposes several cycle routes linking the Town Centre to schools and employment centres in neighbouring towns.

9.70 Several policies address the issue of on-street parking by requiring new development to include adequate off-street parking and parking to be provided either on a drive or courtyard for specific housing allocations (S10, FRO/005B, FRO/0038, FRO/0039).

9.71 This set of policies is potentially helpful in alleviating some of the on-street parking issues and associated congestion on residential roads described above.

9.72 Nearly half of residents rely on a private car to travel to work,[17] though the proportion of residents who work from home is higher in Frodsham than in the wider Borough. Working from home is likely to have increased substantially since the start of the Covid-19 pandemic. This positive trend in relation to transport is considered likely to prevail in the short term, further supporting reduced congestion at peak times, and subsequently contributing towards meeting climate commitments.

9.73 The FNP's policy GSRL2 is supportive of digital connectivity as it promotes the provision of high-quality broadband / internet access throughout the town, including in parks and green spaces. This is potentially beneficial as it would enable more residents to work from their homes, local parks, public spaces, cafes or neighbourhood centres, instead of having to travel to an office. Similarly, policy EDVE1 identifies locations (such as Brook House) where offices, flexible light industrial units and 'working from home' business hubs are promoted. Having such facilities in centrally located premises would enable more residents to work locally without the need to travel further afield and /or commute to traditional places of work.

9.74 Overall, whilst measures are implemented to bolster sustainable transport connections, including active travel connections, **minor long-term negative effects** are anticipated as a result of a likely residual increase in vehicular traffic in the area. Coupled with narrow lanes and congestion issues in parts of Frodsham, an increase in car traffic would likely be negative.

[17] 2011 Census

10. Conclusions and recommendations

10.1 This chapter summarises the appraisal findings in relation to each of the SEA themes. Where appropriate, recommendations have been made with regards to mitigation and enhancement measures at this stage[18].

10.2 Overall, the Plan appraisal has served to highlight the potential for mostly positive effects. Significant **long-term positive effects** are anticipated in relation to the population and housing SEA theme as a result of the growth strategy which will meet and exceed strategic growth targets set in Local Plan; helping to improve choice and potentially affordability. The additional growth also serves to provide a buffer to better secure housing delivery. The provision of smaller dwellings (at the land behind Frodsham Health Centre) will help to facilitate downsizing for older residents who may wish to move to smaller more manageable homes and also enable young adults to get a foothold on the property ladder through affordable tenures (such as affordable rents and First Homes).

10.3 **Neutral effects** are predicted for the Air Quality SEA Theme as the small increase in traffic associated with new development is counteracted by well-located development sites with good access to services and facilities. Furthermore, the provision of EV charging infrastructure and promotion of enhanced pedestrian and cycle links should encourage more sustainable modes of travel.

10.4 Mixed effects are predicted with respect to biodiversity; whilst neutral effects are predicted in relation to the spatial growth strategy, potentially **minor negative effects** are predicted through Policy EDVE2 as it may lead to increased recreational pressures on the Frodsham Marshes and the Mersey Estuary biodiversity sites.

10.5 **Minor positive effects** are anticipated on the historic environment through policies seeking to preserve the character and settings of the historic environment including the Frodsham Conservation Area and policies seeking to ensure the continued use of heritage assets and re-use of ‘redundant’ ones. Further enhancements could be made to policy through explicit mention of the need to restore and enhance heritage features, rather than only ‘retention’.

10.6 **Minor positive effects** are expected in relation to health and wellbeing, predominantly reflecting the potential for; improved public realm, connected and resilient development, and the allocation of Local Green Space, walkways and cycle routes.

10.7 **Minor negative effects** on transportation are considered likely due to increased traffic and congestion within the Plan area.

10.8 **Neutral effects** are predicted on landscape as the proposed development sites are in areas of low landscape sensitivity with policy mitigation provided at strategic and neighbourhood levels as well as through the FNP Design Code.

[18] It should be noted that the SEA process is iterative, and therefore mitigation and enhancement measures proposed at previous stages of appraisal may already have been taken into account in the revised versions of the Plan. As such, the focus on this stage is on any remaining recommendations.

Part 3: What are the next steps?

11. Plan finalisation

11.1 This Environmental Report accompanies the submission version of the FNP.

11.2 The 'submission' version of the plan will be submitted to CWaC (alongside an Environmental Report Update, if necessary). The plan and supporting evidence will be then published for further consultation, and then submitted for examination.

11.3 If the outcome of the Independent Examination is favourable, the FNP will then be subject to a referendum, and the plan will be 'made' if more than 50% of those who vote are in support. Once made, the FNP will become part of the Development Plan for Cheshire West and Chester.

12. Monitoring

12.1 The SEA regulations require 'measures envisaged concerning monitoring' to be outlined in this report.

12.2 It is anticipated that monitoring of significant effects of the Neighbourhood Plan (identified through this SEA) will be undertaken by CWaC as part of the process of preparing its Annual Monitoring Report (AMR).

12.3 The SEA has not identified any potential for significant negative effects that would require closer monitoring.

12.4 A significant positive effect is predicted for the population and housing theme. It is suggested that the following monitoring measures be included in the AMR in relation to housing delivery in Frodsham:

- Annual net housing completions.
- Affordable housing delivery.

Appendices

Appendix I: Meeting the Regulations

As discussed in Chapter 1 above, Schedule 2 of the Environmental Assessment of Plans Regulations 2004 (the Regulations) explains the information that must be contained in the Environmental Report; however, interpretation of Schedule 2 is not straightforward. Table AI.1 links the structure of this report to an interpretation of Schedule 2 requirements, whilst Table AI.2 explains this interpretation. Table AI.3 identifies how and where within this report the requirements have been met.

Table AI.1: Questions answered by this report, in-line with an interpretation of regulatory requirements

	Questions answered		As per regulations, the report must include…
Introduction	What's the plan seeking to achieve?		▪ An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes
	What's the SEA scope?	What's the sustainability 'context'?	▪ Relevant environmental protection objectives, established at international or national level ▪ Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
		What's the sustainability 'baseline'?	▪ Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan ▪ The environmental characteristics of areas likely to be affected ▪ Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
		What are the key issues and objectives that should be a focus?	▪ Key environmental problems / issues and objectives that should be a focus of (i.e. provide a 'framework' for) assessment
Part 1	What has plan-making / SEA involved up to this point?		▪ Outline reasons for selecting the alternatives dealt with (and thus an explanation of the 'reasonableness' of the approach) ▪ The likely significant effects associated with alternatives ▪ Outline reasons for selecting the preferred approach in-light of alternatives assessment / a description of how environmental objectives and considerations are reflected in the draft plan
Part 2	What are the SEA findings at this current stage?		▪ The likely significant effects associated with the draft plan ▪ The measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the draft plan
Part 3	What happens next?		▪ A description of the monitoring measures envisaged

Table AI.2: Interpretation of the regulations

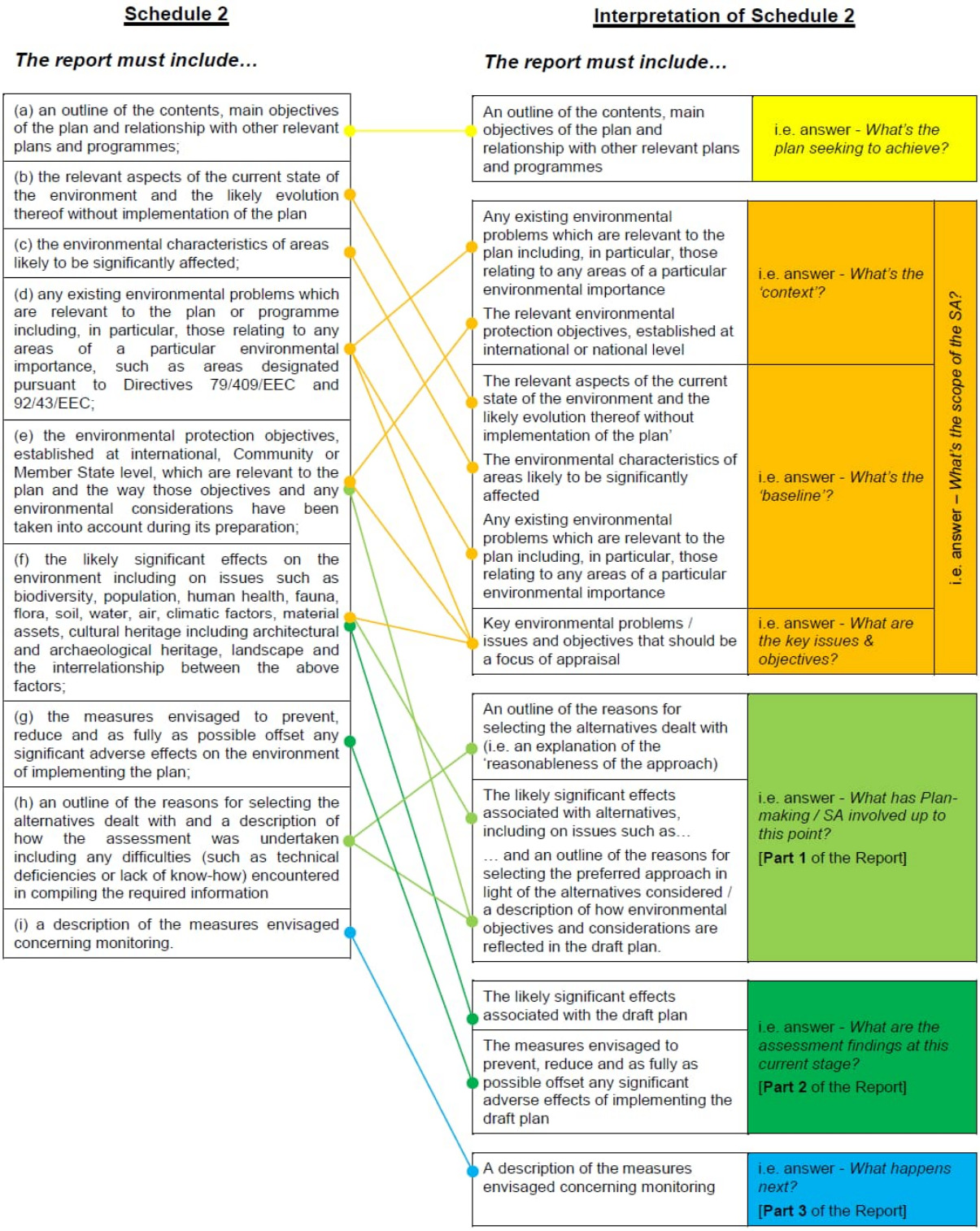


Table AI.3: 'Checklist' of how (throughout the SEA process) and where (within this report) regulatory requirements are met

Regulatory requirement	Discussion of how requirement is met
A) The Environmental Report must present certain information	
1. An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	Chapter 2 ('What is the plan seeking to achieve') presents this information.
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	These matters have been considered in detail through scoping work, which has involved dedicated consultation on a Scoping Report. The 'SEA framework' – the outcome of scoping – is presented within Chapter 3 ('What is the scope of the SEA?'). More detailed messages, established through a context and baseline review are also presented in Appendix II.
3. The environmental characteristics of areas likely to be significantly affected;	
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.;	
5. The environmental protection, objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental, considerations have been taken into account during its preparation;	The SEA framework is presented within Chapter 3 ('What is the scope of the SEA'). Also, Appendix II presents key messages from the context review. With regards to explaining "*how...considerations have been taken into account*", Chapter 7 explains 'reasons for supporting the preferred approach', i.e. explains how/ why the preferred approach is justified in light of alternatives assessment.
6. The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects);	Chapter 6 presents alternatives assessment findings (in relation to housing growth, which is a 'stand-out' plan policy area). Chapters 9 presents an assessment of the draft plan. With regards to assessment methodology, Chapter 8 explains the role of the SEA framework/scope, and the need to consider the potential for various effect characteristics/ dimensions.
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	The assessment highlights certain tensions between competing objectives, which might potentially be actioned when finalising the plan, and specific recommendations are made in Section 9 and 10.

Regulatory requirement	Discussion of how requirement is met
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Chapters 4 and 5 deal with 'Reasons for selecting the alternatives dealt with', in that there is an explanation of the reasons for focusing on particular issues and options. Also, Chapter 7 sets out reasons for selecting the preferred option (in-light of alternatives assessment).
9. Description of measures envisaged concerning monitoring in accordance with Art. 10;	Chapter 12 presents measures envisaged concerning monitoring.
10. A non-technical summary of the information provided under the above headings	The NTS is provided at the beginning of this Environmental Report.
B) The Report must be published for consultation alongside the draft plan	
Authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the Draft Plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2)	At the current time, this Environmental Report is published alongside the 'pre-submission' version of the Neighbourhood Plan, with a view to informing Regulation 14 consultation.
C) The report must be taken into account, alongside consultation responses, when finalising the plan	
The environmental report prepared pursuant to Article 5, the opinions expressed pursuant to Article 6 and the results of any transboundary consultations entered into pursuant to Article 7 shall be taken into account during the preparation of the plan or programme and before its adoption or submission to the legislative procedure.	This Environmental Report, and consultation responses received, will be taken into account when finalising the plan.

Appendix II: SEA Scoping Report



Frodsham Neighbourhood Plan

Strategic Environmental Assessment Scoping Report

December 2021

Quality information

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V1 Consultation draft	July 2021	Ian McCluskey	Associate Director
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Acronyms

AQMA	Air Quality Management Area
ASR	Air Status Report
DEFRA	Department of Environment, Food and Rural Affairs
DPD	Development Plan Document
EA	Environment Agency
FNP	The draft Frodsham Neighbourhood Plan
FTC	Frodsham Town Council
IMD	Index of Multiple Deprivation
LEP	Local Economic Partnership
LNR	Local Nature Reserves
LPP1	Cheshire West & Chester Local Plan Part 1 (adopted 2015)
LPP2	Cheshire West & Chester Local Plan Part 2 (adopted 2019)
LTP	Local Transport Plan
MHCLG	Ministry for Housing, Communities and Local Government
NDP	Neighbourhood Development Plan
NNR	National Nature Reserve
NPPF	National Planning Policy Framework
NWMP	North West Marine Plan
ONS	Office for National Statistics
SEA	Strategic Environmental Assessment

1. Introduction

Background

1.1 Frodsham Neighbourhood Plan Steering Group, on behalf of Frodsham Town Council is in the process of preparing a Neighbourhood Development Plan (NDP) for the sustainable future growth of the Town. AECOM has been commissioned to undertake a Strategic Environmental Assessment (SEA) in support of Frodsham NDP on behalf of the Town Council.

1.2 The NDP is being prepared in the context of the adopted Cheshire West and Chester Local Plan Part 1 and Part 2 (LPP1 and LPP2, respectively). The NDP will form part of the development plan for Frodsham, alongside the Local Plan (parts 1 and 2).

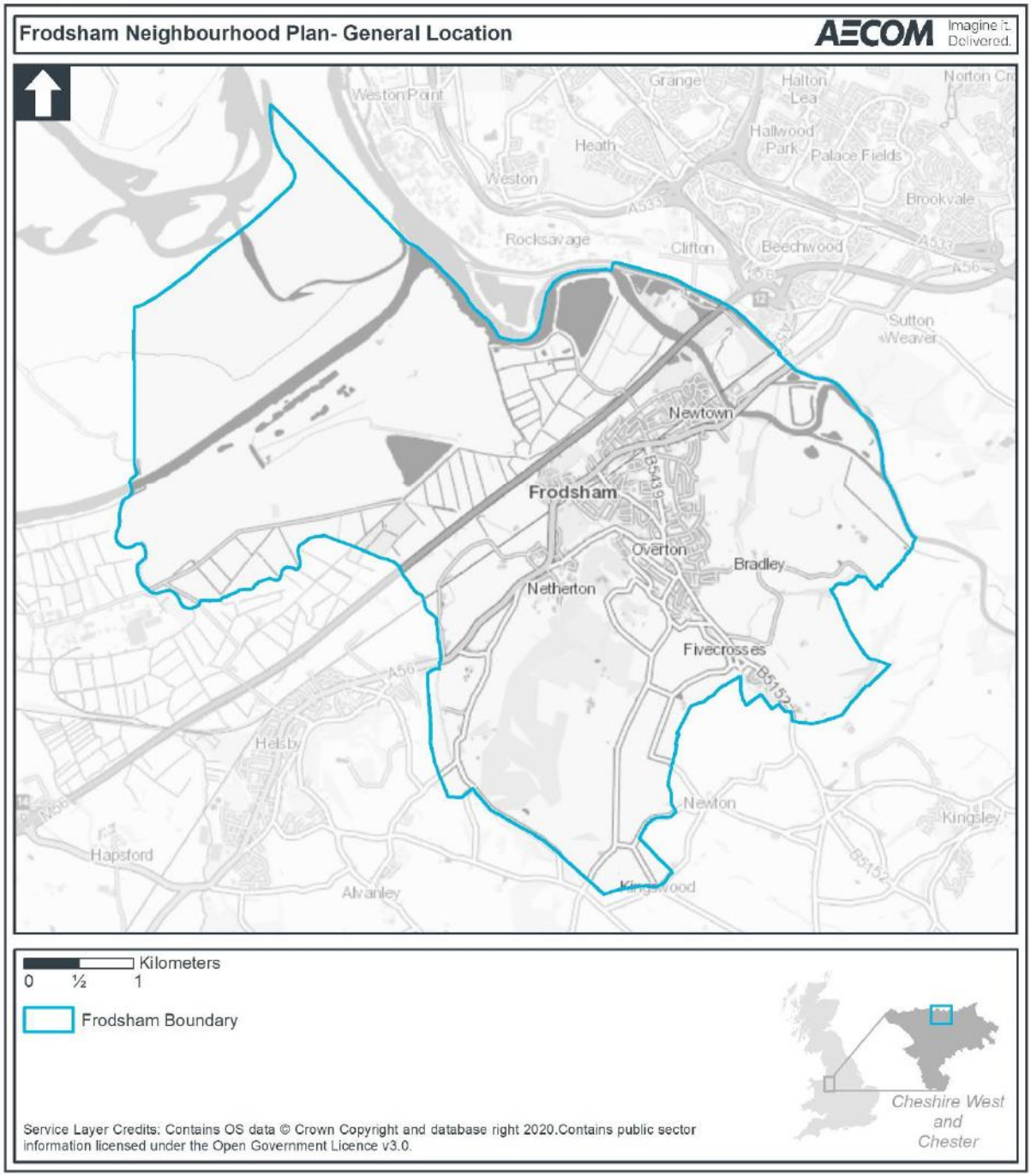
1.3 NDPs are required to be in general conformity with the strategic policies of the adopted Local Plan and can develop policies and proposals to address local place-based issues. In this way it is intended for the Local Plan to provide a clear overall strategic direction for development in Cheshire West and Chester, whilst enabling finer detail to be determined through the Neighbourhood Planning process where appropriate.

1.4 The Key information relating to the Frodsham, NDP is presented in the table below (Table 1-1).

Table 1-1. Key facts relating to the NDP for Frodsham

Name of Responsible Authority	Frodsham Town Council
Title of Plan	Frodsham Neighbourhood Plan
Subject	Neighbourhood Planning
Purpose	The Frodsham Neighbourhood Plan is being prepared as a Neighbourhood Development Plan under the Localism Act 2011 and Neighbourhood Planning (General) Regulations 2012. The plan will be in general conformity with the Cheshire West and Chester Local Plan Parts 1 and 2. Once 'made' the Frodsham NDP will be used to guide and shape development within the Frodsham Neighbourhood Plan area.
Timescale	To 2030
Area covered by the plan	The Neighbourhood Plan area comprises the Civil Parish of Frodsham. It is located approximately 3 miles south of Runcorn, 16 miles (26 km) south of Liverpool, and 28 miles (45 km) southwest of Manchester. The River Weaver runs to its northeast and on the west it overlooks the estuary of the River Mersey. The A56 road and the Chester–Manchester railway line pass through the town, and the M56 motorway passes to the northwest. Frodsham is an electrical ward in the Cheshire West and Chester unitary authority (LPA).
Summary of content	The Frodsham Neighbourhood Plan will set out a vision, strategy and a range of policies including allocation of sites for housing development within the Neighbourhood Plan area
Plan contact point	Gill Hesketh; frodshamplan@gmail.com

Figure 1-1 Frodsham NP Area Location



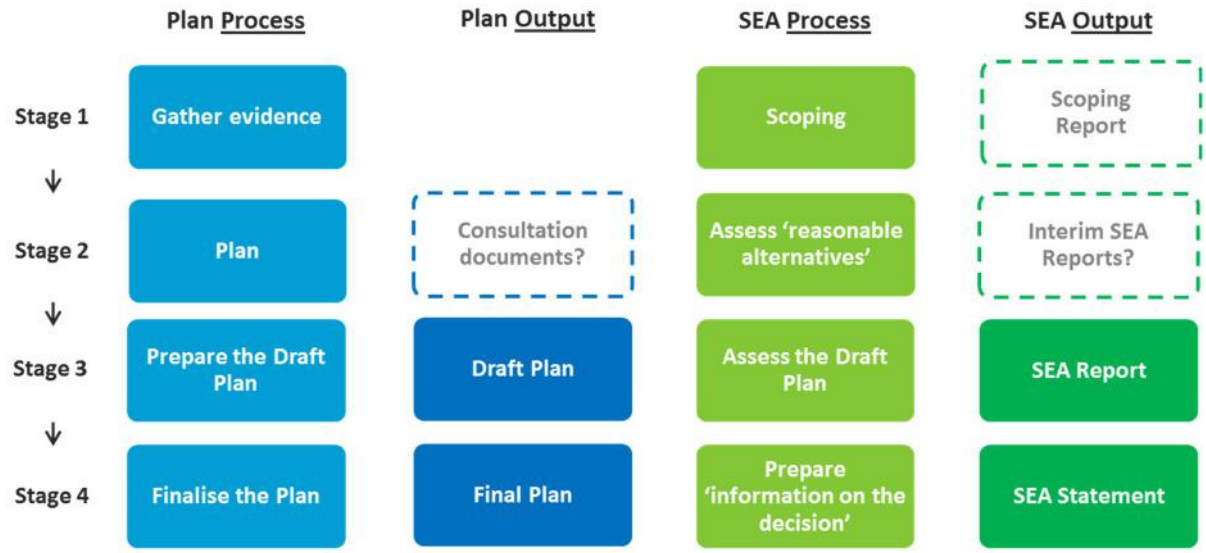
SEA explained

1.5 SEA is a mechanism for considering and communicating the likely significant effects of an emerging plan, and reasonable alternatives in terms of key environmental issues. The aim of SEA is to inform and influence the plan-making process with a view to avoiding or mitigating negative environmental effects and maximising positive effects.

1.6 The Environmental Assessment of Plans and Programmes Regulations 2004 (otherwise known as the SEA Regulations) require an environmental assessment to be carried out on certain plans and programmes that are likely to have a significant effect upon the environment. This plan has been determined to require a Strategic Environmental Assessment by Cheshire West and Cheshire Council. To meet this requirement, the plan is undergoing a SEA process which incorporates satisfies the requirements of the SEA Regulations.

1.7 SEA can be viewed as a four-stage process that produces a number of statutory and non-statutory outputs. As illustrated in Figure 1.2 below, 'Scoping' is a mandatory process under the SEA Regulations, but the publication of a scoping report is a voluntary (but useful) output. This is the stage of SEA that is covered in the Scoping Report.

Figure 1-2: SEA as a four step process



Introduction to scoping

1.8 One of the first stages in the SEA process is to establish the key issues that the appraisal should focus on and to set out appraisal methods. This is called 'scoping', and involves a review of relevant policies, plans and programmes (a 'contextual review') and information about the current and future state of the environment, economy and social factors (the 'baseline'). This information is then used to set out a framework for undertaking strategic environmental assessments as the plan is developed.

1.9 The Regulations[1] require that certain statutory bodies are consulted on the scope of a SEA. This can be done in a number of ways, but most often a Scoping Report is produced that presents the key information and a methodology for how future appraisals will be undertaken. Statutory Consultees have 5 weeks to comment on the scope of the appraisal. In England, the statutory consultees are Natural England, The Environment Agency and Historic England.

1.10 Developing the draft scope for the SEA as presented in this report has involved the following steps:

- Defining the broader context for the Frodsham NDP and associated SEA (i.e. EU, UK Government and local policy and commitments), to summarise the regulatory and legislative landscape;
- Establishing the baseline for the SEA, (i.e. the current and future situation in the area in the absence of the Frodsham NDP) to help identify the plan's likely significant effects;
- Identifying particular problems or opportunities ('issues') that should be a focus of the SEA; and
- Developing a SEA Framework comprising objectives and appraisal questions based on these issues, which can then be used to appraise the draft plan.

[1] The Environmental Assessment of Plans and Programmes Regulations 2004

Scoping outcomes

1.11 The SEA Regulations and guidance document (the NPPG for example) encourage proportionate assessment and therefore it is important to scope out issues where it is apparent that the Plan could not affect the topic area in a significant way. In order to do this, an initial scoping sifting exercise has been undertaken.

1.12 As a result, a number of SEA topic areas have been scoped-out early without the need to establish a more detailed baseline position. For other topics, further detail was gathered through the scoping process, which led to additional topics being SCOPED OUT.

1.13 **Air Quality**, **Biodiversity**, **Climatic Factors (adaptation)**, **Historic Environment**, **Landscape**, **Population and Housing** and **Transportation** have been identified for further assessment at the next stages of the SEA process.

1.14 The relevant SEA topic areas and the reasons for the scoping decisions are set out in Table 1-2 below.

Table 1-2: Scoping outcomes

SEA topic area	Scoping Outcomes
Air Quality	Considered in greater detail through the scoping process, and subsequently **SCOPED IN**. There is an AQMA in the NP area and the FNP can potentially have effects (positive or negative) on air quality
Biodiversity	Considered in greater detail through the scoping process and subsequently **SCOPED IN**. There are numerous sites of biodiversity importance within the NP area and the NP can potentially impact these.
Climatic factors	Considered in greater detail through the scoping process and subsequently climate change mitigation **SCOPED OUT** as the FNP is limited in its scope to influence mitigation. Climate change adaptation has been **SCOPED IN**.as the Plan can impact resilience and adaptation (e.g. flood risk)
Historic Environment	Considered in greater detail through the scoping process and subsequently **SCOPED IN**.There are numerous heritage assets and a conservation area which can be impacted by the FNP.
Landscape	Considered in greater detail through the scoping process and subsequently **SCOPED IN**. There are sensitive landscapes in the FNP area and the FNP can potentially have effects (positive or negative) on these.
Waste	The Plan is unable to influence this to a significant extent and therefore this topic area can be **SCOPED OUT**. Key issues relating to waste will be to ensure adequate access for waste collection, and storage that does not affect the street scene.
Minerals	The plan does not pose any sterilisation risk to mineral resources. Therefore, this topic area can be **SCOPED OUT**.
Land, Soil and Water Resources	Considered in greater detail through the scoping process, but subsequently **SCOPED OUT**
Population and Housing	Considered in greater detail through the scoping process and subsequently **SCOPED IN**.
Health and Wellbeing	Considered in greater detail through the scoping process and subsequently **SCOPED IN** as the FNP can potentially contribute to increased Health and Wellbeing.
Transportation	Considered in greater detail through the scoping process and subsequently **SCOPED IN**. FNP policies have the potential to engender effects (positive or negative) on this topic.

Structure of this Scoping Report

1.15 The outcomes of the scoping exercise for the topic areas further considered in the scoping process (following the initial sift) have been presented as follows:

- Chapter 2: Air Quality;
- Chapter 3: Biodiversity;
- Chapter 4: Climatic factors (Flood Risk and Climate Change);
- Chapter 5: Historic Environment;
- Chapter 6: Landscape;
- Chapter 7: Land, Soil and Water Resources;
- Chapter 8: Population and Housing;
- Chapter 9: Health and Wellbeing; and
- Chapter 10: Transportation.

1.16 In accordance with the SEA Directive, the final chapters of the report summarise the overarching sustainability issues, set out the SEA Framework and outline the next stages in the process. To demonstrate a clear trail of how the SEA objectives have been identified, each topic Chapter (which is scoped into the SEA) concludes with suggested objectives and supporting criteria for inclusion in the SEA Framework. A site assessment framework is included is set out in Appendix A. This will be used to appraise the development sites allocated in the FNP.

2. Air Quality

2.1 This theme focuses on air pollution, in particular; air quality hotspots and areas known to exceed objectives for air quality.

Policy context

2.2 Table 2-1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 2-1 Plans, policies and strategies reviewed in relation to air quality

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
The Clean Air Strategy	2019	https://www.gov.uk/government/publications/clean-air-strategy-2019
UK plan for tackling roadside nitrogen dioxide concentrations	2017	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/633269/air-quality-plan-overview.pdf
A Green Future: Our 25 Year Plan to Improve the Environment	2018	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf
The North West Marine Plan	2021	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004490/FINAL_North_West_Marine_Plan__1_.pdf
The Cheshire West and Chester Low Emission Strategy (2018 – 2021)	2018	https://www.cheshirewestandchester.gov.uk/documents/pests-pollution-food-safety/pollution-and-air-quality/low-emission-strategy-180219.pdf
Cheshire West and Chester Council's Local Transport Plan (LTP)	2011	https://inside.cheshirewestandchester.gov.uk/policies_plans_and_strategies/local_transport_plan_20112026#:~:text=Cheshire%20West%20and%20Chester%20Council%27s%20Local%20Transport%20Plan,the%20local%20area%20in%20the%20years%20to%20come.
The CWCC Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
The CWCC Local Plan Part 1	2019	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/

2.3 The key messages emerging from the review are summarised below:

- The FNP will be required to be in general conformity with the NPPF, which seeks early planning to reduce/ mitigate air quality impacts in development and to take advantage of opportunities to improve air quality. Measures to improve air quality include traffic and travel management and green

infrastructure provision. Strategic development is expected to be focused in locations that have or will be provided with high levels of accessibility; supporting both a reduced need to travel and offering a genuine choice of transport modes. Smaller-scale development should consider the potential for cumulative effects in relation to air quality.

- Marine planning ensures that the right activities happen in the right place, at the right time and in the right way in marine areas. Marine plans provide guidance on things to promote or avoid in certain marine locations. The Marine Plan relevant to The FNP is the North West Marine Plan (NWMP). It is a legal requirement for marine plans to be considered in all decisions that affect England's marine area, now and into the future. Section 58(3) of the Marine and Coastal Access Act requires that public authorities must have regard to marine plans when taking any decisions which relate to the exercise of any function capable of affecting the UK marine area. This can include decision making relating to Neighbourhood Plans. The policies set out in marine plans apply only in their area (i.e. up to the mean high- water springs mark – which includes the tidal extent of any rivers), but if a proposed activity is likely to affect the plan area, this should be acknowledged and considered. The FNP includes the intertidal area forming part of the Mersey Estuary and therefore also covers part of the North West Marine Plan areaThe FNP falls within the North West Marine Plan area and is therefore required to comply with its policies. Of particular relevance here is Policy NW-Air-1 which stipulates that proposals must assess their impacts on local air quality and greenhouse gas emissions. Proposals likely to increase air pollution and/or emissions must demonstrate that they will; in order of preference: avoid, minimise, mitigate air pollution and/ or greenhouse gas emissions in line with current national and local air quality objectives and legal requirements. Proposals that cannot avoid, minimise or mitigate air pollution and or greenhouse gas must not be supported.
- The FNP will also be required to be in general conformity with the Local Plans covering the FNP area. The CWCC LPP1 policy SOC5 (Health and well-being) and CWCC LPP2 policy DM31 (Air quality) seek to protect residents from the effects of air pollution by disallowing development that gives rise to significant adverse impacts on health and quality of life due to air pollution for example (SOC5). DM31 requires that development near AQMAs be designed to mitigate the impact of poor air quality. It also requires an air quality assessment for developments likely to significantly impact air quality. Where such an assessment identifies unacceptable impacts, appropriate mitigation must be submitted ensuring that new development is appropriate or the location and unacceptable risks are avoided.
- Local Planning Authorities (LPAs) are required to publish annual Air Quality Annual Status Reports (ASRs) to discharge their monitoring obligations under Part IV of the Environment Act (1995). LPAs are required to review air quality in their area and designate Air Quality Management Areas (AQMAs) if improvements are necessary. Where an AQMA is designated, an Air Quality Action Plan (AQAP) must then be put in place. Frodsham has one AQMA, designated in 2015 due to exceedance of the annual mean NO2 objective which is related to road traffic in this location.
- To improve air quality across the UK, national strategies have in the last few decades focused on regulatory frameworks, investment by industry in cleaner processes and a shift in the fuel mix towards cleaner forms of

energy (largely at point sources). Whilst there are dedicated strategies to reducing roadside emissions (as a significant source of nitrogen dioxide emissions), recent objectives outlined in the Clean Air Strategy seek to recognise wider sources (including smaller contributors and diffuse sources) that contribute to poor air quality. This includes; power generation, heating our homes, producing food, manufacturing consumer goods and powering transport.

- The Cheshire West and Chester Low Emission Strategy (2018 – 2021) (LES) and the CWCC Local Transport Plan seek to address health impacts of air pollutants such as NO2 and Particulates (PM10 and PM2.5) and indirectly tailpipe hydrocarbon emissions. This is to be achieved through various means including; modal shift to public transport, cycling, and walking, reducing kilometres driven and adoption of low emission vehicles (LEVs).

Baseline Summary

2.4 CWCC's Air Quality Annual Status Report (ASR)[2] states that there is currently one Air Quality Management Area (AQMA) in Frodsham. The designated area (See Figure 2-1) incorporates Fluin Lane (Nos 2, 4, 6 and 8), High Street (Nos 70, 70a, 72, 72a, 74, 76 and 78), Manor Farm, Bridge Lane and Manor Farm Court (Nos 7, 8, 9 10, 11 and 12).

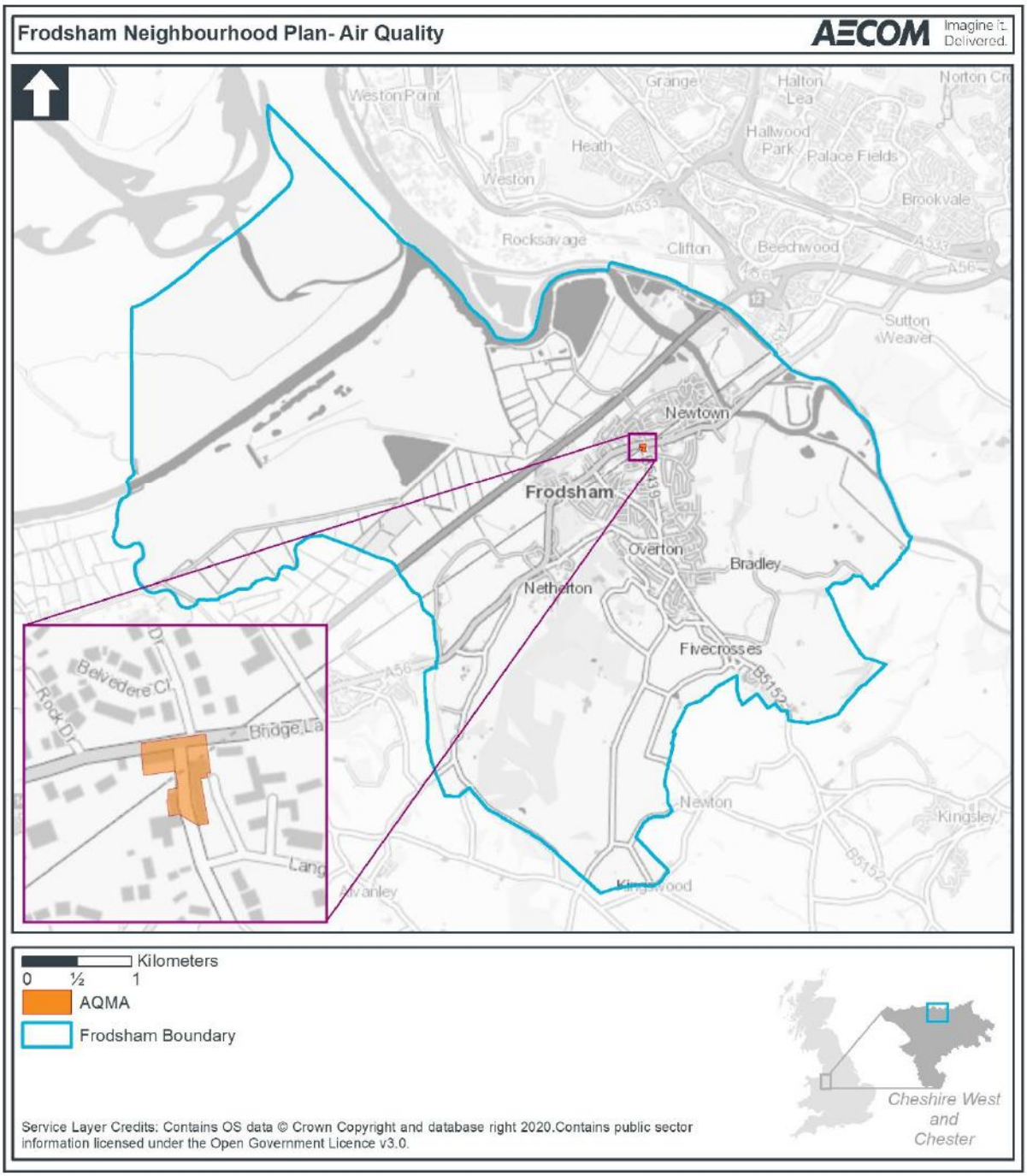
2.5 The AQMA was designated in 2015 due to exceedance of the annual mean NO2 objective which is related to road traffic in this location. However, data from 2018 indicated that the NO2 objective was not exceeded at residential properties in Frodsham.

2.6 No exceedance of the PM10 (particulates less than 10 micrometres in diameter) national objectives has been recorded in the AQMA. Similarly, 2.5 micron particulate ($PM_{2.5}$) monitoring shows that background levels well below EU limit levels. The report states that; '*there is a discernible downwards trend in NO2 and PM10 concentrations over time'.*

2.7 CWCC is pursuing a number of measures to deliver improvements in air quality through its Low Emissions Strategy (LES). These include a focus on modal shift to encourage low emissions/ sustainable transport, improving the provision of electric vehicle (EV) charging infrastructure and reducing emissions from public transport/ licences vehicles. The Council anticipates that the LES will deliver significant improvements in local air quality over time. The Council is also continuing with the introduction of 20mph speed zones (started in 2016) which can help reduce NOx and PM10 emissions.

[2] Cheshire West and Chester Council 2019 Air Quality Annual Status Report (June 2019); https://www.cheshirewestandchester.gov.uk/documents/pests-pollution-food-safety/pollution-and-air-quality/air-quality-review-and-assessment/reports/air-quality-annual-status-report-2019.pdf

Figure 2-1 Location of Frodsham AQMA



Summary of future baseline

2.8 Exceedance of national NO2 levels was observed at the AQMA in Frodsham in 2015. However, no exceedance has been recorded since 2015 and the latest ASR states that emissions are on a downward trend.

2.9 New employment and / or housing provision within the NDP area can potentially have adverse effects on air quality through increased traffic flows and associated vehicular pollutants such as NO2. In the absence of the NDP, the amount of growth anticipated is not expected to lead to significant changes to the baseline position.

2.10 CWCC's LES initiative along with improvements and growth in low emissions vehicles and EVs is likely to lead to a reduction in transport related emissions in the long term and could offset increases associated with traffic from new development.

2.11 The implementation of the CWCC Local Transport Plan (LTP) 2011-2026, which aims to reduce transport related emissions and encourage sustainable transport, is likely to lead to a reduction in transport related emissions.

Key issues

2.12 The key issues are as follows:

- There is one Air Quality Management Area within the NP. No exceedance of national emissions limits has been observed in this AQMA since 2015 and the emissions recorded are on a downward trend.
- Traffic and congestion have the potential to increase vehicular emissions and reduce air quality in the area though low emissions vehicles could offset this to an extent.

Scoping outcome

2.13 New development proposed within the FNP is likely to lead to increased vehicular traffic. Whilst no exceedance of monitored pollutants has been observed at the AMQA since 2015 and the levels are declining, the additional traffic generated by new development could adversely impact the air quality at the AQMA. The Plan can potentially contribute to air quality improvements. This is evident from the Plan aims and objectives seeking to achieve environmental improvements. Therefore, air quality has been **SCOPED IN** of the SEA.

What are the SEA objectives and appraisal questions for the Biodiversity SEA theme?

2.14 Considering the key issues discussed above it is proposed that the Sea should include the following objective:

Table 2-2 SEA Framework of objectives and assessment questions: Air quality

SEA Objective	Supporting Questions
Improve air quality within and surrounding the Neighbourhood Plan area and minimise all sources of environmental pollution	Will the option/proposal help to: • Promote and encourage more sustainable transport options? • Enable sustainable transport infrastructure enhancements? • Encourage development which reduces the need to travel outside of the Neighbourhood Plan area? • Locate and design development so that current and future residents will not regularly be exposed to poor air quality? • Implement measures (such as appropriate planting and provision of green infrastructure) which will help support good air quality in an around the Neighbourhood Plan area? • Ensure development connects to the existing road network, promoting ease of access and suitably mitigating any potential increases in local congestion?

3. Biodiversity

3.1 This theme focuses on nature conservation designations, habitats and species within and surrounding the FNP area.

Policy Context

3.2 Table 3-1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 3-1 Plans, policies and strategies reviewed in relation to biodiversity

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
The 25 Year Environment Plan The Environment Bill	2018	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf
The Cheshire region Biodiversity Action Plan (BAP)	2007	https://www.cheshirewildlifetrust.org.uk/sites/default/files/2018-06/BAP%20list%20-%20updated%20April%202011.pdf
North West Marine Plan	2021	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004490/FINAL_North_West_Marine_Plan__1_.pdf
The Mersey Forest Plan	2014	https://www.merseyforest.org.uk/The_Mersey_Forest_Plan_web_version_single_new.pdf
The CWCC Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
The CWCC Local Plan Part 2	2019	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/

3.3 The key messages emerging from the review are summarised below:

- The FNP will be required to be in general conformity with NPPF, which places significant emphasis on improving biodiversity and securing measurable net gains in development, alongside protection and conservation of designated
- sites and important species and habitats. This includes utilising a strategic approach to maintaining and enhancing networks of habitats and green infrastructure at the wider catchment or landscape scale. Support is given to establishing coherent ecological networks that are more resilient to current and future pressures, particularly in consideration of climate change.
- Over the past decade, policy (e.g. The Natural Environment White Paper and Biodiversity 2020) has demonstrated a move away from the traditional approach of protecting biodiversity, to a wider landscape approach to enhancing biodiversity, as part of the overall aims to halt biodiversity loss. The 25 Year Environment Plan places emphasis on improvements to the natural environment; identifying the need to “replenish depleted soil, plant

trees, support wetlands and peatlands, rid seas and rivers of rubbish, reduce greenhouse gas emissions, cleanse the air of pollutants, develop cleaner, sustainable energy and protect threatened species and habitats." Working at a landscape scale transformation is expected to connect habitats into larger corridors for wildlife.

- The emerging Environment Bill will provide further provisions in relation to biodiversity when granted royal assent. The Bill will set parameters for biodiversity gain as a condition of planning permission, as well as biodiversity gain site registers and biodiversity credits. The Bill identifies a general duty to conserve and enhance biodiversity, including through biodiversity reports and local nature recovery strategies. Local nature recovery strategies will identify biodiversity priorities for the strategy area as well as a local habitat map. Furthermore, habitat maps are expected to include recovery and enhancement areas which are or could become of importance for biodiversity.
- The Cheshire region Biodiversity Action Plan (BAP) offers a series of specific plans for each of the threatened species and/or habitats within the area with the intention to protect their levels within the Cheshire region.
- The FNP is required to be in conformity with the North West Marine Plan (NWMP). Of particular relevance are policies NW-BIO-1, NW-BIO-2. These support proposals that enhance the distribution of priority habitats and species and require potential adverse effects be avoided, minimised or mitigated. Proposals that cannot avoid, minimise and mitigate or, as a last resort compensate for, significant adverse impacts will not be supported. Policy NW-BIO-3 seeks to support proposals that conserve, restore or enhance coastal habitats requiring proposals to take account of the space needed for coastal habitats. Proposals are required to demonstrate that they will (in order of preference) avoid, minimise, mitigate or compensate for net habitat loss.
- The Mersey Forest covers more than 500 square miles in Merseyside and North Cheshire and was chosen as one of 12 areas of England to be the focus of a long-term tree planting programme to improve the local environment for the benefit of people, wildlife and the economy. Over nine million trees have been planted thus far (which absorbed over half a million tonnes of carbon dioxide) and created over 3,000 hectares of woodland. The Mersey Forest Plan is a long term strategic guide to the work of The Mersey Forest team and partners. It is accompanied by a Delivery Plan which sets out monitoring and shorter-term activities, covers a five year period and is reviewed annually.
- The FNP is required to be in general conformity with the Local Plan Parts 1 and 2. With respect to biodiversity; the CWCC LPP1 policy ENV4 (Biodiversity and geodiversity) and CWCC LPP2 policy DM44 (protecting and enhancing the natural environment) seek to safeguard and enhance biodiversity through identification and protection of sites of international, national, and local importance. The policies stipulate that development should not result in any net loss of natural assets and should seek to provide net gains. Where loss/damage to habitats is unavoidable because of exceptional overriding circumstances, mitigation and compensation would be required to ensure there is no net loss of environmental value. Development likely to have an impact on protected sites must be

accompanied by an Ecological Assessment that meets a set of criteria set out in the policy. CWCC LPP2 policy DM45 supports development that conserves, manages and enhances (where possible) existing trees, woodlands, orchards and hedgerows. Where this is demonstrated as being not possible proposals must include replacement trees, woodlands and hedgerows within the site or offsite (if not practicable) at a ratio of at least two new trees for each tree lost. Development affecting existing and new woodlands should support the aims and policies of the Mersey Forest Plan where relevant.

Baseline Summary

Summary of current baseline

3.4 Cheshire has a range of wildlife species and habitats[3]. A number of these are protected sites; the designation of which helps to preserve the biodiversity and the character of the areas. Nature designations within Frodsham are presented in the following table (Table 3-2) and illustrated in Figure 3-1.

Table 3-2 Nature Designations within Frodsham

Special Protection Areas (SPA)	Mersey Estuary SPA
Ramsar Sites	Mersey Estuary Ramsar
Sites of Special Scientific Interest (SSSI)	Mersey Estuary Beechmill Wood & Pasture Frodsham Railway and Road Cuttings Dunsdale Hollow
Local Wildlife Sites	Frodsham and Overton Wood East Clifton Tip Sutton Bridge lagoon Frodsham Marshes Hob Hey Wood
Community Forest	Mersey Forest

<u>International</u>

3.5 A major aim of the Birds Directive is to conserve the habitats of qualifying wild birds in order to ensure their survival and reproduction. The Special Areas of Protection Designation is a key mechanism in achieving this. The Mersey Estuary SPA provides important habitats such as intertidal mud and sandflats, areas of rocky shore and areas of saltmarsh. These habitats support

[3] These are considered in greater detail in the Habitats Regulations Assessment for the FNP (AECOM report Oct. 2021).

internationally important populations of Black-tailed godwit, Dunlin, Golden Plover, Pintail, Redshank, Shelduck, Teal and waterbird assemblage. The SPA overlaps the Mersey Estuary Ramsar and SSSI discussed below.

3.6 In addition to the SEA, the FNP has undergone a Habitats Regulations Assessment (HRA). Its objective is to identify if any particular site allocation proposed in the FNP has the potential to cause an adverse effect on the integrity of European designated sites (Special Areas of Conservation, SACs, Special Protection Areas, SPAs, and Ramsar sites designated under the Ramsar convention), either in isolation or in combination with other plans and projects, and to determine whether site-specific or policy mitigation measures are required. The HRA is a separate process from the SEA.

3.7 Ramsar sites are wetlands of international importance designated under the Ramsar Convention on Wetlands. It aims to protect and conserve rare wetland habitats for their importance in conserving biological diversity. The Mersey Estuary Ramsar, also a SSSI a SPA, is an internationally important site for wildfowl and consists of large areas of intertidal sand and mudflats. The site also includes an area of reclaimed marshland, salt-marshes, brackish marshes and boulder clay cliffs with freshwater seepages. The area includes important roosting sites for wildfowl and waders at high tide. Throughout the winter the estuary supports large numbers of wildfowl and waders. The birds feed on the rich invertebrate fauna of the intertidal sediments as well as plants and seeds from the salt-marsh and adjacent agricultural land. The estuary is also a valuable staging post for migrating birds in spring and autumn.[4]Good water quality and sediment quality are particularly important for this SSSI. The birds using the area as roosting and feeding grounds are vulnerable to disturbance from human activities such as bait digging, dog walking and wildfowling. Natural England's views about management (VAM) state that It is important to create space to enable landward roll-back to take place in response to sea-level rise, and to allow the system to be dynamic and retain the flexibility to respond to associated changes such as the movement of physical features within the system, e.g. migrating subtidal sandbanks. The habitats within this site are highly sensitive to inorganic fertilisers and pesticides.

National

3.8 There are over 4,100 Sites of Specific Scientific Importance (SSSI) in England, which cover around 8% of the country's land area. SSSIs are recognised as amongst the country's very best wildlife and geological sites. There are several, overlapping, SSSI designated sites within the NP area (Figures 3.1 and 3.2) including; the Mersey Estuary (discussed above), Beechmill Wood and Pasture, Frodsham Railway and Road Cuttings SSSI and Dunsdale Hollow SSSI.

[4] Natural England Designated Sites View available at https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1001398&SiteName=mersey&countyCode=&responsiblePerson=&unitId=&SeaArea=&IFCAArea=

3.9 The Beechmill Wood and Pasture SSSI covers an area of 6.2 ha at the eastern boundary of the NP area. Beechmill Wood is a small clough (steep valleys) woodland on the south side of the River Weaver. The mix of soil types and variation in drainage result in increased diversity adding to the wildlife value of the woodland. The main habitats are broadleaved, mixed and Yew woodland (lowland) and neutral grassland (lowland). Much of the woodland is dominated by ash and wych elm forming a nationally rare woodland type. The side valley running north-south is dominated by pedunculate oak and because ash is not present it is an uncommon woodland type in Cheshire cloughs[5]. The site also includes an unimproved field which is very rich with plant species and grasses. Natural England (NE) states that deer management and protection from rabbits and livestock is important here. Careful management of surface drainage is also essential to prevent adverse changes in plant species composition. All the habitats here are highly sensitive to inorganic fertilisers and pesticides. Access to site and recreational activities may also need to be controlled.

3.10 Frodsham Railway and Road Cuttings SSSI is a natural inland geological site comprising a sequence of sandstone exposures representing part of the Triassic Helsby Sandstone Formation. Sedimentary structures have been formed in large dome-shaped and transverse desert dunes. At Pinmill Brow the desert dunes are overlain by the Tarporley Siltstone Formation which had a very different origin, being laid down by either marine intertidal or fluvial deposition[6]. The VAM for this SSSI states that it is important to maintain the rock exposures free of vegetation. Threats include collection of geological specimens which needs to be carefully managed to ensure geological resource is conserved. Developments and tree planting that obscure rock exposures are considered main threats to such sites.

3.11 Dunsdale Hollow SSSI is on a steep north-west facing escarpment of Upper Mottled and Keuper Sandstone. It is an acidic lowland birch and sessile oak woodland[7]. This type of woodland is often found in the uplands but its occurrence in a lowland landscape is very unusual and it is found on only one other site in Cheshire on the Peckforton Hills. The ground flora which is composed of wavy hair-grass, broad buckler-fern, bluebell and bramble. On the steep banks of the sandstone outcrops there are good stands of great wood-rush, an uncommon plant in Cheshire. An open glade leading to the bottom of the slope is dominated by bracken. Threats to the status of the SSSI include unmanaged deer, rabbits and livestock, and invasive species.

[5] Natural England Designated Sites View at https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1001736&SiteName=beechmill&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
[6] Natural England Designated Sites View at https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1002577&SiteName=frodsham%20rail&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
[7] Natural England Designated Sites View at occurs on a steep north-west facing escarpment of Upper Mottled and

3.12 Natural England collects data on the condition of SSSIs and Table 3-3 below sets out the condition of the local SSSIs;

Table 3-3 SSSI Conditions[8]

SSSI Site	% area Favourable	% area Unfavourable Recovering	% area Unfavourable No change
Mersey Estuary	29.3%	26.4%	44.3%
Beechmill Wood and Pasture	69.2%	30.8%	0.0%
Frodsham Railway and Road Cuttings	100%	0.0%	0.0%
Dunsdale	100%	0.0%	0.0%

3.13 SSSI Impact Risk Zones, map zones around each SSSI according to the particular sensitivities of the features for which it is designated. They specify the types of development that have the potential to have adverse impacts at a given location. Natural England is a statutory consultee on development proposals that might impact on SSSIs. The majority of the NP area falls within SSSI Impact Risk Zones for the Mersey Estuary SSSI and the Beechmill Wood and Pasture SSSI (figure 3.1). Activities such as residential development (depending on scale and proximity to SSSI), infrastructure, commercial and industrial development and associated externalities such as waste and air pollution can potentially have detrimental impact on SSSIs.

Local

3.14 Local Wildlife Sites (LWS) are areas of land that are especially important for their wildlife. They provide corridors for wildlife, forming key components of ecological networks. The Wildlife Trusts work with local authorities, statutory agencies, landowners and other local partners to establish effective systems for identifying, managing and monitoring Local Wildlife Sites. Local Wildlife Sites are identified and selected locally using scientifically-determined criteria and ecological surveys. The CWCC website lists numerous local wildlife sites including five in the NDP area such as Frodsham and Overton Woods and Frodsham Marshes (table 3-1).

[8] Natural England (2021)

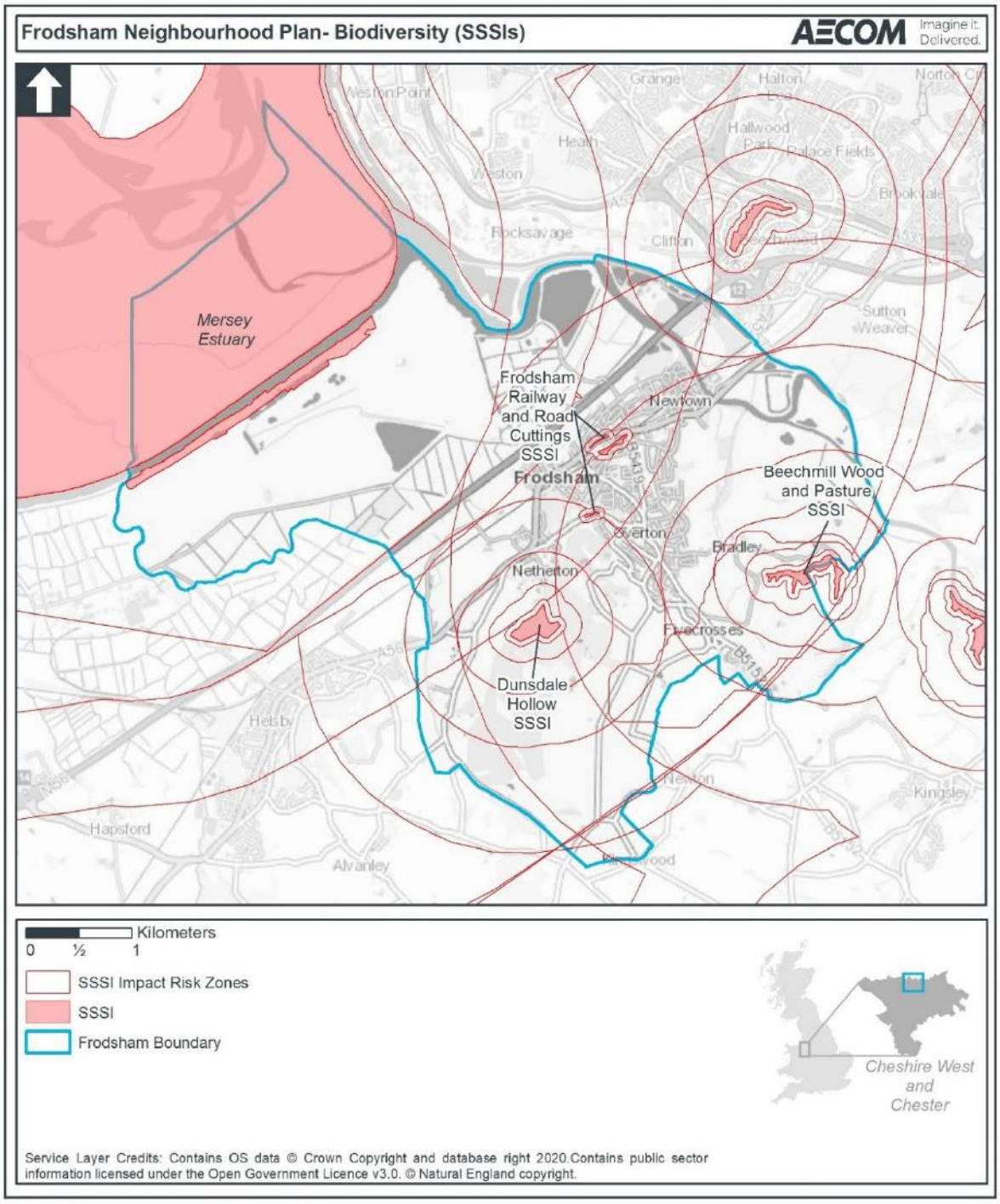
3.15 The Mersey Forest area overlaps the majority of the NDP area. In urban areas the Mersey Forest Plan aims to plant individual trees, groups of trees and small woodlands on appropriate and available urban areas, settlements and employment sites, such as school playing fields, open spaces, streets, highway verges, in the grounds of large institutions, derelict land, and development sites. The plan targets planting to meet identified green infrastructure needs.

3.16 Within Frodsham urban areas the indicative woodland cover target is 10% which compares to just 2% in 2012. In the west and north west of the NDP area; namely the areas comprising, drained marshes, mudflats and saltmarshes of Frodsham Marsh, no change in net woodland cover is required (2% in 2012) as woodland planting is deemed inappropriate here. It is important to maintain the open nature of these designated areas.

3.17 A target of 30% woodland cover is assigned to Frodsham Ancient Woodlands Forest Park (from 10% in 2012). The plan involves establishing a woodland framework around Frodsham and Helsby, linking to the Sandstone Ridge and long distance trail, and into the Weaver Valley (excluding the sandstone escarpment ridge line). A woodland buffer will be created on suitable land between the settlements and the motorway[9].

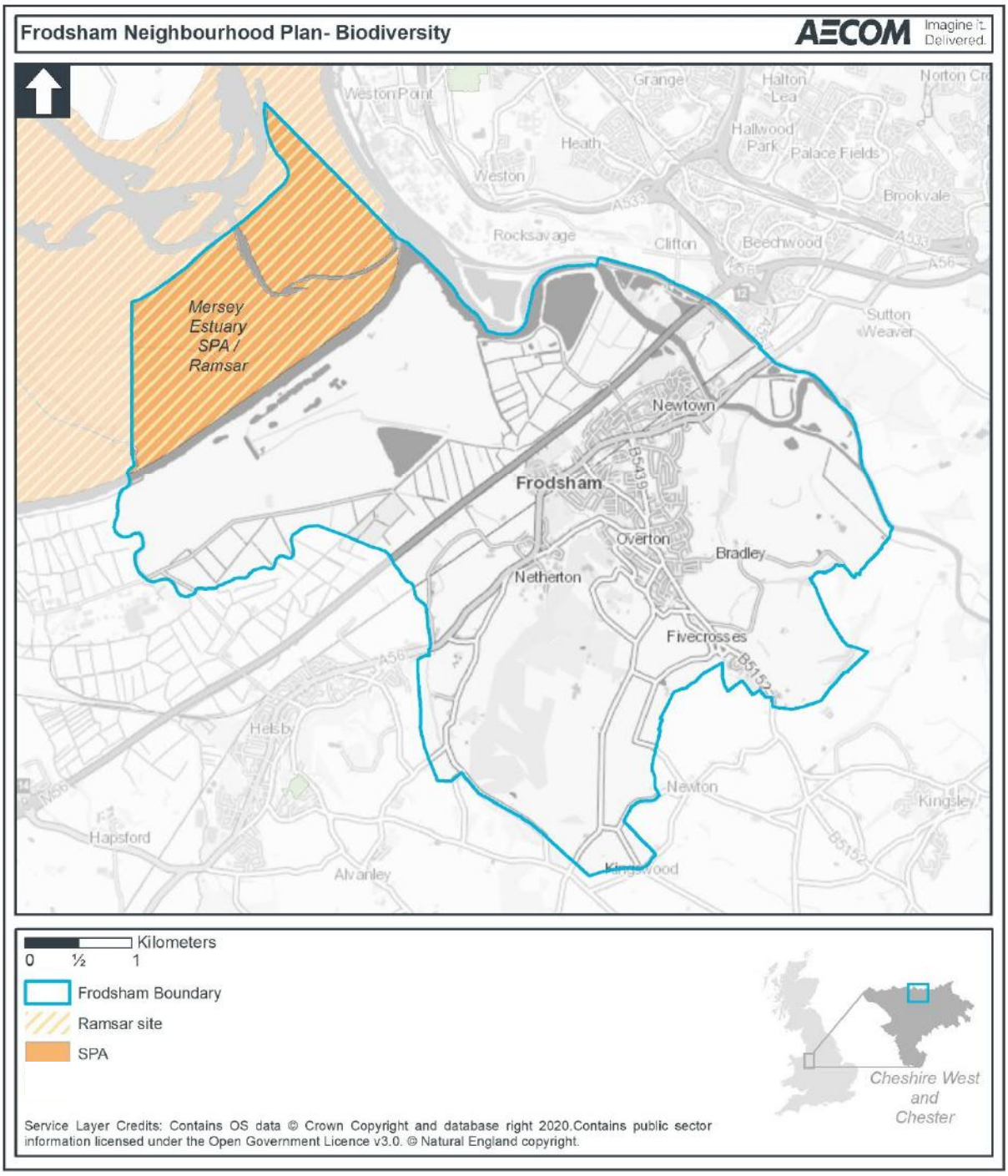
3.18 The FNP includes the intertidal area forming part of the Mersey Estuary which overlaps part of the North West Marine Plan area. The NWMP[10] sets out priorities and directions for future development within the plan area, informs sustainable use of marine resources and helps marine users understand the best locations for their activities, including where new developments may be appropriate. The plan also provides guidance on things to promote or avoid for some locations. The north west inshore marine plan area stretches from the Solway Firth border with Scotland and the River Dee border with Wales, taking in a total of approximately 4,900 square kilometres of sea. It includes: any area submerged at mean high water spring tide and the waters of any estuary, river or channel, so far as the tide flows at mean high water spring tide. The Plan areas are very busy, with a large variety of existing activities competing for limited space. There are low-lying coastlines and diverse marine environments that share the space with the numerous activities. The coastal area is home to a range of communities, with urban centres found in the southern part of the inshore marine plan area and predominantly rural communities to the north. The north west marine plan areas are of particular importance to several bird species, reflected in the number of statutory and non-statutory designated sites. Coastal areas are characterised by estuaries in the north and south with Morecambe Bay, the largest area of continuous intertidal mudflats and sandflats in the United Kingdom. The offshore marine plan area is characterised by muds, sands and gravels, which support a variety of benthic species and provide important spawning, nursery and feeding grounds for fish species. Marine plan areas are sensitive to recreational pressures and disturbance as well as water pollution from surface water runoff and wastewater.

Figure 3-1 Biodiversity Designations & IRZs in Frodsham



[9] Source: The Mersey Forest Plan at https://www.merseyforest.org.uk/about/plan/#policy
[10] Marin Management Organisation (Jan 2020) North West Inshore and North West Offshore Marine Plan Draft for consultation at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/857301/DRAFT_NW_Marine_Plan.pdf

Figure 3-2 Mersey Estuary SPA/ Ramsar



Future Baseline

3.19 A number of factors threaten protected and priority species and habitats within Frodsham. Notably recreational pressures, climate change, unsuitable land management and invasive species.

3.20 Development within the NDP area could encroach on certain habitats, threaten local species, and impact biodiversity networks in the absence of effective mitigation measures.

3.21 Increased development in the NDP area will place increased pressure on areas of biodiversity value and on marine plan areas due to land take for development and an increase in population. An increase in population is likely to lead to an increase in leisure and recreational pressure and increased demand for natural resources such as water. New development may lead to an increase in disturbance through human activity, loss of habitat, increased predation (e.g. from domestic pets), atmospheric, light, land and water pollution.

3.22 Habitats and species are likely to continue to be afforded protection through higher level planning policy (including LPP1 and LPP2) and whilst these areas face increasing pressures from future development, planning policy should safeguard the most valued areas and protect ecological networks.

Key headline issues

3.23 There are several sites of high biodiversity importance within the NDP area. These include the Mersey Estuary SPA/Ramsar/SSSI, the Beechmill wood and pasture, Frodsham Railway and Road Cuttings and Dunsdale Hollow SSSIs. The risk impact zones associated with these SSSIs extend and overlap with all of the NP area.

3.24 The Mersey Forest plan area covers the majority of the NDP area and aims to significantly increase woodland cover in the area.

3.25 The FNP overlaps part of the North West Marine Plan area. Development in the NDP area could place increased pressures on areas of biodiversity value due disturbance and polluted water runoff (or wastewater discharge)

Scoping outcome

3.26 The SEA topic 'Biodiversity' has been **SCOPED IN** to the SEA. There is potential for localised effects at sites that could be identified for development, as well as increased recreational pressure.

3.27 It will also be important to ensure that there are no significant adverse effects upon the North West Marine Plan areas and the numerous important biodiversity designated sites in the NDP area such as, the Mersey Estuary SPA/Ramsar/SSSI, the Beechmill wood and pasture, Frodsham Railway and Road Cuttings and Dunsdale Hollow SSSIs.

3.28 There may also be opportunities to enhance ecological networks and achieve net biodiversity gains through targeted local policies

What are the SEA objectives and appraisal questions for the Biodiversity SEA theme?

3.29 The SEA topic 'Biodiversity' has been scoped in to the SEA. Table 3-4 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 3-4 SEA Framework of objectives and assessment questions: Biodiversity

SEA Objective	Supporting Questions
Protect, maintain and enhance biodiversity habitats and species; achieving a net environmental gain and stronger ecological networks.	Will the option/proposal help to: • Support connections between habitats in the Plan area? • Avoid significant impacts on designated sites within the NP area including; the Mersey Estuary SPA/Ramsar/SSSI, Beechmill wood and pasture, Frodsham Railway and Road Cuttings and Dunsdale Hollow SSSIs? • Avoid significant impacts from air pollution, urban water drainage and surface water runoff, on the designated biodiversity sites and areas forming part of the North West Marine Plan. • Support continued improvements to the designated sites in the Neighbourhood Plan area? • Achieve a net gain in biodiversity? • Support access to, interpretation and understanding of biodiversity? • Increase the resilience of biodiversity in the Neighbourhood Plan area to the effects of climate change?

4. Climatic Factors (flood risk and climate change)

4.1 This theme focuses on activities contributing to climate change, climate change mitigation and adaptation to the effects of climate change including flood risk.

Policy Context

4.2 Table 4.1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 4-1 Plans, policies and strategies reviewed in relation to climate change

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
Clean Air Strategy	2019	https://www.gov.uk/government/publications/clean-air-strategy-2019
Clean Growth Strategy	2017	https://www.gov.uk/government/publications/clean-growth-strategy
The 25 Year Environment Plan	2018	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf
Decarbonising Transport: Setting the Challenge	2020	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/932122/decarbonising-transport-setting-the-challenge.pdf
UK (second) National Adaptation Programme 2018 to 2023	2018	https://www.gov.uk/government/publications/climate-change-second-national-adaptation-programme-2018-to-2023
Draft Flood Risk Management Plans	2021	https://consult.environment-agency.gov.uk/fcrm/flood-risk-management-plans-information-page/
North West Marine Plan	2021	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004490/FINAL_North_West_Marine_Plan__1_.pdf
CWCC 'climate emergency' declaration	2019	The Climate Emergency (cheshirewestandchester.gov.uk)
The CWCC Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
The CWCC Local Plan Part 2	2019	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/

4.3 The key messages emerging from the review are summarised below:

- The FNP is required to be in general conformity with the NPPF, which seeks proactive planning approach to both mitigate and adapt to climate change. Planning policies are expected to improve the resilience of communities and infrastructure to climate change impacts, avoid inappropriate development in the flood plain, and support the move to a low carbon economy. The NPPF recognises the potential for planning to shape places in ways that contribute to radical reductions in greenhouse gas emissions, and deliver long-term resilience; including through reuse, regeneration and conversion.

- The Clean Growth Strategy, Clean Air Strategy and the 25-year Environment Plan are a suite of documents which seek to progress the government's commitment under the UK Climate Change Act to becoming net zero by 2050. The documents set out detailed proposals on how the government will tackle all sources of air pollution, whilst maintaining an affordable energy supply and increasing economic growth. This parallels with the 25-year Environment Plan, which further seeks to manage land resources sustainably, recover and reinstate nature, protect soils and habitats, increase resource efficiency, improve water quality, and connect people with the environment. The documents also interlink with the government's commitment to decarbonising transport, a recognised challenge that needs more work in a timely manner if government are to achieve net zero targets. Furthermore, the decarbonisation plan recognises the twinned need to undertake action to adapt the transport sector and increase resilience to climate change risks; and this challenge is more directly addressed through the UK's National Adaptation Programme.

- The draft flood risk management plans (FRMPs) for England cover the period from 2021 – 2027. They include measures for the flood risk areas identified in 2017 for surface water flooding and in 2018 for main river and sea flooding. The EA worked with Lead Local Flood Authorities (LLFAs) and risk management authorities (RMAs) to produce the FRMPs which are undergoing public consultation at time of writing). These strategic plans focus on areas at nationally significant area of flood risk or FRAs. The FRMP will also contribute to the delivery of the National Flood and Coastal Erosion Risk Management Strategy for England (FCERM). The latter sets out a long term approach to resilience and adaptation.

- The FNP is required to comply with the requirements of the NWMP. Of particular relevance are policies NW-CC-1, NW-CC-2 and NW-CC-3. Policy NW-CC-1 supports proposals that conserve, restore or enhance habitats that provide flood defences or carbon capture. Proposals likely to have significant adverse impacts on such habitats must demonstrate that they will follow the mitigation hierarchy, otherwise they will not be supported. Policy NW-CC-2 requires proposals to demonstrate, for the lifetime of the projects, that they are resilient to the impacts of climate change. Policy NW-CC-3 stipulates that proposals likely to have significant adverse impacts on coastal change or on climate change adaptation, inside or outside of proposed project areas, should only be supported if they demonstrate that they will follow the mitigation hierarchy.

- CWCC declared a ‘climate emergency’ in May 2019 and has been engaging with a range of partners, climate experts, community groups to understand the challenges and opportunities the Climate Emergency presents for Borough. Two plans have been produced setting out these challenges and the actions that will be taken to achieve carbon neutrality in the borough. The first is the Climate Emergency Response Plan which focuses on the borough wide response to the climate crisis. The second is the Carbon Management Plan which sets out the actions the Council needs to take to be carbon neutral by 2030. The plan provides an overview of the Council's current position in relation to carbon emissions and outlines the targets to reduce emissions throughout Council services over the next ten years.

- The LLP1, policy ENV1, the LPP2 policies DM40 and DM41 address flood risk and water management. They seek to reduce flood risk by requiring ‘all development must follow the sequential approach to determining the suitability of land for development, directing new development to areas at the lowest risk of flooding and where necessary apply the exception test’. Developers will be required to demonstrate, provide a Flood Risk Assessment (FRA) at the planning application stage (where necessary). Development proposals are required not to increase flood risk on site or elsewhere. New development will be required to include or contribute to flood mitigation, compensation and/or protection measures, where necessary, to manage flood risk associated with or caused by the development. Sustainable Drainage Systems (SuDS) implementation would be required for new development (where feasible). The LPP1 policy ENV 3 ‘Green Infrastructure’ (GI) supports the creation, enhancement, protection and management of a network of high quality multi-functional Green Infrastructure. This will be achieved by incorporating new and/ or enhanced GI into development or contributing to its provision. The policy also supports Increased planting of trees and woodlands, particularly in urban areas and the urban fringe.

Baseline Summary

Summary of current baseline

Greenhouse gas emissions

4.4 The total per capita emissions figures for Cheshire West and Chester Borough (table 4.2) are double the corresponding figures for the North West region and England as a whole. The commercial and Industrial sector is the biggest contributor, making up nearly 60% of per capita emissions in the borough. This is largely due to emissions arising from the borough's industrial corridor situated to the north of Chester. This includes the Stanlow Oil Refinery (Ellesmere Port) which is the largest individual emitter.

4.5 The overall trend shows declining emissions with levels in 2018 around 40% down on 2005 levels. This is similar to the levels of reductions observed for the wider region and nationally.

4.6 The transport sector is the second largest contributor to per capita emissions in the borough, with levels around 47% higher than those observed for the North West region and England. Again, this is likely to be associated with the substantial industrial sector in the borough.

Table 4.2: Per capita local CO_2 emission estimates; industry, domestic and transport sectors (kt CO_2)[11]

	2005	2007	2009	2011	2013	2015	2017	2018
Cheshire West & Chester								
Industrial & Commercial	12.0	11.9	10.8	9.1	9.2	7.1	7.7	6.3
Domestic	2.6	2.5	2.3	2.1	2.2	1.7	1.6	1.6
Transport	3.1	3.1	2.9	2.9	2.8	2.9	2.8	2.8
Total per capita	**17.8**	**17.5**	**16.0**	**14.0**	**14.1**	**11.7**	**12.1**	**10.6**
North West								
Industrial & Commercial	3.9	3.7	3.1	2.9	2.9	2.3	2.0	1.9
Domestic	2.6	2.4	2.2	2.0	2.1	1.7	1.5	1.5
Transport	2.2	2.2	2.0	2.0	1.9	1.9	1.9	1.9
Total per capita	**8.7**	**8.3**	**7.3**	**6.8**	**6.9**	**5.9**	**5.4**	**5.3**
England								
Industrial & Commercial	3.79	3.61	2.96	2.73	2.80	2.27	1.85	1.80
Domestic	2.49	2.37	2.13	1.96	2.03	1.63	1.43	1.42
Transport	2.27	2.23	2.03	1.95	1.88	1.92	1.93	1.88
Total per capita	**8.49**	**8.14**	**7.04**	**6.55**	**6.62**	**5.72**	**5.12**	**5.00**

[11] National Statistics UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2018 https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2018

Effects of climate change and adaptation

4.7 Climate change projections for the United Kingdom published as part of the UKCP18[12] programme provide detailed probabilistic projections of climate change. Although there is uncertainty in climate change predictions; the projected general trend is a move towards warmer, wetter winters and hotter, drier summers. However, natural variations mean that some cold winters, some dry winters, some cool summers and some wet summers will still occur. The following changes are likely to have taken place by 2070s. The changes mentioned below relate to an area in central England based on the 10-90th percentile range (low to high emissions) of emission scenario[13]:

- In UKCP18, the probabilistic projections provide local low, central and high changes across the UK, corresponding to 10%, 50% and 90% probability levels. These local values can be averaged over the UK to give a range of average warming between the 10% and 90% probability levels. By 2070, in the high emission scenario, this range amounts to 0.7°C to 4.2°C in winter, and 0.9°C to 5.4°C, in summer. For precipitation, corresponding ranges of UK average changes are -1% to +35% for winter, and -47% to +2% for summer, where positive values indicate more precipitation and negative values indicate reduced precipitation (drier summers).
- Hot summers are predicted to become more common, with the probability of a hot summer rising from the current 20-25% to up to 50% by the middle of the century.

4.8 Based on the above; in the future Frodsham is likely to experience, a warmer climate, with drier summers and potentially wetter winters, which means that extreme events such as floods and droughts are likely to become less predictable and possibly more frequent.

Flood risk

4.9 A level 1 strategic flood assessment[14] was completed in 2016 for Cheshire West and Chester and looked at areas that would be at risk of pluvial flooding (surface water flooding), rivers/sea (fluvial/tidal), groundwater flooding, sewers and artificial sources such as such as reservoirs and canals. This helped to identify areas at particular risk of flooding in the borough.

[12] Further information on the UKCP18 programme is available from: https://www.metoffice.gov.uk/research/approach/collaboration/ukcp/index

[13] Projections from UKCP18 Climate Change Over Land, which correspond to two emissions scenarios (Low and High). The medium emissions scenario - describes a world that has rapid economic growth, quick spreading of new and efficient technologies, and a global population that reaches 9 billion mid-century and then gradually declines. It also relies on a balance between different energy sources. The high emissions Scenario is characterised by similar economic and population trends as the medium emission scenario but with more reliance on power generation from fossil fuels. The low emissions scenario represents a more integrated ecologically friendly world, characterised by clean and resource efficient technologies, and lower global greenhouse gas emissions.

[14] Cheshire West & Chester Strategic Flood Risk Assessment (SFRA) available at http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/ev_base/sfra2016

4.10 The assessment included potential development sites within the borough and made recommendations pertaining to their suitability. The assessment makes two broad sets of recommendations A,B,C and D.

4.11 Recommendation A 'Consider withdrawal of site' lists potential development sites with 10% or greater proportion of their area in Flood Zone 3b. Flood Zone 3b refers to areas of functional floodplain (excluding developed sites protected by flood defences) these are at greater risk of flooding with a flood risk frequency of 1 in 20 or 1 in 25 years. No Frodsham sites are included in the Recommendation A list.

4.12 Recommendation B 'Exception Test'; applies to sites where the exception test would be required[15]. Such sites would need a more in-depth assessment (level 2 SFRA). Developers (and LPA) are advised to try and avoid the risk areas were possible. Recommendation B applies to sites where 10% or more of the site is within flood Zone 3a. The following Recommendation B sites are within the NDP area;

Table 4-3 Recommendation B 'Exception Test' sites in the NDP area[16]

SFRA Level 1 Site Reference	Site description-Location
JBA1427	Chapelfields, Frodsham
JBA2097	Land to north of Sutton Causeway, south-west of Weaver Navigation, Frodsham
JBA2098	Land south-east of Sutton Causeway, north of Frodsham Bridge, Frodsham

[15] NPPF Para. 158/160; refers to a method used to demonstrate that flood risk to development will be managed satisfactorily allowing necessary development to proceed in situations where suitable sites at lower risk of flooding are not available.
[16] Source: Cheshire West and Chester Level 1 Strategic Flood Risk Assessment Final Report March 2016 available at http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/ev_base/sfra2016?tab=files

4.13 The SFRA also categorises some sites as Recommendation C 'Consider site layout and design'; it recommends that these should undergo a review of site layout and / or design at the development planning stage in order for development to proceed. A Level 2 SFRA or site-specific FRA would also be required. These sites contain less than 10% within flood Zone 3 (3a or 3b). This list includes one site within the NDP area namely, the Land east of Weaver Lane, Ship Street, Frodsham (SFRA reference JBA1570). The remaining sites that are within Flood Zone 2 or Flood Zone 1, are listed under Recommendation D 'Development permitted subject to FRA'. These are considered to be at lower risk of flooding and development could be permitted, provided a site-specific FRA shows they can be safe and the sites can be shown to be sequentially preferable.

4.14 Figure 4.1 indicates the location of flood risk zones 2 and 3 in Frodsham. There is a band of Flood Zone 3 along the length of the M56 running through the NDP area. There is also a Flood Zone 3 area along the coastal area north west of the NDP area and the River Weaver.

Climate change adaptation

4.15 There is no baseline information or data relating specifically to climate change adaptation. However, there is a range of green infrastructure that will benefit communities in terms of flood risk, hotter summers and wetter winters. The borough includes international and national, natural environmental designated sites, marshes and forests. The Cheshire green belt covers 42% of the borough's land area. The borough also benefits from blue infrastructure, such as rivers, other water bodies and the sea.

4.16 CWCC's open space study (2016-2030) assessed the existing provision of open space within the borough. The assessment states that Frodsham has a total provision of around 122 ha of open space which includes; allotments, amenity green space, parks, recreation grounds, play space, natural green space, education, churchyards and cemeteries (Table 4.3). The assessment developed an open space standard against which it assessed provision in Frodsham. The study concluded that there is an undersupply of all types of open space in Frodsham with the exception of parks and recreation grounds. The total shortfall for each types of open space is reproduced in Table 4.4 below.

Table 4-4 Open space provision in Frodsham[17]

Type	Existing Provision
Allotments	1.23
Amenity Green Space	3.44
Park and Recreation Ground	12.44
Play Space (children)	0.39
Play Space (youth)	0.14
Natural Green Space	98.83

Table 4-5 Open space shortfall in Frodsham

Type	Shortfall (Ha)
Allotments	-0.13
Amenity Green Space	-2.01
Play Space (children)	-0.06
Play Space (youth)	-0.13
Total shortfall	-2.33 Ha

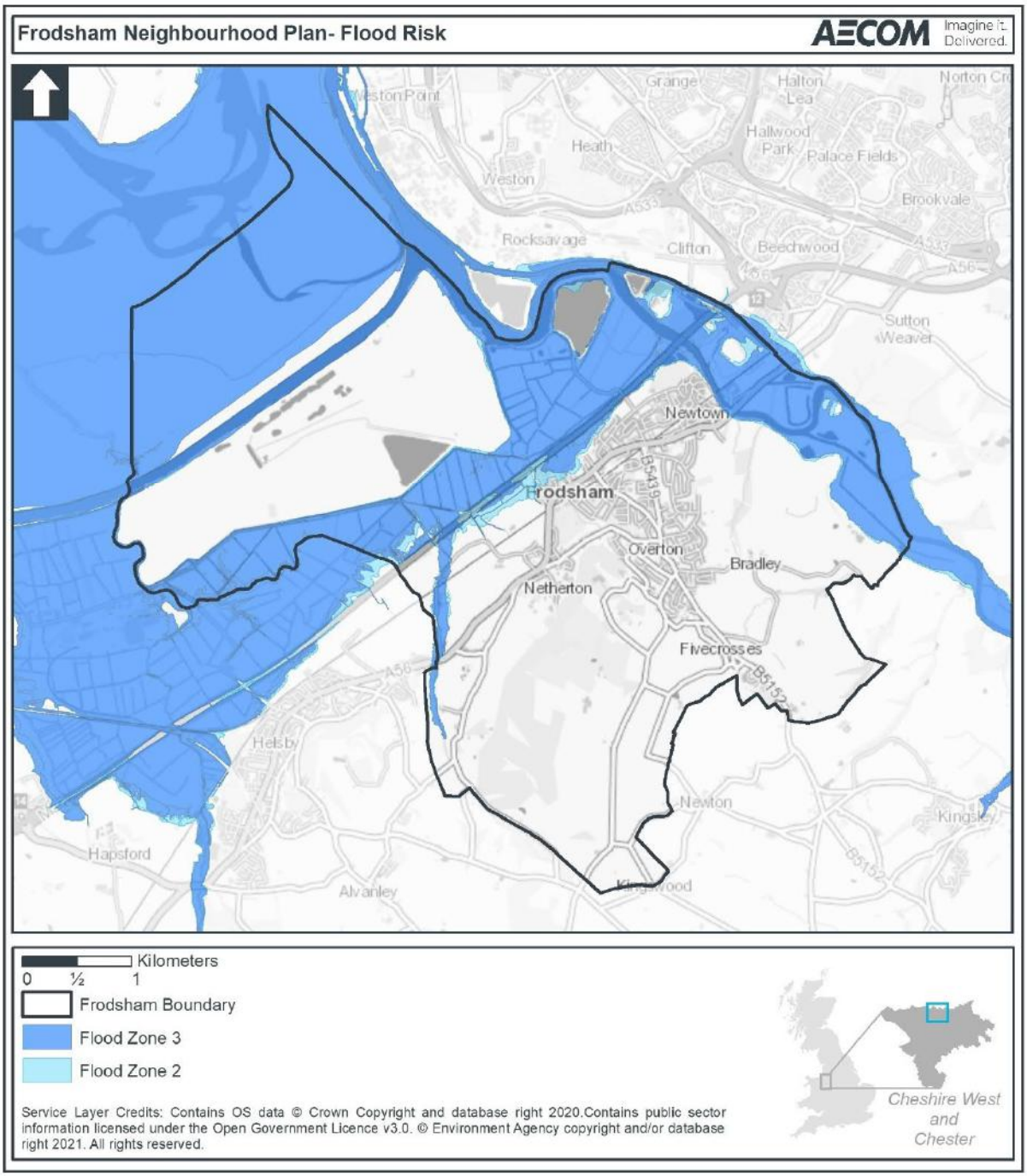
4.17 The CWCC Open Space Study also assessed accessibility of the existing open space within the borough. The findings for Frodsham are reproduced in table 4-6.

[17] Source: Cheshire West and Chester Open Space Study 2016-2030 available at https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/ev_base/oss_pps?tab=files

Table 4-6 Summary of open space access issues

Type	Current Access
Allotments	Small gaps are present within the south of Frodsham.
Amenity Green Space	Access generally good with a small gap in the south and west.
Parks and Recreation Grounds	Access good throughout Frodsham.
Play Space (Children)	Thin strip with no access to provision within the north east and south.
Play Space (Youth)	No access to Play spaces (Youth) along the east of Frodsham.
Natural Green Space	Access is generally good.
Natural Greenspace, green corridors and Rights of Way	Frodsham has a good network of ROW, linking with natural space.

Figure 4-1 Fluvial Flood Risk in the NDP area



Summary of future baseline

4.18 There is potential for climate change to increase the occurrence of extreme weather events in the NDP area. Such weather events are likely to increase the risks associated with climate change (including fluvial flooding) with an increased need for resilience and adaptation.

4.19 In terms of climate change, GHG emissions could decrease through the adoption of energy efficient measures and cleaner energy (especially in Industry and transport sectors, key contributors in the NDP area). However, increases in population could counteract this.

4.20 Flood risk at any specific location may be influenced by local factors such as existing formal or informal flood defences and the capacity of existing drainage systems or road/rail culverts. The adoption of sustainable urban drainage systems (SuDs) and introduction of Green Infrastructure within development schemes may reduce the speed of surface water run-off and have positive effects in terms of mitigating flood risk.

4.21 Development in any instance has the potential to exacerbate flood risk within and in the vicinity of the NDP area by increasing the volume of surface water run-off, or by introducing areas of hard standing which could increase the speed of surface water run-off. The risk would be greatest if development were to take place in proximity of Flood Zone 2 or Flood Zone 3 areas.

4.22 In the absence of the Plan, there will still be a need to satisfy policy measures relating to flood management.

Key headline issues

4.23 The key issues are as follows:

- Average per capita CO2 emissions are substantially higher in the borough compared to the rest of the North West and England.
- Total greenhouse gas emissions are on a downward trend.
- The NDP area falls predominantly within Flood Zone 1, although there are stretches of Flood Zone 2 and 3 running along the Mersey Estuary, the River Weaver and a band along the M56.
- There is potential for surface water flooding to occur across the NDP area, although areas susceptible to this are scattered amongst areas with lower risk of fluvial flooding.
- The likelihood of flooding from fluvial and non-fluvial sources could be exacerbated by development in the NDP area. However, opportunities for mitigation exist in sustainable design and Sustainable Urban Drainage.

Scoping outcome

4.24 With regards to climate change mitigation, the Plan is unlikely to have a significant effect on carbon emissions. It is limited in the ability to implement higher standards of energy efficiency, and there are no plans in the scope of the Plan to identify areas of potential for renewable energy schemes. The scale of growth will not lead to significant emissions beyond what might be otherwise experienced in the absence of the Plan (likewise, any reduction is not likely to be significant). Therefore, this factor has been **SCOPED OUT** of the SEA process.

4.25 Resilience to climate change and flood risk has been **SCOPED IN** to the SEA. There is the potential to explore how resilience to climate change can be enhanced as well as contributing towards flood risk mitigation. Flood risk could also be an important factor in terms of the site selection process.

What are the SEA objectives and appraisal questions for the Climatic Factors SEA theme?

4.26 The SEA topic 'Climatic Factors' has been scoped in to the SEA, with a focus on resilience and adaptation. Table 4-7 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 4-7: SEA Framework of objectives and assessment questions: Climatic Factors

SEA Objective	Supporting Questions
Avoid and manage flood risk and support the resilience of the Frodsham Neighbourhood Plan area to the potential effects of climate change.	Will the option/proposal help to: • Improve green infrastructure networks in the plan area to support adaptation to the potential effects of climate change? • Ensure flood risk and erosion is not increased and where possible reduced • Sustainably manage surface water run-off, ensuring that the risk of flooding is not increased (either within the plan area or downstream) and where possible reduce flood risk? • Ensure the potential risks associated with climate change are considered through new development in the plan area? • Avoid placing development in areas that are at the greatest risk of flooding?

5. Historic Environment

5.1 This theme focuses on designated and non-designated heritage assets (including archaeology) and their setting.

Policy Context

5.2 Table 5-1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 5-1 Plans, policies and strategies reviewed in relation to the historic environment

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
The 25 Year Environment Plan	2018	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf
The National Design Guide	2019	https://www.gov.uk/government/publications/national-design-guide
Historic England Advice Note 1: Conservation Area Appraisal, Designation and Management	2019	https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/
Historic England Advice Note 3: The Setting of Heritage Assets	2017	https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/
Historic England Advice Note 8: Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)	2016	https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/
Historic England Advice Note 11: Neighbourhood Planning and the Historic Environment	2018	https://historicengland.org.uk/images-books/publications/neighbourhood-planning-and-the-historic-environment/
North West Marine Plan	2021	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004490/FINAL_North_West_Marine_Plan__1_.pdf
The CWCC Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
The CWCC Local Plan Part 2	2019	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/

5.3 The key messages emerging from the review are summarised below:

- The key high-level principles for the conservation and enhancement of the historic environment are as follows:
  - Heritage assets should be recognised as an 'irreplaceable resource' that should be conserved in a 'manner appropriate to their significance', taking account of the wider social, cultural, economic and environmental benefits of conservation.
  - The importance of protecting the historic environment, in order to maximise the economic and social impact of heritage and to ensure that everyone can enjoy and benefit from it.
  - The significance of places is the key element which underpins the conservation and enhancement of the historic environment. Significance is a collective term for the sum of all the heritage values attached to a place, be it a building an archaeological site or a larger historic area such as a whole village or landscape.
  - With regards to Conservation Areas (CA); recognising the value of implementing controls through the appraisal and/or management plans which positively contribute to the significance and value of CAs.
- The FNP will be required to be in general conformity with the NPPF, which ultimately seeks to conserve and enhance historic environment assets in a manner appropriate to their significance. The NPPF seeks planning policies and decisions which are sympathetic to local character and history without preventing or discouraging appropriate innovation. Planning Practice Guidance expands on the NPPF recognising the proactive rather than passive nature of conservation.
- The Historic environment plays an important role; contributing to healthy and thriving ecosystems, landscapes and cultural values, including settlement identity, is reiterated through the key messages of the 25 Year Environment Plan and National Design Guide.
- Historic England's Advice Notes provide further guidance in relation to the conservation and enhancement of the historic environment. Of particular relevance for the FNP is the emphasis on the importance of:
  - Understanding the different types of special architectural and historic interest which underpin designations, as well as how settings and / or views contribute to the significance of heritage assets;
  - Recognising the value of implementing controls through neighbourhood plans, conservation area appraisals and management plans; and
  - Appropriate evidence gathering, including clearly identifying those issues that threaten an area or assets character or appearance and that merit the introduction of management measures.
- The FNP is required to conform with the NWMP and policy NW-HER-1 is of particular relevance here as it seeks to conserve and enhance marine and coastal heritage assets. Proposals that may cause harm to the significance of heritage assets must demonstrate that they will follow the mitigation

hierarchy. Where it is not possible to mitigate then public benefits for proceeding with the proposal must outweigh the harm to the significance of the heritage assets.

- The FNP will also be required to be in general conformity with the Local Plans covering the FNP area which contain policies directly relating to the historic environment. The LPP1 policy ENV5 seeks to protect heritage assets requiring that development safeguard and enhance designated and on-designated heritasge assets and their settings. Development would be required to positively respond to such assets and their settings, avoiding loss or harm to their significance. The policy also supports the viable re-use of hertigae-at-risk assets.
- In addition to conserving the historic environment, the FNP should seek to identify opportunities to enhance the fabric and setting of the historic environment. It should also seek to rejuvenate features and areas which are at risk of neglect and decay. Development likley to have significant, unavoidable, adverse impacts will not be permitted. The policy is further reinforced by LPP2 policy DM46 which pertains to the protection of Conservation Areas.

Baseline Summary

Summary of current baseline

Designated Heritage Assets

5.4 The NDP area contains a Conservation Area (CA) and numerous heritage assets (see figure 5-1) including 62 listed buildings, a registered Park and Gardens and a Scheduled Monument (Table 5-1). These heritage assets have been designated by Historic England as being of special interest by way of their historic and architectural value. However, there are likely to be numerous other, non-designated buildings or features, within the area that have local historic or architectural merit.

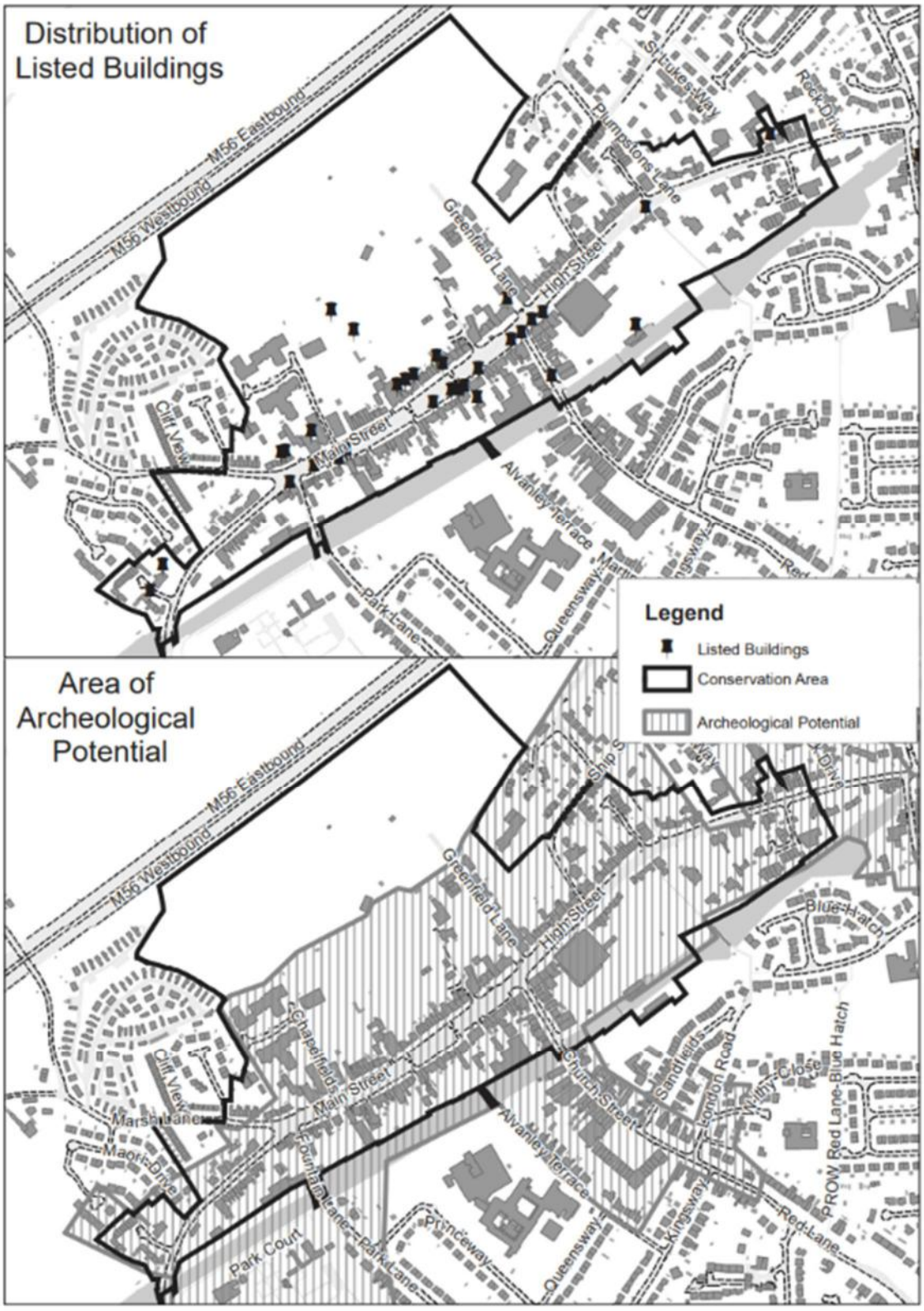
5.5 Frodsham (Town) Conservation Area sits astride a long established highway (figure 5-1). The part of the town that forms this conservation area is constrained between more recent parallel-aligned transport links, a railway and a motorway. It is essentially linear in urban form and character. Properties survive from the medieval period. Timber-framed and thatched cottages sit next to red brick and slate dwellings and more substantial and formal Georgian, Victorian and Edwardian structures. There are numerous listed and locally important buildings, including some unique structures[18]. The CA area appraisal notes there has seen some inappropriate alterations (e.g. shop fronts and fascias). Threats to the CA character include disrepair and residential development of contrasting, often inappropriate, design and scale. Examples include; inappropriate materials such uPVC windows and doors. Through traffic, background noise from the M56 and parking on the main street are cited as creating further adverse impacts such as hazard, noise and smell.

5.6 Scheduled Monuments are nationally important archaeological sites. Permission to alter scheduled monuments is required from the Secretary of State. The NP area has one Scheduled Monument in the form of a Hillfort on the crest of the sandstone ridge at Woodhouse Hill. The fort is one of a number of hillforts on the sandstone outcrop which bisects the county from the Mersey estuary to the Welsh border near Wrexham.[19]

[18] Source: Frodsham (Town) Conservation Area Appraisal (August 2006) available at https://www.cheshirewestandchester.gov.uk/documents/planning-and-building-consultancy/total-environment/conservation-and-design/conservation-area-appraisals/Frodsham(Town)conservationareaappraisal_part1.pdf

[19] Heritage Gateway, List Entry Summary available at https://www.heritagegateway.org.uk/Gateway/Results_Single.aspx?uid=1013297&resourceID=5

Figure 5-1 Frodsham Conservation Area



Source: Frodsham (Town) Conservation Area Appraisal

Table 5-2 Frodsham Heritage Assets

Designations	
Grade I	1
Grade II*	1
Grade II	62
Scheduled Monuments	1 (hillfort, woodhouse hill)
Registered Parks and Gardens	1 (Castle Park)

Heritage at Risk

5.7 Since 2008, Historic England has released an annual Heritage at Risk Register. The Heritage at Risk Register highlights some of the Grade I, Grade II (within London) and Grade II* listed buildings, scheduled monuments, conservation areas, wreck sites and registered parks and gardens in England deemed to be 'at risk'. There are currently no heritage at risk entries on the Register for Frodsham.

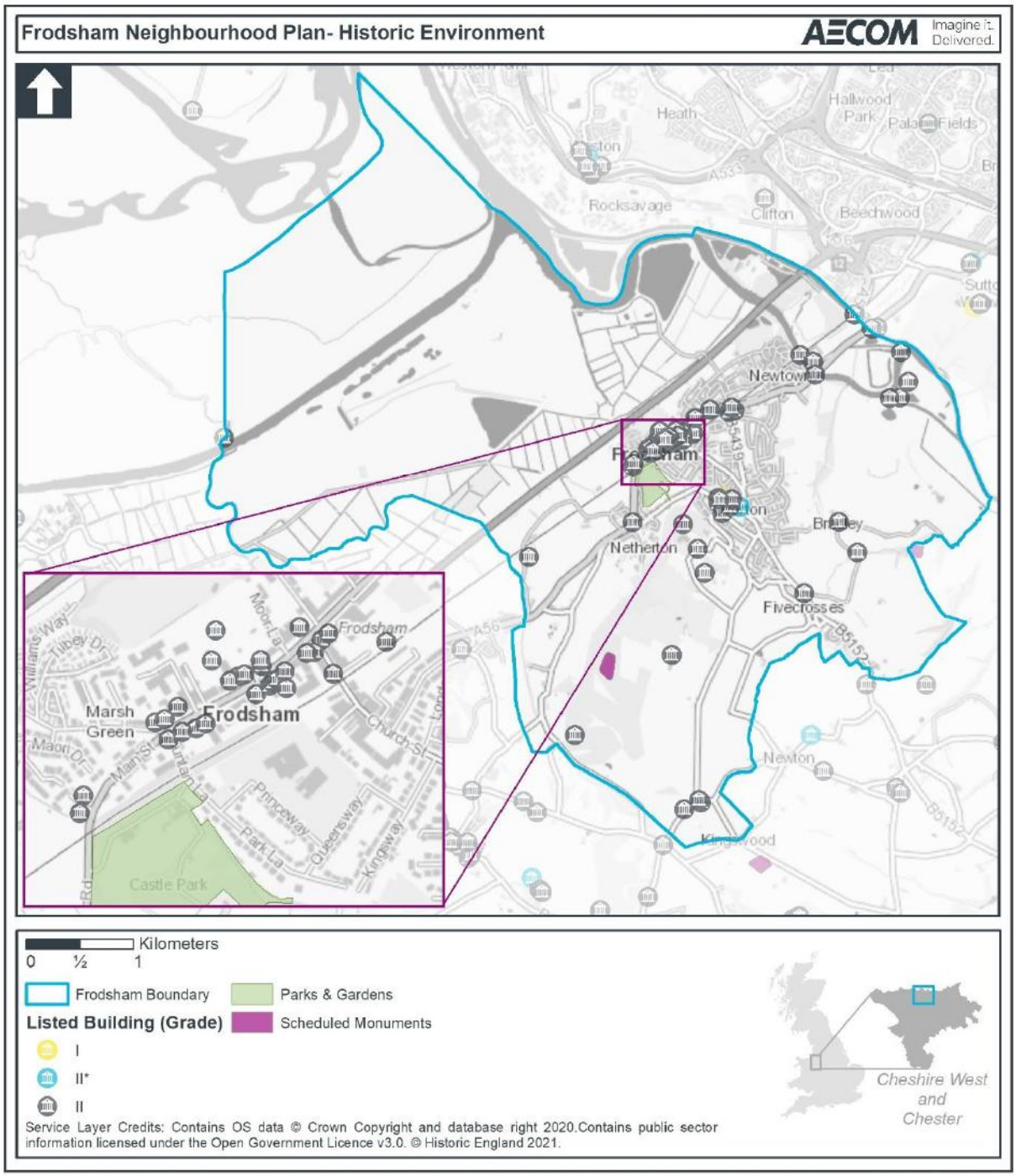
Locally important features

5.8 In addition to designated heritage assets, the NP area is likely to contain many non-designated buildings and sites that contribute to the historic environment. The Cheshire Historic Environment Record (HER) currently lists 93 entries for Frodsham. These are mainly buildings But also include other assets of historic interest such as, an Anti-Aircraft Battery (at Overton), boundary stones, wells, Radio Station (Frodsham Hill), Fish Ponds, Mills etc.

5.9 There are around 400[20] sites of archaeological interest within the NDP area. The majority being Medieval, Roman, Bronze Age, Neolithic and Anglo-Saxon.

[20] ARCHI UK https://www.archiuk.com/cgi-bin/archi_new_search_engine.pl?search_location=SJ%2052%2077&search_type=archi_town_search&pwd=freesearch@freesearch.com&TownName=FRODSHAM&county=Cheshire&search_range=10000&period=&font_size=&placename=Frodsham&info2search4=archi_town_search&keywords=

Figure 5-2 Heritage designations in Frodsham



Summary of future baseline

5.10 The numerous heritage assets in the NP area render the area sensitive to change. Heritage assets are significant not only due to their physical presence but also due to their setting. The NPPF defines setting as "the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral." Setting includes, for example, key views of the asset in its wider context. Development pressures and poor management of heritage assets may lead to the gradual degradation and erosion of the historic environment in the FNP area.

5.11 Development in the NDP area has the potential to impact on the fabric and setting of heritage assets and upon the character of the townscape. This may lead to negative effects, such as the delivery of unsympathetic design and material use. Conversely, it could lead to positive effects through redevelopment of derelict and underused land and buildings. In the absence of a plan, there is less strategic direction for Frodsham though; meaning that negative effects may be more likely to occur.

5.12 It should be noted that historic environment designations and the historic environment related policies within the Local Plan (Parts 1 and 2) would offer a degree of protection to heritage assets and their settings regardless.

Key headline issues

5.13 The key issues are as follows:

- The NDP area contains numerous heritage assets including a Scheduled Monument, Listed Buildings and a registered Park and Gardens, which could be affected by policies and proposals within the plan (either positively or negatively). Furthermore, there are numerous non-designated heritage assets in the NP area which are particularly vulnerable to change, and these must be similarly protected by assessing the impacts of policies / proposals on their significance and contribution to the historic environment. Assessment of the significance of affected heritage assets (a statement of heritage significance) must stem from the interest(s) of the heritage asset (archaeological, architectural, artistic or historic)[21].

[21] Historic England Advice Note 12 "Statements of Heritage Significance: "Analysing Significance in Heritage Assets"

Scoping outcome

5.14 Historic Environment has been **SCOPED IN** to the SEA as there is potential for significant effects upon heritage assets and their settings. It is also important to ensure that the wider character of the built and natural environment is protected and enhanced.

What are the SEA objectives and appraisal questions for the Historic Environment SEA theme?

5.15 The SEA topic 'Historic Environment' has been scoped in to the SEA. Table 5-3 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 5-3 SEA Framework of objectives and assessment questions: Historic Environment

SEA Objective	Supporting Questions
Protect, enhance and manage the integrity, distinctive character and setting of heritage assets and the wider historic environment.	Will the option/proposal help to: • Conserve, better reveal the significance, and enhance heritage assets, their setting and the wider historic environment? • Contribute to better management of heritage assets? • Identify and protect / enhance features of local importance? • Support access to, interpretation and understanding of the historic environment? • Consider the impact on setting in a manner proportionate to the significance of the heritage asset affected. • Promote heritage-led regeneration?' • Lead to the repair and adaptive re-use of a heritage asset and encourage high quality design?

6. Landscape

6.1 This theme focuses on designated and protected landscapes within or near to the FNP area, as well as landscape character, landscape quality and visual amenity.

Policy Context

6.2 Table 6-1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 6-1: Plans, policies and strategies reviewed in relation to landscape

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
The 25 Year Environment Plan	2018	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf
The National Design Guide	2019	https://www.gov.uk/government/publications/national-design-guide
Cheshire West and Chester Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
Cheshire West and Chester Local Plan Part 2	2019	https://inside.cheshirewestandchester.gov.uk/policies_plans_and_strategies/planning_policy/local_plan/local_plan__part_two
Frodsham Design Code	2019	AECOM report commissioned by the FNP Steering Group

6.3 The key messages emerging from the review are summarised below:

- The FNP will be required to be in general conformity with the NPPF which gives great weight to FNP conserving and enhancing protected landscapes, as well as landscape character and scenic beauty. The NPPF recognises the role of green infrastructure in landscape settings, as well as the importance of designated biodiversity sites, habitats, woodland, historic features, agricultural land and cultural landscapes. The positive contribution that land remediation can make in terms of addressing despoiled, degraded, derelict, contaminated and unstable land is also recognised.
- The 25-year Environment Plan and National Design Guide complement each other with their aims for a cleaner, greener country which puts the environment first and celebrates the variety of natural landscapes and

habitats. Design is focused on beautiful, enduring and successful places, which respond to local character and provide a network of high quality green open spaces.

- The FNP will also be required to be in general conformity with the Local Plan policies covering the FNP area. The CWCC LPP2 policy ENV2 (Landscape) seeks to protect and enhance landscape character and local distrinctivness by identifying key gaps in LP land allocations and between settlements in the greenbelt and protecting these by maintaining their character, supporting designation of Local Green Space and protecting the borough's estuaries and undeveloped coast. Policy DM49 (Registered parks and gardens) seeks to protect landscapes registered as Historic Parks and Gardens by ensuring great weight is given to the assets' conservation and significance.

- The FNP Steering group commissioned AECOM to produce a Design Code for Frodsham with the aim of providing design principles and codes for all development in Frodsham Parish, which can be applied to potential development sites. A series of design codes have been produced to provide guidance for developments in Frodsham. Of particular relevance to landscape and townscape are:

    - Key Views and Vistas (KVV) requires development to be planned to respond to existing view corridors and reinforce views of existing landmarks. The spacing of development should allow for long distance views of Frodsham Hill or open countryside. Key vistas should be protected by controlling development densities and building heights, particularly when in the sight lines of local landmarks.

    - Environmental Designations (GI-ED) includes the requirement that development enhance biodiversity and geodiversity wherever possible. This will involve restoring and increasing the total area of natural habitats and landscape features.

    - Open Space (GI-OS) requires residential development to provide appropriate quantity and quality of outdoor private amenity space. Development adjoining public open spaces should enhance the character of the space helping create a sense of place.

    - Woodland, Tress and Hedgerows (GI-WTH) requires schemes to replace trees, hedgerows and woodland lost through new development. The spacing of development should reflect the rural character and allow for long distance views of the countryside from the public realm. Trees and landscaping should be incorporated in the design. Within the countryside, frontage areas should preserve the rural character of the roads by retaining grass verges, hedgerows and trees.

Baseline Summary

Summary of current baseline

6.4 National Character Areas (NCAs) are areas that share similar landscape characteristics, and which follow natural lines in the landscape rather than administrative boundaries, making them a good decision making framework for the natural environment. In this regard, the Frodsham Neighbourhood Plan area falls within two NCAS: the ‘’Mersey Valley’ NCA and the ‘Cheshire Sandstone Ridge’ NCA (Figure 6-1).

6.5 The Mersey Valley NCA consists of a wide, low-lying river valley landscape focusing on the River Mersey, its estuary, associated tributaries and waterways. Farmland in the north of the Mersey Valley NCA is predominantly arable, while in the south there is a mix of arable and pasture. Urban and industrial developments line the banks of the River Mersey. Industrial infrastructure is often prominent, with large-scale, highly visible development including chemical works and oil refineries.[22]

6.6 A number of Statements of Environmental Opportunity (SEOs) have been prepared for the Mersey Valley NCA which highlight areas that could be enhanced and/or protected by development brought through the Plan. These are detailed below:

- SEO 1: Conserve and enhance the Mersey Valley’s rivers, tributaries and estuary, improving the ability of the fluvial and estuarine systems to adapt to climate change and mitigate flood risk while also enhancing habitats for wildlife and for people’s enjoyment of the landscape.
- SEO 2: Promote the Mersey Valley’s historic environment and landscape character and positively integrate the environmental resource with industry and development, providing greenspace within existing and new development, to further the benefits provided by a healthy natural environment, as a framework for habitat restoration and for public amenity.
- SEO 3: Manage the arable and mixed farmland along the broad linear Mersey Valley, and create semi-natural habitats, woodlands and ecological networks, to protect soils and water, enhance biodiversity, increase connectivity and improve the character of the landscape, while enabling sustainable food production.
- SEO 4: Manage and enhance the mossland landscape in the east, safeguarding wetlands including the internationally important lowland raised bogs, to conserve peat soils, protect and enhance biodiversity, conserve archaeological deposits, contribute to landscape character and store carbon.

[22] Natural England (2013): ’60 Mersley Valley’ [online] available at: http://publications.naturalengland.org.uk/publication/6387892108656640?category=587130

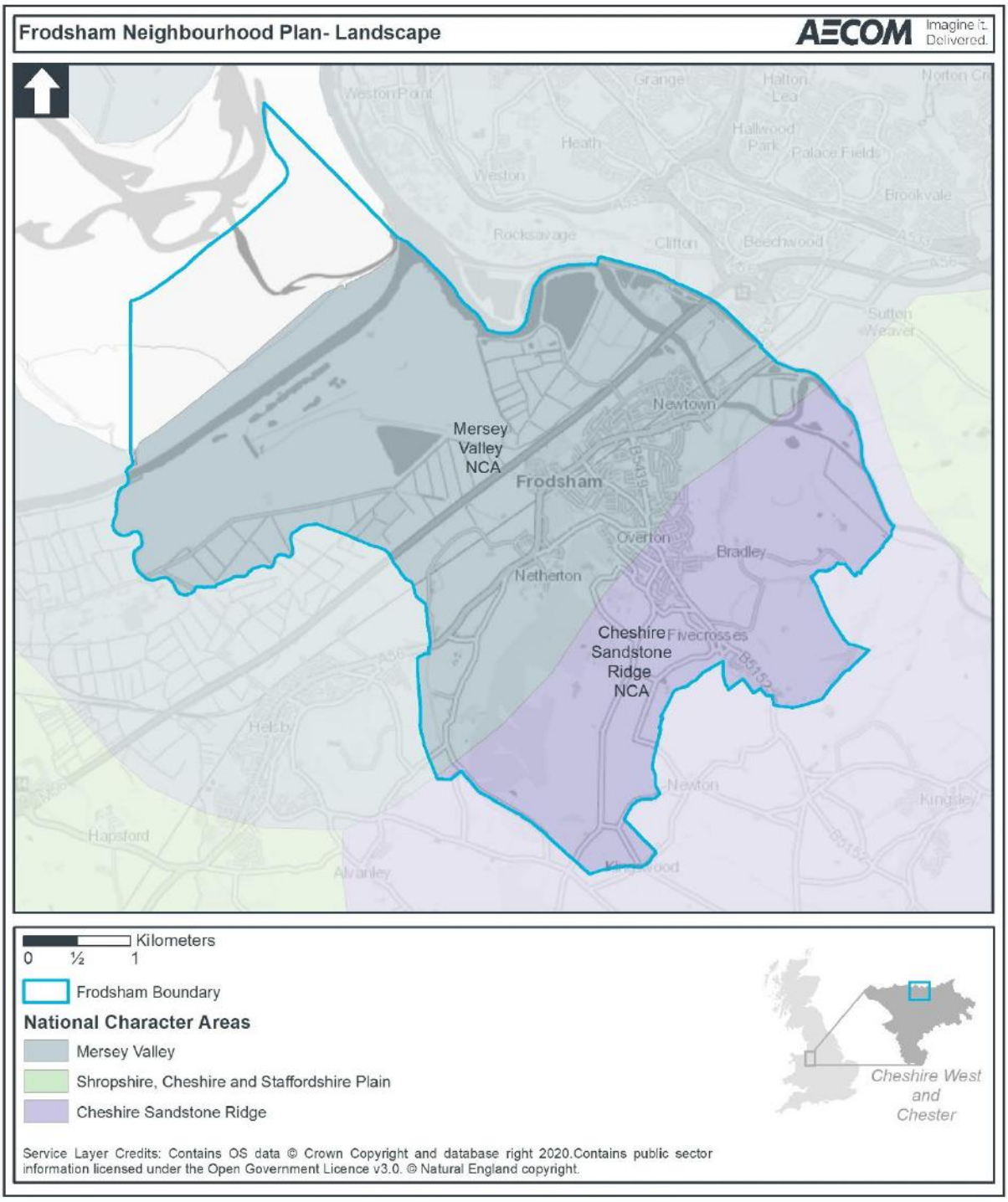
6.7 The Cheshire Sandstone Ridge NCA is situated between Malpas and Frodsham. Compared with the surrounding plain, the NCA has a strong mosaic of broadleaved mixed woodland comprising ancient woodland and some post-medieval conifer plantations, with large blocks of commercially managed conifers to the east. A thick layer of glacial till covers the lower slopes of the ridge and the surrounding plain is punctuated by numerous ponds and meres. Lowland heath was once more widespread, but now consists solely in discrete areas.[23]The NCA has been shortlisted for Area of Outstanding Natural Beauty (AONB) designation. The AONB designation offers protection under the Countryside and Rights of Way Act 2000 (CROW Act). It protects the land to conserve and enhance its natural beauty.

6.8 A number of Statements of Environmental Opportunity (SEOs) have been prepared for the Cheshire Sandstone Ridge NCA, which highlight areas that could be enhanced and/or protected by development brought through the Plan. These are detailed below:

- SEO 1: Manage and enhance the rivers, streams and wetland habitats, including flood plain grazing marsh and wet woodland, protecting them from diffuse pollution and maintaining the integrity and unique conditions for the preservation of the lakes and standing waters of internationally important sites.
- SEO 2: Manage and expand areas of semi-natural woodland, restore and reinstate hedgerows and hedgerow trees, protect and restore ancient woodland, for example in the Delamere Forest Park and throughout the Mersey Forest, thus reducing habitat fragmentation to benefit landscape character, biodiversity, resource protection and climate regulation while enhancing the recreational, educational and experiential qualities of the NCA.
- SEO 3: Protect and manage the geological sites, with an emphasis on demonstrating the strong link between geology and its influence on landscape and industrial development, and promoting greater understanding of the link between wildlife and geodiversity, particularly in the distribution of habitats and species, recognising the importance of former extraction sites for both geodiversity and biodiversity.
- SEO 4: Manage and, where appropriate, expand areas of characteristic heathland and other priority habitats, including lowland meadows and lowland grassland, thus reducing habitat fragmentation to benefit landscape character, sense of place, biodiversity and resource protection while enhancing the recreational and experiential qualities of the NCA.

[23] Natural England (2014): '62 Cheshire Sandstone Ridge' [online] available at: http://publications.naturalengland.org.uk/publication/5655719219036160?category=587130

Figure 6-1 Frodsham National Character Areas



6.9 Landscape Character Assessment (LCA) is an assessment of the distinct and recognisable pattern of elements that occur consistently in a particular landscape. The Chester and Cheshire West LCA details 16 separate landscape types and 53 separate landscape areas within the authority. The main settlement area of Frodsham is identified as an 'Urban area'. However, the north westernmost part of the Plan area falls within the 'Drained Marsh' LCT and, beneath this, the Frodsham, Helsby and Lordship Marshes LCA.[24]

6.10 The Drained Marsh LCT is located on former saltmarsh or mudflats adjacent to the Dee and Mersey estuaries. It is drained by inter-connecting networks of drainage channels arranged in a regular, often linear pattern, and this gives the impression of an open unenclosed landscape. The former marsh resulted from the marine and alluvial deposits of clay, salt and silt deposited under tidal and estuarine influence. This overlies Kinnerton Sandstone, Chester Pebble Beds and Wilmslow Sandstone. Soils comprise humic and alluvial gleys on the improved reclaimed coastal floodplain. Small patches of scrub are common, with few trees. Where there are hedgerows they are mostly grown out and in poor condition. Reeds and other aquatic or emergent plants are mainly restricted to ditches. The drained marsh has ornithological interest as a wintering ground for wading birds and wildfowl as well as birds of prey. Marshland is an unappealing location for settlement and as such these areas have remained largely unsettled, restricted to a few isolated farms.[25]

6.11 The Frodsham, Helsby and Lordship Marshes LCA (shown in Figure 6-2) underlies the north westernmost part of the Plan area. Key characteristics of this landscape include[26]:

- A flat, low lying landscape of former mudflats and saltmarsh alongside the Mersey Estuary, contrasting with surrounding built development (previously designated as an Area of Significant Local Environmental Value).
- Strong interconnection and intervisibility with LCT 16 Mudflats and Saltmarsh to the north.
- A landscape etched with a distinctive pattern of straight drainage ditches which delineates the field pattern of planned 19th century enclosure.
- Incomplete hedgerow boundaries provide partial enclosure along some field boundaries.
- Canal dredging grounds defined by high earth embankments.
- An isolated, bleak and open landscape, where settlement is limited to isolated farms linked by rough tracks between ditches.

[24] Cheshire West and Chester Gov (n.d.): 'LCT 4: Drained Marsh' [online] available at: https://www.cheshirewestandchester.gov.uk/documents/planning-and-building-consultancy/total-environment/landscape-assessment/LCT4_Drained_Marsh.pdf
[25] Cheshire West and Chester Gov (n.d.): 'LCT 4: Drained Marsh' [online] available at: https://www.cheshirewestandchester.gov.uk/documents/planning-and-building-consultancy/total-environment/landscape-assessment/LCT4_Drained_Marsh.pdf
[26] Cheshire West and Chester Gov (n.d.): 'LCT 4: Drained Marsh' [online] available at: https://www.cheshirewestandchester.gov.uk/documents/planning-and-building-consultancy/total-environment/landscape-assessment/LCT4_Drained_Marsh.pdf

- Although much of the LCA is actively farmed, the degraded hedgerows and broken fencing shows this to be a landscape in need of improved management. Some land to north of Lordship Lane remains in use for canal dredgings and has undergone change as a result of the preliminary works for the permitted windfarm.
- Wet grassland species have been lost and ditches are eutrophic as a result of the intensive agricultural use of the land.

6.12 The Cheshire West and Chester Local Authority indicate that the overall management strategy for this landscape should be to enhance and restore the condition of habitats and features of the marshes whilst safeguarding its open character, through measures such as[27]:

- Encouraging recreational development as a means of managing some of the more derelict and degraded areas of the landscape.
- Maintaining the distinctive field pattern that reveals the planned 19th century enclosure of the marsh.
- Seeking to restore thorn hedgerows that are falling into decline.
- Considering opportunities to create views across the Mersey Estuary.
- Conserving the 'remote' character of the marshes away from the main transport corridor of the M56.
- Consider views to and from the Frodsham Sandstone Ridge and Helsby Hill when planning any change.

[27] Cheshire West and Chester Gov (n.d.): 'LCT 4: Drained Marsh' [online] available at: https://www.cheshirewestandchester.gov.uk/documents/planning-and-building-consultancy/total-environment/landscape-assessment/LCT4_Drained_Marsh.pdf

Figure 6-2 The Frodsham, Helsby and Lordship Marshes[28]



[28] Cheshire West and Chester Gov (n.d.): 'LCT 4: Drained Marsh' [online] available at: https://www.cheshirewestandchester.gov.uk/documents/planning-and-building-consultancy/total-environment/landscape-assessment/LCT4_Drained_Marsh.pdf

6.13 At the parish level, Frodsham Town Council conducted a review of landscape and townscape types within the local area. Seven landscape types were identified, listed below[29]:

- LCT 1: Estuary.
- LCT 2: Reclaimed Saltmarsh.
- LCT 3: Floodplain.
- LCT 4: Valley-side.
- LCT 5: Scarp Foot.
- LCT 6: Wooded Escarpment.
- LCT 7: Undulating Elevated Land.

6.14 With regards to townscape, fifteen townscape areas were identified within the town, these are shown in Figure 6-3 and detailed in Table 6-1.

[29] K Gee (2008) Landscape Character Assessment of Frodsham Civil Parish UNPUBLISHED.

Table 6-2 Townscape areas, Frodsham[30]

Townscape area	Key characteristics	Extent
Townscape Area 01: Marsh Lane	The area is predominantly residential. Many properties are brick built with pitched slate or tile roofs.	The Marsh Lane Townscape Area comprises properties on the northwestern edge of the town and is bounded by the embankment of the Chester to Warrington railway line in the southeast.
Townscape Area 02: Motorway Buffer Zone	The area is predominantly green infrastructure comprising a mixture of recreational open space and wildlife habitat that has developed from agricultural land since the Preston Brook to Hapsford section of the M56 was opened in 1971.	The Motorway Buffer Zone is an area of Green Belt land between the Town Policy Boundary and the M56.
Townscape Area 03: Commercial Core	The public face of the Commercial Core is a diverse mix of buildings mostly with domestic origins. The character of the core owes much to its surviving historic buildings and their use of contrasting building materials and styles.	The area is located between Castle Park and Marsh Lane Townscape Areas in the west and the Frodsham Bridge Townscape Area to the east.
Townscape Area 04: Ashton Drive	The area has grown in discrete phases since the mid-20th century and each development retains much of its original character, e.g. among the older developments are the tile□hung 'Cornish' houses on Ship Street and Hayes Crescent.	The Ashton Drive area lies on the northern edge of Frodsham and is bisected by the railway line: the larger part, north of the railway, has vehicular access from Ship Street and St Hilda's Drive; whilst the southern part is reached from Volunteer Street.

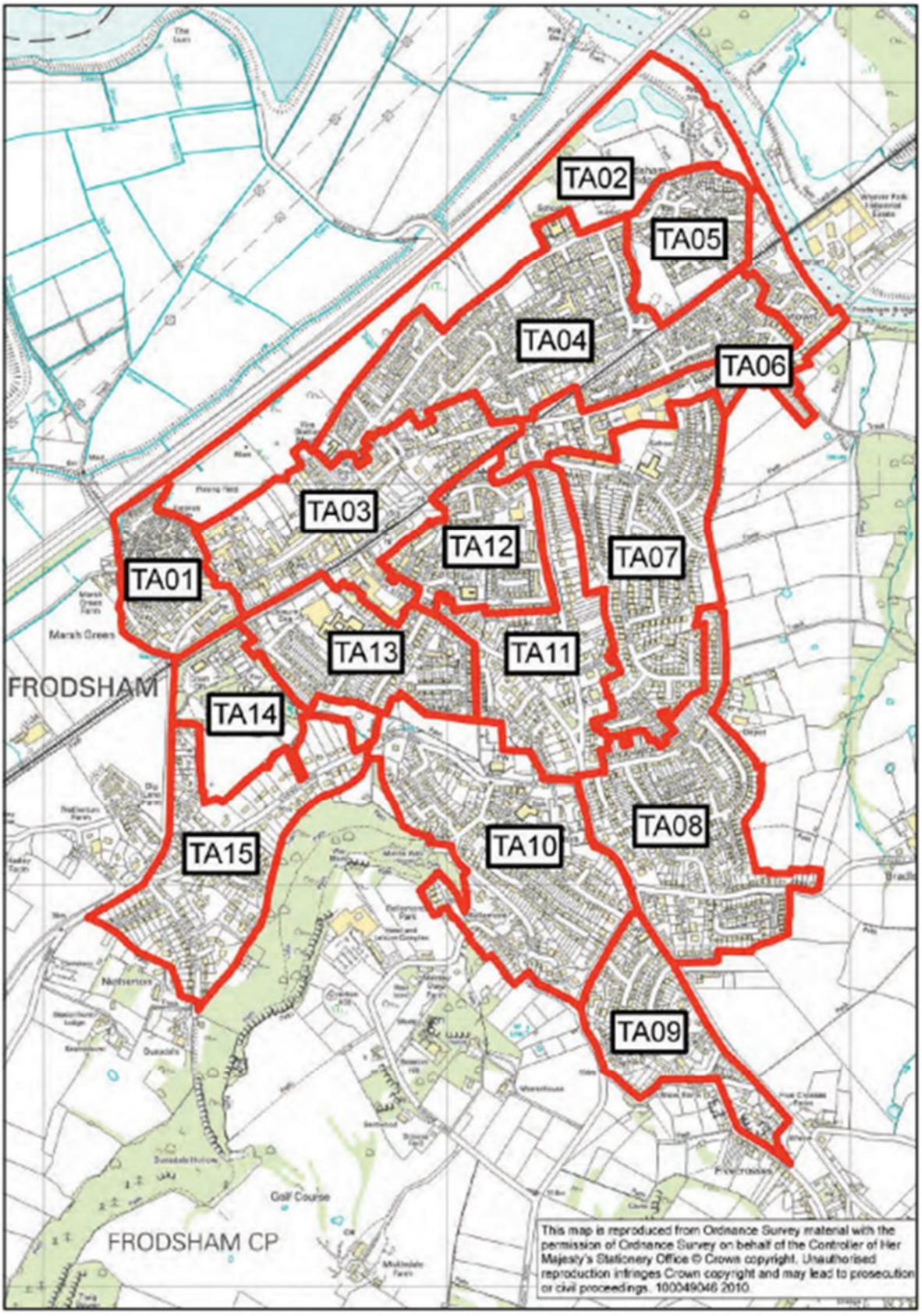
[30] Frodsham Town Council (2010): 'Frodsham Design Statement' [online] available at: http://frodshamplan.org.uk/images/docsandreps/Town%20Design%20Statement%20-%20Frodsham%20-%20July%202010.pdf

Townscape Area 05: Saltworks Farm	Detached houses in a variety of styles predominate along the curving principal road with semi-detached and terraced properties common on the cul-de-sac spurs.	This townscape area is located in the northeast of Frodsham, in the residential hub at Saltworks Farm.
Townscape Area 06: Frodsham Bridge	Frodsham Bridge Townscape Area is characterised by its domestic / commercial mix concentrated along the south side of Bridge Lane.	Frodsham Bridge Townscape Area reaches the Town Policy Boundary at the river's edge in the east and the Green Belt/Town Policy Boundary in the south. The area extends westwards along Bridge Lane to its junction with Fluin Lane.
Townscape Area 07: The Lakes	Properties vary in size and type: they are mostly 2-storey detached houses and dormer bungalows, e.g. Penrith Close and Borrowdale Close, with semi-detached houses in Silverdale Close and Thirlmere Close, and semi-detached bungalows in Keswick Drive. Building materials are predominantly brick with tiled roofs in a variety of modern styles.	The area is on the eastern side of town on land that rises to the south and east. The medieval salt route / hollow way, leading to Bridge Lane and the former river port, marks the area's eastern edge and the Town Policy Boundary.
Townscape Area 08: Doric Avenue	The Doric Avenue Townscape Area is predominantly residential and reflects development that has taken place since pre-Victorian times to the late 20th century resulting in a wide variety of property types and styles.	Doric Avenue is central to this townscape area and links two busy access routes: Townfield Lane and Bradley Lane.

Townscape Area 09: Five Crosses	Five Crosses Townscape Area is almost entirely residential, but includes former sandstone quarries, now wildlife habitat, on the west side of Kingsley Road. The area reflects development has taken place since the Victorian era to the late 20th century, resulting in a large range of architecture.	The area lies on the southern edge of town, between Kingsley Road and Manley Road, on land that rises to the southwest below the wooded slopes of Beacon Hill.
Townscape Area 10: Overton	Overton Townscape Area is mainly residential but includes a core of small businesses and community facilities centred on School Lane and the northern ends of Hillside Road and Bellemonte Road.	The area is situated at Overton in the south west of Frodsham.
Townscape Area 11: Fluin Lane	The Fluin Lane Townscape Area is entirely residential and development ranges from Victorian to 21st century in age.	The Fluin Lane Townscape Area extends southwards from the western end of Langdale Way and rises steadily to Townfield Lane.
Townscape Area 12: Community Centre	A large amount of 1960s development surrounds o lder property in this area. Specific design features that contribute to local distinctiveness include decorative brickwork detail on eaves, gable ends and chimneys, terracotta roof ridge tiles, doorways and front wall detail in Sandfields.	The Community Centre Townscape Area lies between Church Street and Fluin Lane with railway property forming its northern boundary.
Townscape Area 13: Kingsway	The Kingsway Townscape Area is predominantly residential and properties demonstrate a diversity of styles with ages ranging from Victorian to 21st century. Most are medium sized semi-detached houses with a few bungalows and some larger properties interspersed.	The Kingsway Townscape Area is bounded by the railway embankment to the northwest and by the extensive green wedge of Castle Park and Churchfields to the south.

Townscape Area 14: Castle Park	Castle Park Townscape Area forms the major part of the Frodsham (Castle Park) Conservation Area; most of the park is a Registered Historic Park and Garden, the lower park is part of the Frodsham Area of Archaeological Potential, and all of it is part of the green infrastructure.	The Castle Park area is situated at the site of the fortified manorhouse / “castle” in late medieval times in the west of Frodsham.
Townscape Area 15: Howey Lane	The Howey Lane Townscape Area is characterised by its verdant appearance and is a valuable component of the town’s green infrastructure. The area extends out to the Green Belt on three sides, and to Castle Park in the north.	The area is located in the south west of Frodsham and extends out to the Green Belt / Town Policy Boundary on three sides, and to Castle Park in the north.

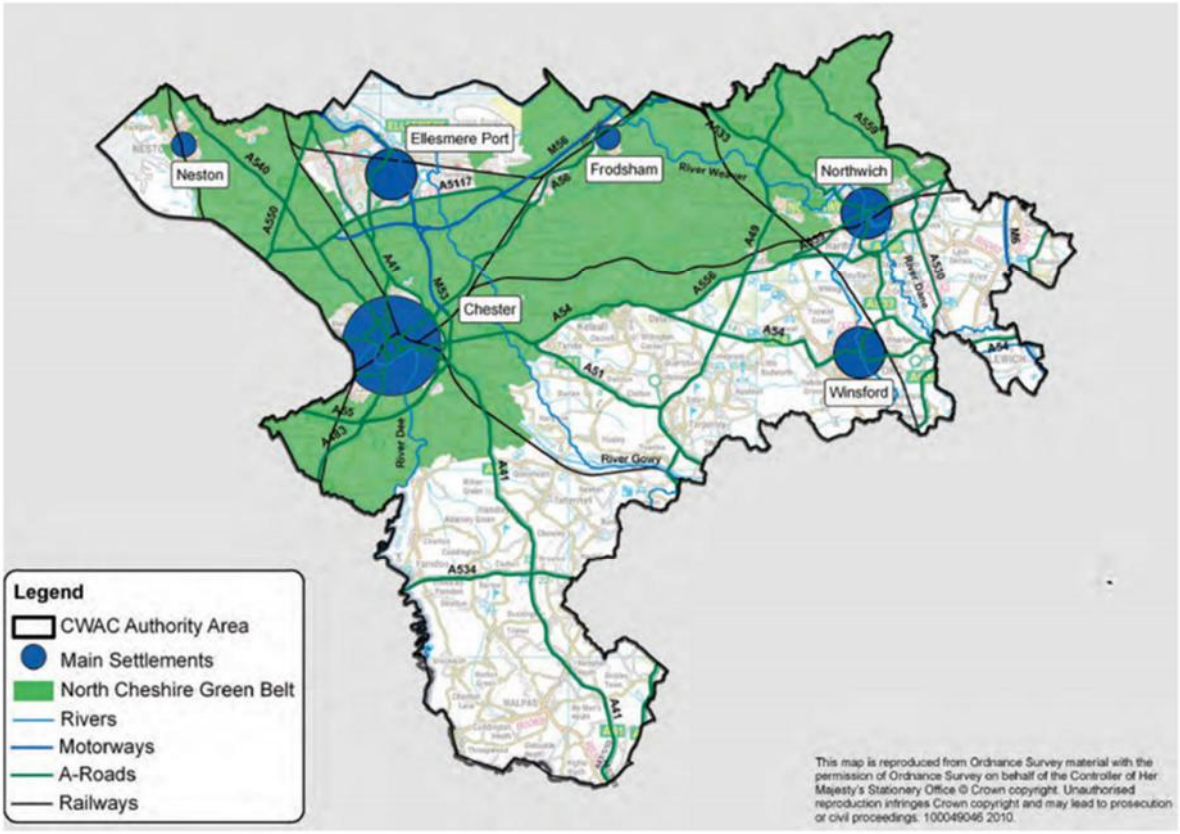
Figure 6-3 Frodsham Townscape Areas[31]



[31] Frodsham Town Council (2010): 'Frodsham Design Statement' [online] available at: http://frodshamplan.org.uk/images/docsandreps/Town%20Design%20Statement%20-%20Frodsham%20-%20July%202010.pdf

6.15 Green belts act as important mechanism to prevent urban sprawl/extensive urbanisation within an area, and protect the countryside. The North Cheshire Green Belt covers the entirety of the Plan area (shown in Figure 6-4, below).

Figure 6-4 North Cheshire Green Belt[32]



Summary of future baseline

6.16 Several policies noted within the adopted local plan provide some protection to current landscape features in Frodsham, including STRAT 9 (Green belt and countryside), ENV2 (Landscape) and STRAT 8 (Rural Area).

6.17 However, depending on the scale of development, a lack of overall vision and framework could result in the delivery of less sympathetic development styles, layouts and material choice. This could have a disruptive impact on the landscape through the lack of cohesive development. Insensitive development could also result in the loss of landscape features and adverse visual impact. Conversely, sensitive development presents an opportunity to enhance the existing townscape character of Frodsham whilst respecting the key characteristics of the landscape.

[32] Frodsham Town Council (2010): 'Frodsham Design Statement' [online] available at: http://frodshamplan.org.uk/images/docsandreps/Town%20Design%20Statement%20-%20Frodsham%20-%20July%202010.pdf

Key headline issues

6.18 The key issues are as follows:

- There are valuable landscapes in the NP area that make a significant contribution to the character of the area. These comprise the Drained Marsh LCT and its corresponding LCAs.
- The North Cheshire green belt, which encompasses the majority of the Plan area will require protection in line with Policy STRAT 19 of the Local Plan.
- Frodsham Town Council have noted fifteen townscape areas, each with their own unique characteristics that contribute to the sense of place of the Plan area. Development brought forward through the plan will need to take into account the style, layout and massing of current features of notable landscape value within these areas.
- The Local Plan's policies offer a degree of protection to landscape assets and their settings, but insensitive development could have a disruptive impact on landscape

Scoping outcome

6.19 Landscape has been **SCOPED IN** to the SEA as there is potential for significant effects upon the character of landscapes. The FNP allocates sites for housing which can potentially have impacts (positive and negative) on landscape.

What are the SEA objectives and appraisal questions for the Landscape SEA theme?

6.20 The SEA topic 'Landscape' has been scoped in to the SEA. Table 6-3 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 6-3: SEA Framework of objectives and assessment questions: Landscape

SEA Objective	Supporting Questions
Protect, enhance and manage the distinctive character and appearance of landscapes.	Will the option/proposal help to: • Conserve, better reveal the significance and enhance landscape assets? • Contribute to better management of landscape assets? • Identify and protect/enhance features of local importance? • Support access to, interpretation and understanding of the surrounding landscape? • Improve linkages to open space and the countryside? • Preserve and enhance the North Cheshire Green Belt?

7. Land, Soil and Water Resources

7.1 This theme focuses on the quality of soil resources, the extent of mineral resources, water supply resources and water quality in the FNP area.

Policy Context

7.2 Table 7-1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 7-1 Plans, policies and strategies reviewed in relation to land, soil and water resources

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
The 25 Year Environment Plan	2018	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf
Safeguarding our Soils: A strategy for England	2009	https://www.gov.uk/government/publications/safeguarding-our-soils-a-strategy-for-england
Future Water: The government's water strategy for England	2011	https://www.gov.uk/government/publications/future-water-the-government-s-water-strategy-for-england
Water for Life	2011	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/228861/8230.pdf
United Utilities' Water Resource Management Plan (WRMP)	2019	https://www.unitedutilities.com/corporate/about-us/our-future-plans/water-resources/water-resources-management-plan/
North West River Basin District Management Plan	2015	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/718335/North_West_RBD_Part_1_river_basin_management_plan.pdf
Cheshire Replacement Minerals Local Plan	2019	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?pointId=1419339111281

Document Title	Year of publication	Weblink
Cheshire West and Chester Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
Cheshire West and Chester Local Plan Part 2	2019	https://inside.cheshirewestandchester.gov.uk/policies_plans_and_strategies/planning_policy/local_plan/local_plan__part_two
Cheshire Waterways Strategy	2016	http://chester.westcheshiregrowth.co.uk/wp-content/uploads/sites/2/2016/01/Chester-Waterways-Strategy-FINAL.pdf#:~:text=Main%20focus%20of%20Chester%E2%80%99s%20Waterways%20Strategy%20is%20on,through%20Chester%20to%20the%20Welsh%20border%20at%20Saltney.

7.3 The key messages emerging from the review are summarised below:

- The FNP will be required to be in general conformity with the NPPF, which seeks to protect high quality soil resources, and improve the water environment; recognising the wider benefits of natural capital and derived from ecosystem services. Furthermore, the NPPF recognises the need to take account of the long-term implications of climate change and build resilience in this respect. The NPPF encourages efficient land use, utilising brownfield land opportunities and land remediation schemes where appropriate and delivering environmental gains.

- The 25-year Environment Plan presents a focus for environmental improvement in the next couple decades, with aims to achieve clean air, clean and plentiful water, and reduced risk from environmental hazards. This includes measures to improve soil quality, restore and protect peatlands, use water more sustainably, reduce pollution, maximise resource efficiency and minimise environmental impacts. This leads on from and supports the soil strategy for England (Safeguarding our soils) which seeks to ensure that all England's soils will be managed sustainably and degradation threats tackled successfully by 2030, as well as the national water strategies which seek to secure sustainable and resilient water resources and improve the quality of waterbodies, and the national waste plan which seeks to identify measures being taken to move towards a zero waste economy.

- The United Utilities WRMP further highlights the acute stresses that the catchment faces in the coming years and the challenges faced by the council in terms of securing water resources into the future in one of the driest regions in England. The Plan sets out how the organisation will ensure the sufficient supply of water over a 25-year period (2020-2045). The plan objective is to manage demand, offsetting future demand pressures through leakage reductions (20% by 2025 and over 40% by 2045) and increased resilience.

- The FNP will also be required to be in general conformity with the Cheshire Replacement Minerals Local Plan, which form part of the Local Development Frameworks for each county. These plans identify and safeguard sites and resources important to the continued sustainable management of mineral extractions and waste arisings.
- Furthermore, the FNP will also be required to be in general conformity with the Local Plans covering the FNP area, which contain policies specifically relating to efficient land use, the sustainable use of resources, soil protection, the efficient use of water, and protection for water quality.
- Additionally, the Cheshire Waterways Strategy (2016) presents opportunities to enhance and improve waterways systems in Cheshire.

Baseline Summary

Summary of current baseline

Soil resources

7.4 The Agricultural Land Classification categorises land into six grades (plus 'non-agricultural' and 'urban'), where Grades 1 to 3a are the 'best and most versatile' land (BVM) and Grades 3b to 5 are of poorer quality. Figure 7-1 shows that a large portion of the Plan area is underlain by Grade 3 quality land, according to the pre-1988 assessment. Though it is not possible to ascertain whether this land is Grade 3a or 3b, the 'Predictive BMV Land Assessment' for the North West indicates a high likelihood of BMV land in Frodsham, in particular, in the north west of the Plan area (>60% likelihood). Additionally, there are some smaller areas of Grade 2 quality land at localized spots outside the main town of Frodsham.

7.5 Further, as illustrated in Figure 7-2, a more detailed assessment conducted post-1988 indicates that part of the Plan area is underlain by Grade 2 ('very good quality' land) and 3a ('good quality' agricultural land). Some of this area lies adjacent to Frodsham town, the main developed part of Frodsham.

7.6 With regards to minerals, the NDP overlaps a relatively small mineral safeguarding area (MSA) at the north eastern tip of the NDP, an area lying between the M56 and the A56 just before Junction 12 of the M56. However, it should be noted that the quality of the map in the assessment is not sufficiently clear to rule out other MSAs in the area.[33] It is recommended that this is evaluated by the council at a later stage of the planning process.

[33] Cheshire West and Cheshire (2019): 'Local Aggregate Assessment' [online] available at: https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/minerals_and_waste/laa?tab=files

Figure 7-1 Indicative Agricultural Land Classification

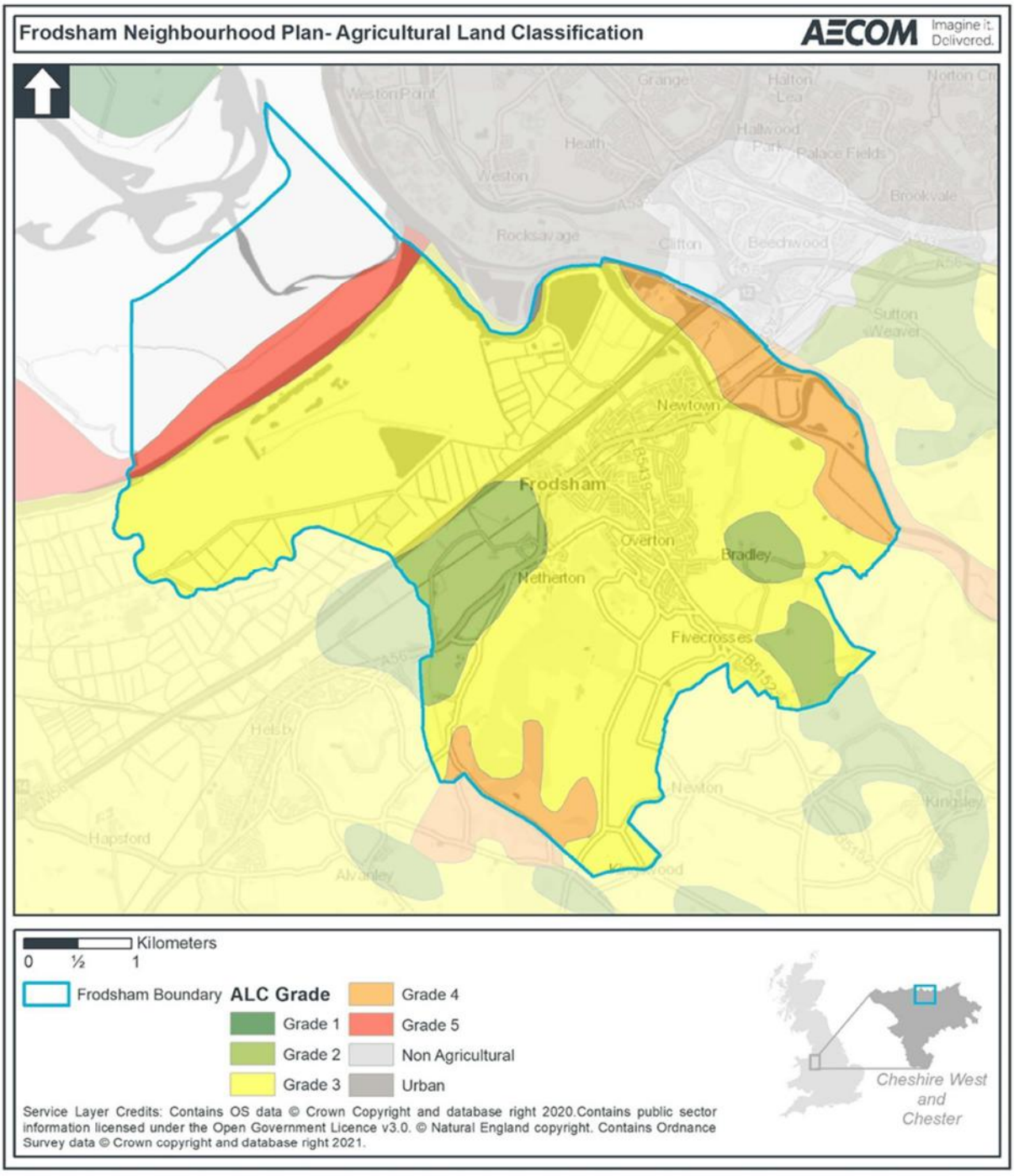
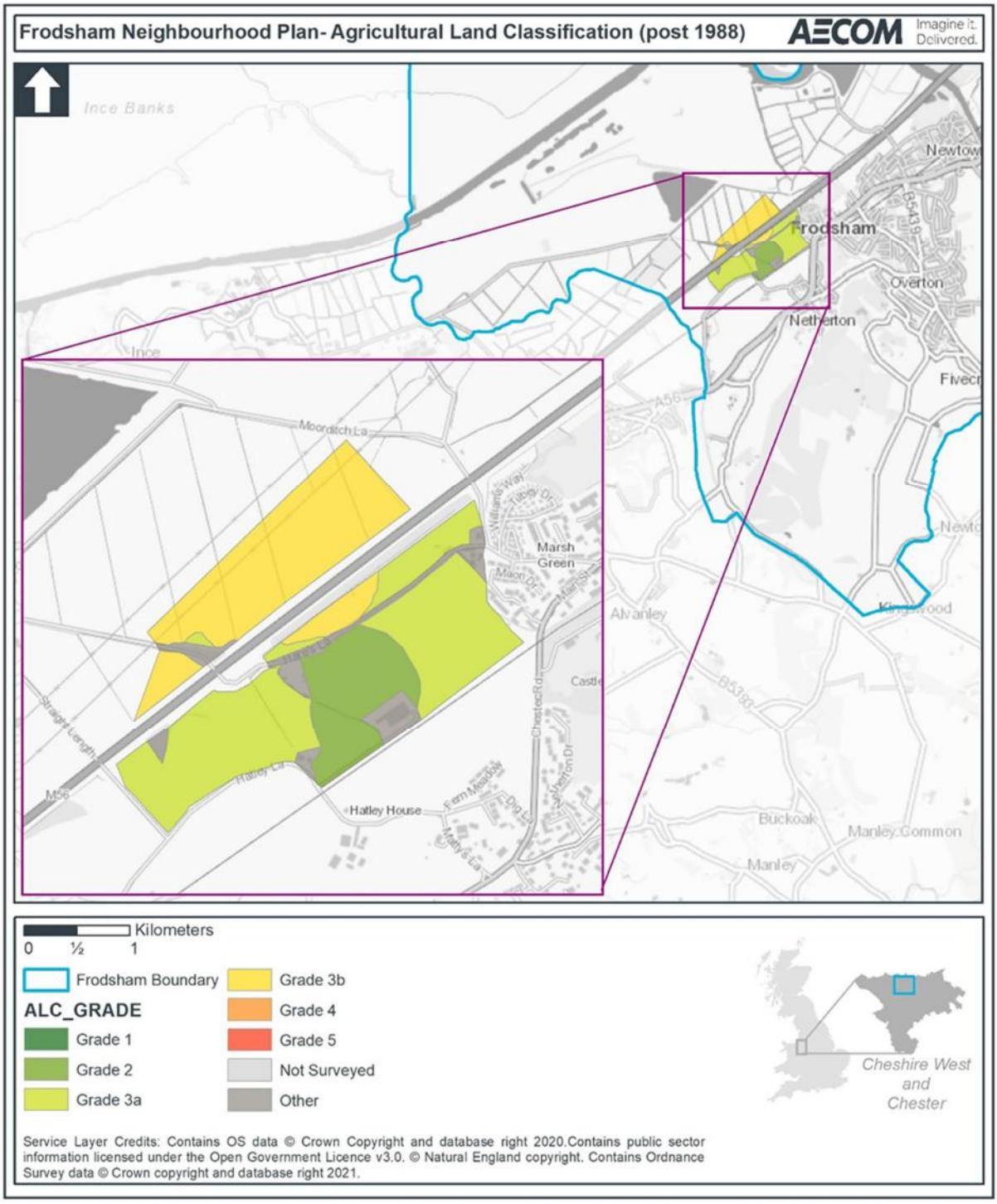


Figure 7-2 Agricultural Land Classification (Post 1988)



Watercourses and water quality

7.7 The Frodsham Plan area falls within the North West River Basin District, Weaver Gower Management Catchment and Weaver Lower Operational Catchment. The Weaver Lower Operational Catchment is located in north Cheshire and the main river in the catchment is the river weaver. Ultimately, the catchment drains into the Mersey Estuary, joining the Manchester Ship Canal at Runcorn. Around 80% of the river basin district is rural, with the majority of land being used for agriculture.[34]

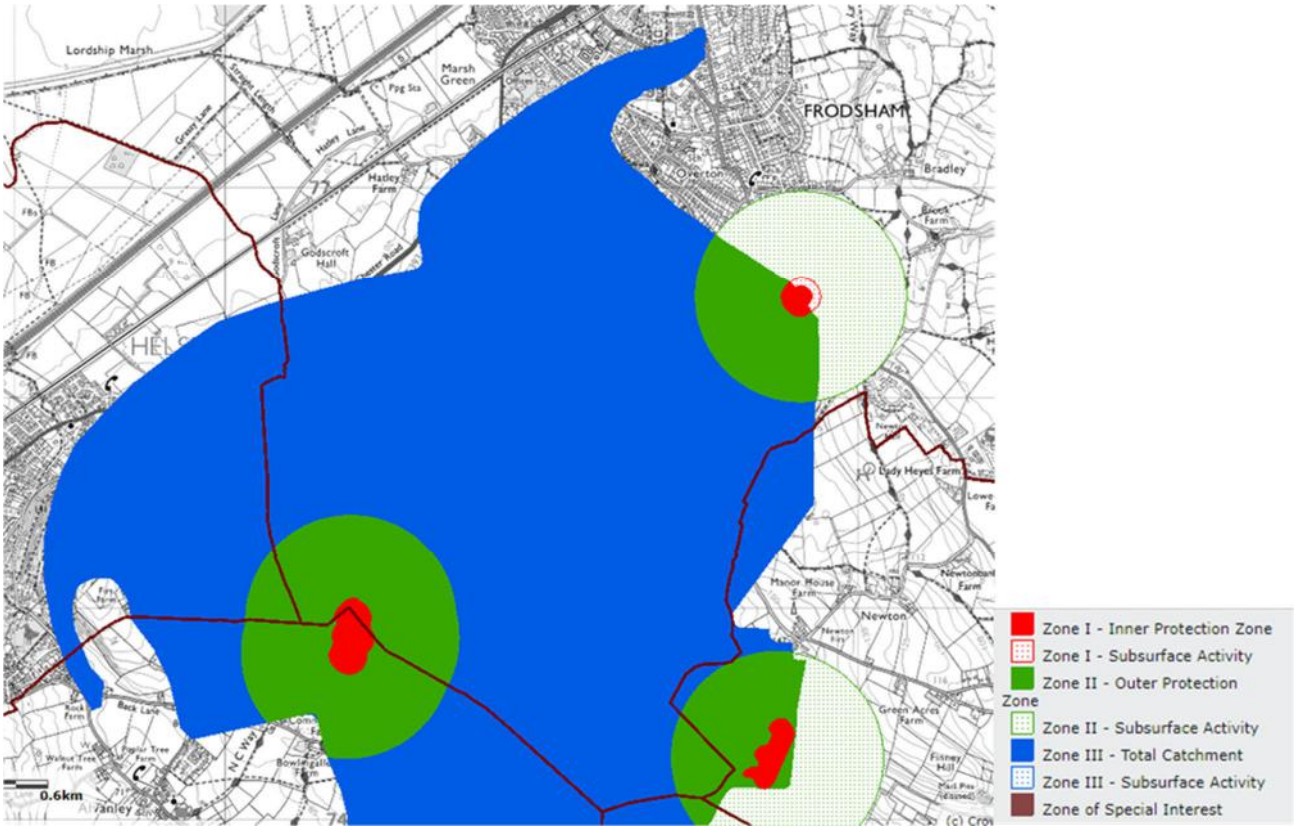
7.8 The River Weaver runs through the north east side of the Plan area. The Environment Agency (EA) measures the quality of England's rivers in two ways. An ecological measure examines the diversity and health of its wildlife, while a chemical measure assesses whether rivers contain too much sewage, phosphate or other harmful substances. As of 2019, the ecological status of the river is 'moderate', whilst the river failed to meet standards for good chemical status. The main reasons for not meeting the required chemical status included poor livestock management, urbanisation, sewage discharge, and poor soil and nutrient management.[35]

7.9 Groundwater Source Protection Zones (SPZs) have been designated by the Environment Agency in England and Wales to protect groundwater sources such as wells, boreholes and springs that are used for public drinking water supply. The zones show the risk of contamination from activities that might cause groundwater pollution in the area. In this regard, there is one SPZ within Frodsham, which covers the westernmost extent of the Plan area, shown in Figure 7.3.

7.10 The Nitrates Directive (91/676/EEC) requires Member States to identify areas where groundwaters have nitrate concentrations of more than 50 mg/l nitrate or are thought to be at risk of nitrate contamination. Areas associated with such groundwaters are designated as Nitrate Vulnerable Zones (NVZs) within which, Member States are required to establish Action Programmes in order to reduce and prevent further nitrate contamination. The majority of the Plan area falls within a Surfacewater NVZ: Peckmill Brook, Hoolpool Gutter at Ince Marshes.[36]

[34] Environment Agency (2015): 'North West river basin district management plan' [online] available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/718335/North_West_RBD_Part_1_river_basin_management_plan.pdf
[35] Environment Agency (2019): 'Catchment Explorer' [online] available at: https://environment.data.gov.uk/catchment-planning/OperationalCatchment/3524
[36] Environment Agency (2019): 'Peckmill Brook NVZ' [online] available at: https://environment.data.gov.uk/catchment-planning/ReasonsForNotAchievingGood/489518

Figure 7-3 Groundwater Source Protection Zones (SPZs) in the NA



7.11 The water suppliers for the Frodsham area are United Utilities (UU). UU's water resources management plan states that over 50% of the region's water comes from resources in Cumbria and Wales. The water travels through an extensive network of pipes known as large diameter trunk mains and huge, gravity-fed aqueducts bringing water from Cumbria. The geographical area that relies on these water sources is home to over seven million people.[37]

Summary of future baseline

7.12 In terms of water quality; requirements set out in the Water Framework Directive are likely to lead to continued improvements to water quality in watercourses in the wider area. However, water quality could be affected by pollution incidents in the area, increased consumption, diffuse pollution, waste-water discharges, water run-off, modification, and the presence of non-native species and physical modifications to water bodies.

7.13 Development which requires sewage treatment may, if not designed correctly or located appropriately, result in an increased risk of pollution to groundwater and surface water. Development will therefore need to have due consideration to the capacity of sewage works.

[37] United Utilities (2019) Water Resources Management Plan. Available at: https://www.unitedutilities.com/corporate/about-us/our-future-plans/water-resources/water-resources-management-plan/

7.14 There is potential for amounts of agricultural land to be lost to development, as future development is likely to fall within or adjacent to the built area of Frodsham, which had been predicted to be predominantly underlain by Grade 3 quality land (>60% likelihood).

Key headline issues

7.15 The key issues are as follows:

- The NDP area mainly consists of non-agricultural land and Grade 3 agricultural land. Some of this is likely to be best and most versatile land. Development should seek to avoid the loss of high quality land wherever possible by prioritising development on pre-existing brownfield sites.
- There are Surfacewater NVZs and Groundwater Source Protection Zones in the NDP area, which present potential constraints to development. Additionally, development could affect water quality, but effects could be avoided. Consequently, it will be important for future development to avoid any detrimental impacts on water quality both on and off-site.
- The FNP could also seek to support extended measures to improve the resilience of water supplies, including through local water recycling schemes and opportunities to increase efficiency in water use.

Scoping outcome

7.16 The topic of 'Land, Soil and Water Resources' has been **SCOPED OUT** of the SEA, as the Plan is unlikely to have a significant effect on land and water quality.

7.17 There are important soil resources in the NDP area that ought to be avoided. However, the limited scale of development proposed in the NDP is unlikely to allocate sites exceeding 10 ha in total, and so a significant effect upon soil resources is considered unlikely in any event. For this reason, soil is scoped out of the SEA. This does not mean that higher quality agricultural land should not be protected.

7.18 Whilst the NDP area does overlap a SPZ and a NVZ (adverse impacts are primarily associated with agricultural land use), it is considered unlikely that significant effects upon water quality would occur as a result of the NDP. However, it is important that areas within Zones 1 and 2 SPZ are avoided when allocating sites for development. The potential development sites being considered in the draft NP do not overlap Zone or Zone II[38]. In terms of potential effects on European sites, produced by increased surface water runoff, the Mersey Estuary is over 50km^2 and drains an extensive area of north-west England. Therefore, surface water runoff from the development proposed in the FNP is unlikely to produce significant effects. Moreover, all the FNP allocated sites are on the opposite side of the M56 from the SPA/Ramsar site and are separated from it by both Frodsham Marsh and the Manchester Ship Canal. Impacts associated water quality due to surface water runoff have therefore been **SCOPED OUT**.

7.19 In terms of wastewater treatment; United Utilities (the wastewater utility for the NP area) is set to invest in wastewater treatment and sustainability and have the capacity to accommodate the additional allocated sites and housing numbers proposed within the FNP[39]. Changes in water quality as a result of the discharge of sewage effluent have therefore been **SCOPED OUT**.

[38] One site assessed falls within a Zone II (subsurface) but this was rejected in the site assessment process as it falls within the green belt.
[39] United Utilities (2019) Water Resources Management Plan. Available at: https://www.unitedutilities.com/corporate/about-us/our-future-plans/water-resources/water-resources-management-plan/

8. Population and Housing

Focus of theme:

8.1 The theme focuses on population demographics and housing delivery and affordability in the FNP area.

Policy Context

8.2 Table 8.1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 8-1 Plans, policies and strategies reviewed in relation to the population and housing

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
Housing and Economic Land Availability Assessment 2017	2017	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/land/helaa2017?tab=files
The CWCC Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
The CWCC Local Plan Part 2	2019	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/

8.3 The key messages emerging from the review are summarised below:

- The FNP will be required to be in general conformity with the NPPF, which on the whole seeks to retain and enhance access to community services and facilities, including health facilities, educational facilities and open space. The NPPF recognises the benefits of a range of local provisions supporting community needs, including in rural areas. The framework seeks to protect settlement and community identities, including through the protection and retention of Green Belt land. Furthermore, the NPPF recognises the benefits of creating cohesive communities, in safe environments where crime and the fear of crime do not undermine the quality of life of residents. It also requires the size, type and tenure of housing needed for different groups in the community to be assessed and reflected in planning policies. Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required and expect it to be met on-site where possible.

- The FNP will also be required to be in general conformity with the Local Plan which contains policies specifically relating to housing, community services and facilities, accessibility and infrastructure requirements.

- The CWCC Housing and Economic Land Availability Assessment 2017 (HELAA) informed the preparation of the CWCC LPP2. It identifies sites and broad locations (including in the FNP area) for housing and employment land available to meet the future needs for housing and employment land. The assessment concluded that the total potential capacity meets and significantly exceeds the minimum Local Plan requirement.

- Meeting objectively assessed future housing needs in the borough is one of the main objectives of the CWCC LPP1. Policy STRAT 2 Strategic Development, identifies a requirement for at least 22,000 (or 1,100 net new dwellings per annum) new dwellings for the period up to 2030. Policies STRAT 2 to STRAT 8 (LPP1) seek to ensure that new development in the Borough is brought forward in line with identified needs, focusing the majority of new development within or on the edge of the main urban centres. The plan also makes provision for a specific level of development to be brought forward in Frodsham, identified as one of ten Key Service Centres. The Plan allocates 250 dwellings in Frodsham (Policy STRAT8). Policy ECON2 seeks to maintain the important role of Frodsham's town centre as a retail and service centre. Policies SOC3 and SOC5 (LPP1) support mixed, balanced, sustainable communities through the provision of market and affordable housing that meets identified future needs.

- The LPP1 policy SOC1 seeks affordable housing (AH) provision in rural areas (which include Frodsham) on all new residential development (subject to viability) of three or more dwellings or those with a plot area of 0.1 ha and more.

Baseline Summary

Summary of current baseline

Age Structure

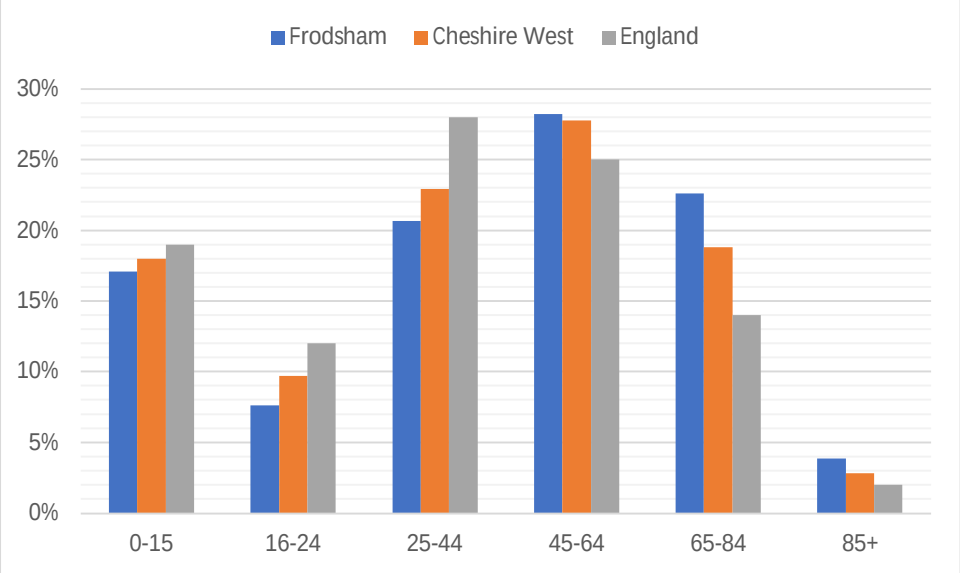
8.4 In 2019, the population of Frodsham was estimated to be 9,171 (ONS Parish population estimates) having increased by around 1% since 2011. In comparison, Cheshire West and Chester has seen a 4% increase in population since 2011.

8.5 Table 8-2 and figure 8-1 show the age structure of the local population in comparison to that of the rest of Borough and England. It is apparent that Frodsham has a lower proportion of residents in the 0-15, 16-24 and 25-44 age groups compared to the wider Borough and England as whole. The trend is reversed for the 65 and over age groups with Frodsham showing a higher proportion of residents in these age groups compared to West Cheshire and Chester and England. Both Frodsham and Cheshire West have a slightly higher proportion of residents in the 45-64 cohort compared to England.

Table 8-2 Age Structure in 2019 (ONS)

	Frodsham	Cheshire West & Chester	England
0-15	17%	18%	19%
16-24	8%	10%	12%
25-44	21%	23%	28%
45-64	28%	28%	25%
65-84	23%	19%	14%
85+	4%	3%	2%
Total population	9,171	343,071	56,287,00

Figure 8-1 Population distribution by age group in 2019



Housing Delivery and Tenure

8.6 With regards to housing delivery, Table 8-3 shows that over the last 5 years 2,066 dwellings were completed, per annum, on average; which is considerably higher than the target set in the emerging local plan (1,100 dpa). A total of 14,993 net completions have been achieved in the Borough over the period 2011 to 2020 or 1,666 dpa.

Table 8-3 Net Housing Completions in Cheshire West & Chester[40]

	2015/16	2016/17	2017/18	2018/19	2019/20
Completions (net)	1,769	2,017	2,542	2,152	1,849
Housing target	1,100 dpa				

8.7 With regards to housing tenure, data from the 2011 census shows that the proportion of owner occupation in the NDP area is substantially higher than in the wider region and England as a whole (Table 8.3). Conversely, the proportion of rented accommodation (private and social rents) is smaller in the NDP area compared regional and national levels. A small proportion of tenures are shared ownership tenures which is line with the rest of the region and England. The social rented sector is notably lower in Frodsham (10%) compared to the corresponding levels for the North West (15%) and England (18%).

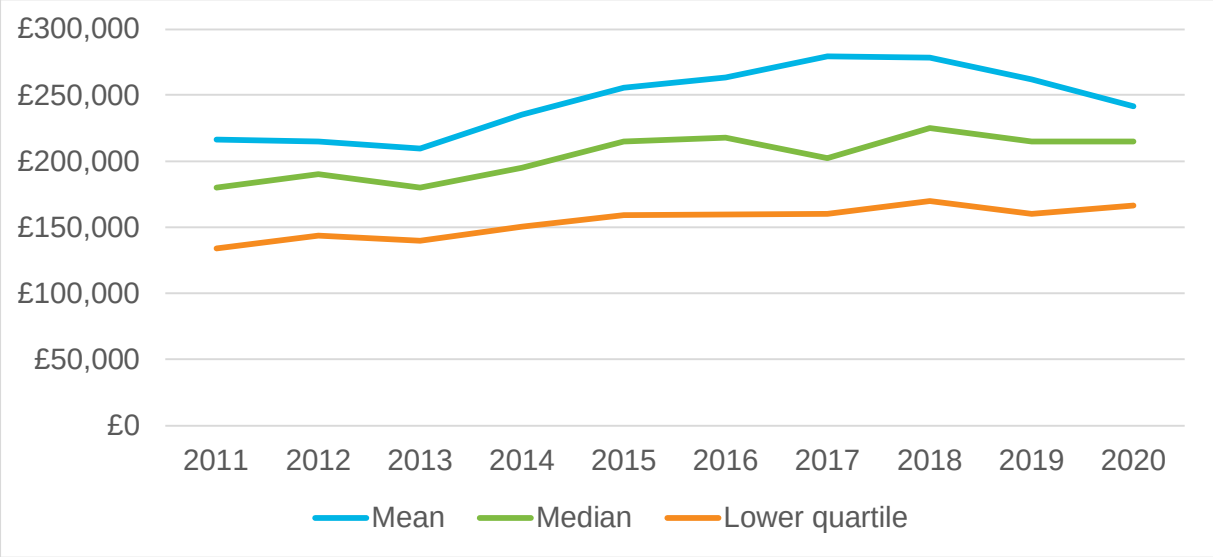
Table 8-4 Housing Tenure in 2011 (ONS Housing Tenure)

	Frodsham	The North West	England
Owned (Total)	77%	65%	63%
Shared Ownership	0.8%	1%	0.8%
Socially Rented	10%	18%	18%
Private Rented	11%	15%	17%
Living Rent Free	1%	1%	1.2%

[40] Source: CWCC Local Plan annual monitoring report 2020 available at: http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/mon/

8.8 The average house price in Frodsham in 2020 was £241,556[41] around 3.3% lower than the average property price for England as a whole (£249,402). Figure 8-2 shows property price trends in the NDP area over the past 10 years. This shows that prices have fluctuated over the past 10 years, but the overall trend shows increasing prices over this period. The average property price increased by just under 12% in the past ten years in Frodsham.

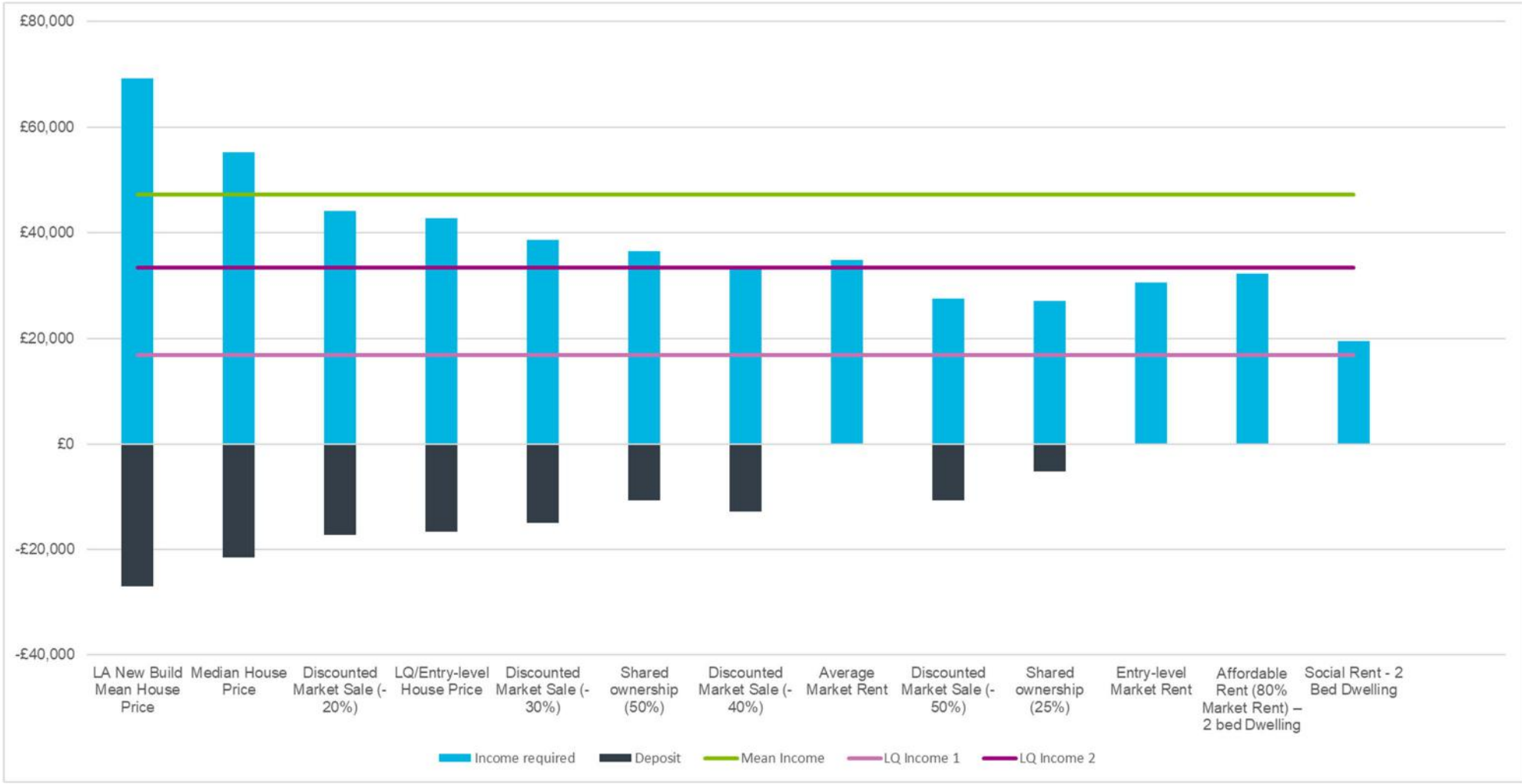
Figure 8-2 House prices in Frodsham 2011-2020



8.9 The average household income in the NDP area is around £47,300 and lower quartile income is around £16,777 (or £33,554 for double earning LQ households). Preliminary affordability thresholds calculations carried out by AECOM (Figure 8.3) indicate that average price market homes and average new builds are unaffordable to average income households in Frodsham. Potential affordable tenures for such households include entry-level homes, discounted market homes and shared ownership tenures. For double earning LQ households the only affordable ownership options would be heavily discounted (40-50%) market homes and shared ownership homes. Notably none of the ownership or rental options are affordable for single earning LQ households.

[41] Source: Land Registry PPD and AECOM calculations

Figure 8-3 Affordability thresholds in Frodsham



Summary of future baseline

8.10 Population in the NDP area grew by 1% since 2011. The largest age group is the 45-64 (28%) and smallest is the 16-24 group (8%). The older age groups (65 plus) constitute around 27% of the resident population. Given the large proportion of 45 plus cohort (55%) and the relatively small proportion of 16-24% cohort, the population may flatline or decline overtime.

8.11 Over the past five years the rate of delivery of new housing in the borough has consistently exceeded annual targets set in the local plan. The borough has a demonstrable land supply, in excess of that required for the housing allocated in the adopted Local Plan. Therefore, the delivery rate of new housing is likely to continue to meet annual targets.

8.12 The Local Plan sets allocates 250 dwellings for the NDP area (to 2030) or 12.5 dpa on average over the local plan period. The latest CWCC annual monitoring report[42] shows that 180 new dwellings have been completed since 2010 (an average of 18dpa) and a further 29 have extant planning permissions, leaving a residual 41 units to 2030. The sites allocated for housing in the draft FNP add up to around 116 new dwellings which is 33% above the Local Plan housing requirement for Frodsham (once completions and commitments are taken into account).

8.13 The NDP area has a high level of home ownership (77%) substantially exceeding the corresponding figure for the wider region and England. This combined with the low levels of shared ownership and rental tenures (private and social) may serve to make ownership increasingly unaffordable in Frodsham.

8.14 Average house prices in Frodsham are slightly lower than the average for England. However, the affordability thresholds calculation shows that the income required to buy an average market home for sale is higher than the average household income in Frodsham. Discounted homes (e.g. through the recently introduced First Homes initiative) offer potential ownership options to average income households, whilst for households on double lower quartile incomes more heavily discounted options (45-50%) and shared ownership tenures are likely to be affordable. Importantly none of the ownership or rental tenures are currently affordable to single earning lower quartile income households. In the long term house prices are likely to continue to increase, though prices may fluctuate in the interim.

8.15 Social and economic changes as a result of COVID-19 may affect housing including but not limited to, housing need, affordable housing need, the type of housing required locally and house prices. However, the long term impact of COVID-19 is uncertain at this stage.

[42] Local Plan Annual Monitoring Report 2020 available at http://consult.cheshirewestandchester.gov.uk/file/5765218

Key headline issues

8.16 The key issues are as follows:

- The NDP area has an increasingly ageing population profile.
- Net housing completions trend in Cheshire West and Cheshire currently exceed targets set in the local plan.
- Average market housing is unaffordable to average income households in the NDP area. Other routes to ownership such as First Homes, shared ownership and rent-to-buy potentially offer a route to ownership in the NA. However, substantial discounts on market homes (40-50%) would be required for households on double LQ income to enable them to access ownership tenures.
- None of the ownership or rental tenures are affordable to those households likely to be in the most acute need such as single earning LQ households.
- The recently introduced First Homes scheme, offering discounted market homes, may offer residents a step onto the property ladder. Analysis carried out herein suggests that higher discounts (40%-50%) may be more appropriate than the nominal 30% First Homes discount to benefit the widest group of residents in the NA.
- It is likely that COVID-19 will have an effect on housing factors, but these are uncertain at this stage.

Scoping outcome

8.17 The SEA topic 'Population and Housing' has been **SCOPED IN** to the SEA. The NDP intends to allocate sites for housing delivery. It includes policies pertaining to affordable housing which will influence the nature of housing delivered within the Plan area, associated infrastructure and services required to support sustainable communities.

What are the SEA objectives and appraisal questions for the Population and Housing SEA theme?

8.18 The SEA topic 'Population and Housing' has been scoped in to the SEA. Table 8-5 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 8-5: SEA Framework of objectives and assessment questions: Population and Housing

SEA Objective	Supporting Questions
Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupiers throughout their life.	Will the option/proposal help to: • Support the provision of a range of house types and sizes targeted at aligning the housing stock with local needs? • Provide everyone with the opportunity to live in good quality and affordable housing? • Create sustainable communities with good access to a range of local services and facilities?

9. Health and Wellbeing

9.1 This theme focuses on health indicators and deprivation, healthcare provision in the FNP area and influences on residents' health and wellbeing, including access to open space and the countryside.

Policy Context

9.2 Table 9-1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 9-1 Plans, policies and strategies reviewed in relation to health and wellbeing

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
The 25 Year Environment Plan	2018	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf
Health Equity in England: The Marmot Review 10 Years On	2020	https://www.health.org.uk/publications/reports/the-marmot-review-10-years-on
Cheshire West and Chester Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
Cheshire West and Chester Local Plan Part 2	2019	https://inside.cheshirewestandchester.gov.uk/policies_plans_and_strategies/planning_policy/local_plan/local_plan_part_two
Cheshire West and Chester Health Improvement Strategy	2018	file:///C:/Users/lauren.egan/Downloads/health%20improvement%20strategy%202018-2022.pdf
Cheshire West and Chester Playing Pitch Strategy (updated)	2018	https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/ev_base/oss_pps

9.3 The key messages emerging from the review are summarised below:

- The FNP will be required to be in general conformity with the NPPF, which seeks to enable and support healthy lifestyles through provision of appropriate infrastructure, services and facilities, including; green infrastructure, access to healthier food, allotments and layouts that encourage walking and cycling. The NPPF recognises the role of development plans in helping to deliver access to high quality open spaces and opportunities for sport and physical activity which contribute to the health and wellbeing of communities. The health benefits of access to nature, green spaces and green infrastructure is further reiterated through the 25-year Environment Plan.

- The 2020 Health Equity in England report identifies that the health gap between less and more deprived areas has grown in the last decade, where more people can expect to spend more of their lives in poor health, and where improvements to life expectancy have stalled, or even declined for the poorest 10% of women.

- The FNP will also be required to be in general conformity with the Local Plans covering the area, which contain policies directly relating to access to healthcare, green infrastructure and open spaces, and design that supports active travel opportunities.

- The Cheshire West and Chester Health Improvement Strategy identifies local health challenges and sets out how, over the next four years, the council will support residents to live and enjoy healthy lifestyles.

- The Cheshire West and Chester Playing Pitch Strategy (2018) has been developed from research and analysis of playing pitch provision and usage within Cheshire West and Chester to inform local planning policy.

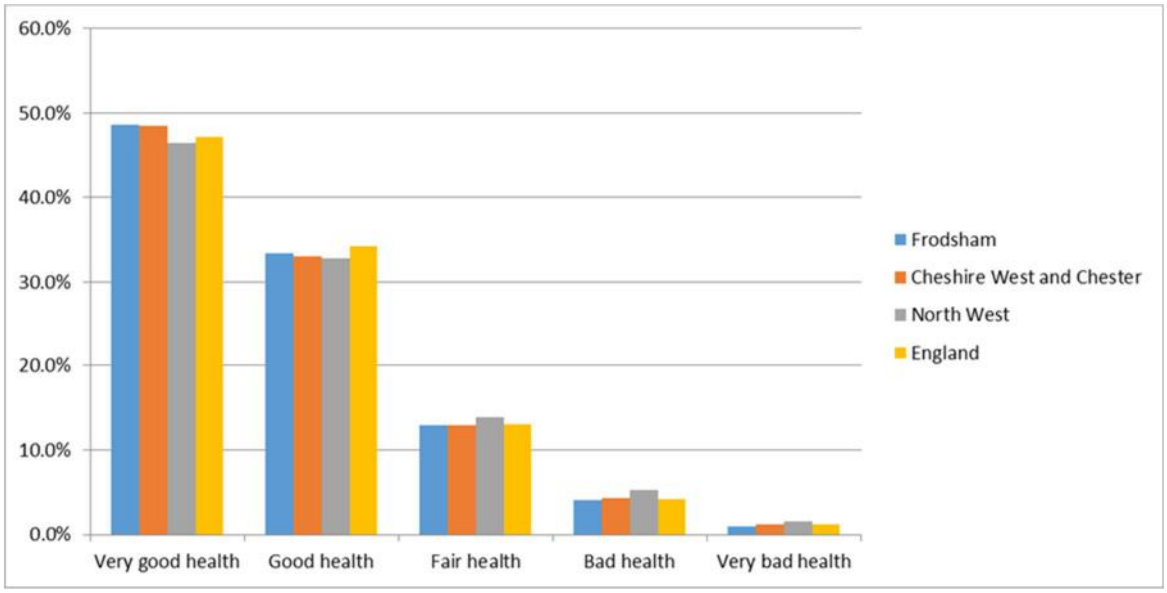
Baseline Summary

Summary of current baseline

Health indicators

9.4 General health in Frodsham (shown in Figure 9-1) is good. 89.1% of residents report at least 'good' if not 'excellent' health as per the 2011 Census, compared to 81.5% at the district level, 79.3% at the regional level and 81.4% nationally. A very low proportion of residents have 'very bad' health (0.98%).

Figure 9-9-2 Residents General Health (Census 2011: KS301EW)



9.5 With regards to long term health conditions, a large proportion of the population are not limited by their long-term health conditions (81.3%), in line with figures for Cheshire West and Chester (81.4%).

9.6 Information from the Cheshire West and Chester Health Improvement Strategy presents data from 2017 regarding the health and wellbeing of the district/unitary authority population.[43] Key issues include:

- Breastfeeding initiation is 68.9% in the area compared to the England average of 74.3%.
- At six to eight weeks after birth, 35.4 per cent of mothers are still breastfeeding compared with the England average of 43.8 per cent.
- Almost one fifth of children in their school reception year are either overweight or obese (23.1%), slightly higher than the England average of 21.9%.
- A third of children aged 10-11 are either overweight or obese (33.6%), similar to the England average of 34.2%.

[43] Cheshire West and Chester Council (2018): 'Health Improvement Strategy' [online] available at: file:///C:/Users/lauren.egan/Downloads/health%20improvement%20strategy%202018-2022.pdf

- 176,970 adults (64.2%) are overweight or obese, similar to the England average of 64.8 per cent 69,860 adults (25.5%) are obese.
- 24.2% of adults are inactive (i.e. do less than 30 minutes of moderate intensity activity per week).
- 23.8% of people are using outdoor space for exercise/health reasons.
- 923 deaths per year are attributed to physical inactivity and the annual cost to the local authority is £17.3 million.
- On average, local residents spend seven hours per day in sedentary positions. The most sedentary age group is 14-18 year olds, with lack of time and motivation being the most frequently cited reasons.

9.7 Local Health Profiles provide an overview of health for each local authority in England. The local authority health profile[44] for Cheshire West and Chester notes the following key indicators:

Table 9 2 Local Authority health profile, Cheshire West & Chester (2017-19)

	Life expectancy at birth (male)	Life expectancy at birth (female)	Under 75 mortality rate from all causes	Under 75 mortality rate from cardiovascular diseases	Under 75 mortality rate from cancer	Suicide rate
CW&C	80.1	83.3	324	68.3	133.0	8.4
North West	78.4	82.1	383	86.1	142.4	10.6
England	79.8	83.4	326	70.4	129.2	10.1

Health services

9.8 The nearest hospital services are located at Halton (Halton General Hospital), 4km from the centre of the Plan area. The Frodsham Health Centre at Princeway offers GP Services through the Knoll Centre, which is accessible by a 10-minute walk for most residents in the catchment area.[45]

[44] Public Health England Frodsham Local Authority Health Profile [online] available at: https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/ati/202/are/E06000009
[45] Active Cheshire (2018): 'Active Design Summary' [online] available at: http://frodshamplan.org.uk/images/docsandreps/Active%20Design%20Ready%20Assessment%20Summary%20Frodsham%2017.5.18%20(1)DRAFT.pdf

Deprivation

9.9 The Index of Multiple Deprivation 2019 (IMD) is an overall relative measure of deprivation constructed by combining seven domains of deprivation according to their respective weights, as described below. The seven deprivation domains are as follows:

- Income: The proportion of the population experiencing deprivation relating to low income, including those individuals that are out-of-work and those that are in work.

- Employment: The proportion of the working-age population in an area involuntarily excluded from the labour market, including those who would like to work but are unable to do so due to unemployment, sickness / disability, or caring responsibilities.
- Education, Skills and Training: The lack of attainment and skills in the population.

- Health Deprivation and Disability: The risk of premature death and the impairment of quality of life through poor physical or mental health. Morbidity, disability and premature mortality are also considered.

- Crime: The risk of personal and material victimisation at local level.

- Barriers to Housing and Services: The physical and financial accessibility of housing and local services.

- Living Environment: The quality of the local environment, including the quality of housing stock, air quality and road traffic incidents.

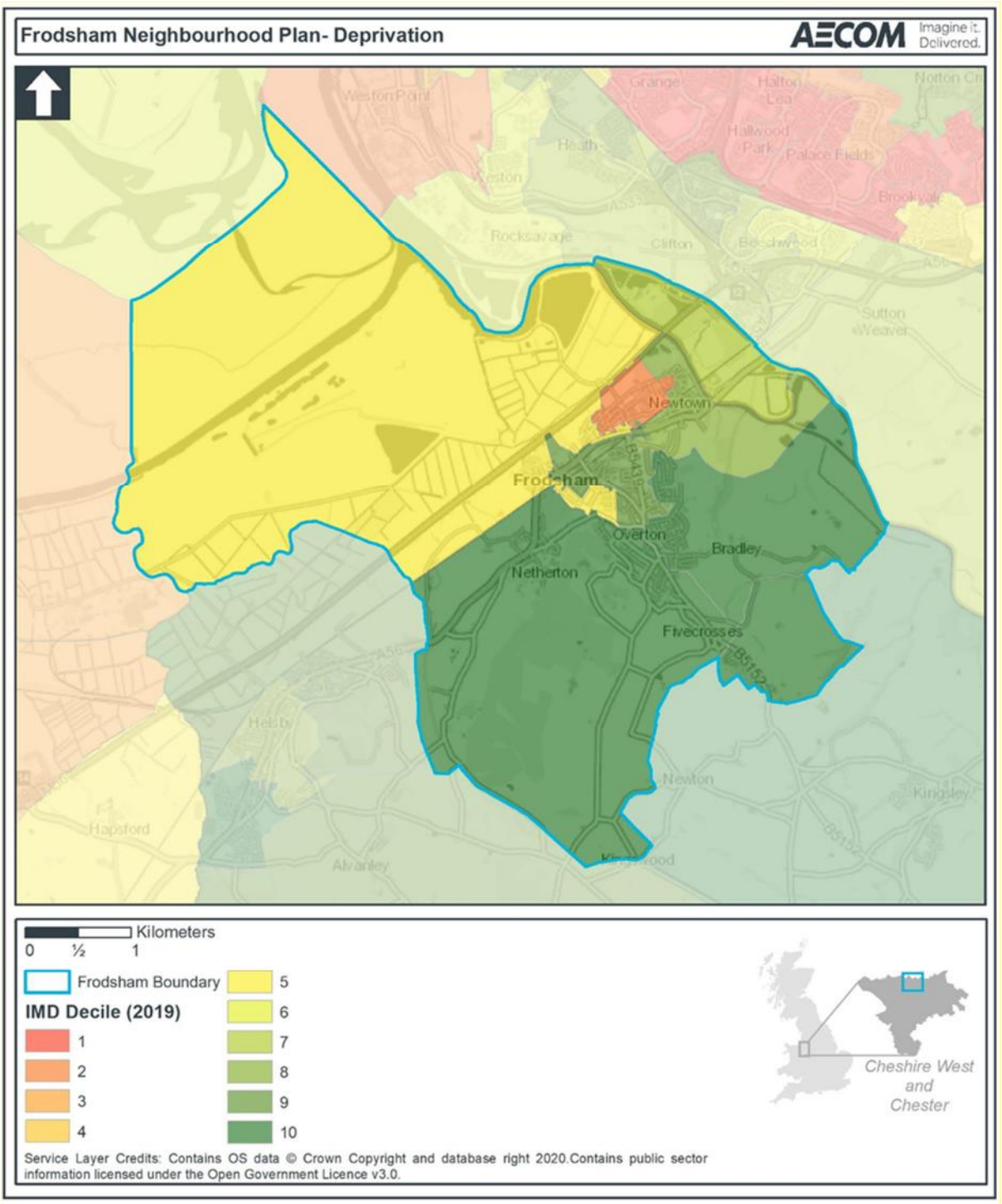
Two indices, subsets of the Income deprivation domain, are also included:

- Income Deprivation Affecting Children Index: The proportion of all children aged 0 to 15 living in income deprived families.

- Income Deprivation Affecting Older People Index: The proportion of all those aged 60 or over who experience income deprivation.

9.10 As illustrated in Figure 9-2, the Indices of Multiple Deprivation (IMD 2019) data for the NDP area show that the north westernmost part of the Plan area falls within decile 5 (50% least deprived areas in England), and the south easternmost part of the Plan area falls with decile 10 (10% least deprived areas in England). A small part of the area, at Newtown, falls within a highly deprived area (one of the 20% most deprived area).

Figure 9-2 Indices of Multiple Deprivation 2019 in and around the NDP area



Open greenspace and sport/play facilities

9.11 The Cheshire West and Chester Open Space Study (2019)[46] identified provision for areas of open greenspace and recreation (such as parks), and areas of deficit. Table 9-3 shows that there is a deficit of allotments, amenity greenspace and play spaces in Frodsham.

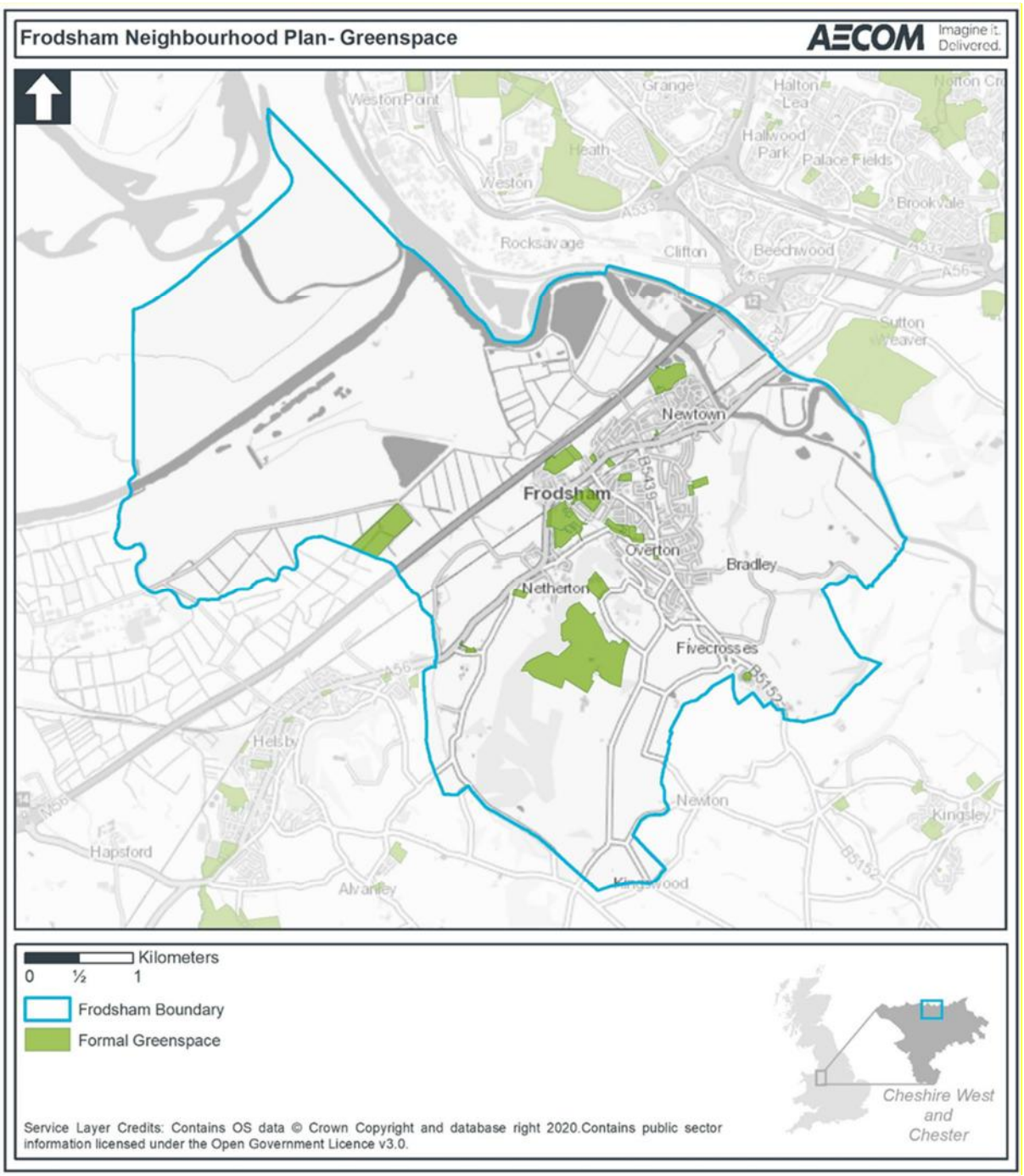
Table 9-3 Existing provision and deficit of open space (ha) in Frodsham

	Allotment	Amenity greenspace	Park and recreation ground	Play space (children)	Play Space (youths)	Natural green space
Provision	1.23	3.44	12.44	0.39	0.14	98.83
Supply/ deficit	-0.13	-2.01	7.9	-0.06	-0.13	n/a

9.12 Greenspaces are shown in Figure 9-3, below. Greenspace is mostly located in the centre of Frodsham, as well as some parts of the south west.

[46] Cheshire West and Cheshire Council (2017): 'Open Space Study' [online] available at: https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/cw_lp_part_two/ev_base/oss_pps

Figure 9-3 Greenspace in Frodsham



Summary of future baseline

9.13 Frodsham is a generally healthy community with an ageing population. The accessibility of development will be particularly important in terms of supporting resident health and wellbeing. The important of local services and facilities, and access to open green spaces and recreational areas has been further highlighted through the ongoing pandemic. Furthermore, as a rural area, residents are more susceptible to social isolation. These factors are more likely to be appropriately considered and addressed through planned development rather than unplanned development.

9.14 There is a deficit of play spaces for both children and youth in Frodsham as well as amenity greenspace. The NDP area can benefit from improving access to current provision as well as enhancing sites which better appeal to the expectations and demands of users from a broad range of age and mobility.

Key headline issues

9.15 The key issues are as follows:

- Frodsham has a broadly healthy population, with good access to medical services in the town centre. However, the ageing population is likely to place additional pressures on health and social services.
- The majority of the NDP area is within the 50% least deprived category with only small pockets of deprivation.
- There are several health and recreational facilities within the NDP area, though there is a deficit in play spaces and amenity greenspace.

Scoping outcome

9.16 Whilst the scale of development proposed is unlikely to produce significant effects on health and wellbeing. The Plan has the potential to engender effects on health and wellbeing. For example, the plan can help improve open/ green space provision. With this in mind the SEA topic 'Health and Wellbeing' has been **SCOPED IN** to the SEA.

What are the SEA objectives and appraisal questions for the Health and Wellbeing SEA theme?

9.17 The SEA topic 'Health and wellbeing' has been scoped in to the SEA. Table 9.4 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 9-4: SEA Framework of objectives and assessment questions: Health & Wellbeing

SEA Objective	Supporting Questions
Improve the health and wellbeing of residents within the FNP area.	Will the option/proposal help to: • Promote accessibility to a range of leisure, health and community facilities, for all age groups? • Provide and enhance community access to open green spaces? • Promote the use of healthier modes of travel, including active travel networks? • Improve access to the countryside for recreational use? • Avoid negative impacts to the quality and/ or extent of existing recreational assets, including formal and informal footpaths? • Contribute to reducing social isolation?

10. Transportation

10.1 This theme focuses on transport infrastructure, transport usage, traffic flows and congestion, and accessibility levels in the FNP area.

Policy Context

10.2 Table 10-1 presents the most relevant documents identified in the policy review for the purposes of the FNP SEA.

Table 10-1: Plans, policies and strategies reviewed in relation to transportation and movement

Document Title	Year of publication	Weblink
National Planning Policy Framework (NPPF)	2019	https://www.gov.uk/government/publications/national-planning-policy-framework--2
The Transport Investment Strategy – Moving Britain Ahead	2017	https://www.gov.uk/government/publications/transport-investment-strategy
The Department for Transport's Cycling and Walking Investment Strategy	2016	https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy-active-travel-investment-models
Decarbonising Transport: Setting the Challenge	2020	https://www.gov.uk/government/publications/creating-the-transport-decarbonisation-plan
Cheshire West and Chester Transport Strategy	2017	https://www.cheshirewestandchester.gov.uk/residents/transport-and-roads/public-transport/transport-strategy/transport-strategy.aspx
Cheshire West and Chester Local Plan Part 1	2015	http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files
Cheshire West and Chester Local Plan Part 2	2019	https://inside.cheshirewestandchester.gov.uk/policies_plans_and_strategies/planning_policy/local_plan/local_plan__part_two

10.3 The key messages emerging from the review are summarised below:

- The FNP will be required to be in general conformity with the NPPF, which seeks the consideration of transport issues from the earliest stages of plan-making and development proposals to address any known issues and maximise opportunities to increase accessibility, particularly by walking, cycling and public transport. Larger developments are expected to be delivered in areas which are or can be made sustainable by limiting the need to travel and offering a genuine choice of transport modes. However,

it is recognised that sustainable transport solutions will vary between urban and rural environments.

- National transport strategies set out investment priorities which ultimately all seek to improve the connectivity, effectiveness and reliably of transport networks, whilst reducing impacts on the natural environment (including through decarbonisation). Furthermore, they place great emphasis on making cycling and walking the natural choice for shorter journeys, or as part of a longer journeys. This includes investment in new and upgraded infrastructure, changing perceptions and increasing safety.

- The Cheshire West and Chester Transport Plan identifies the transport investment priorities and policies at a more localised scale, but ultimately complement the aims of the national strategies discussed above. Alongside the transport and access policies of the Local Plan, the FNP will be required to be in general conformity with the strategic policy aims.

Baseline Summary

Summary of current baseline

Modes of travel

10.4 According to Census data (shown in Figure 10-1), a large proportion of residents travel to work by car (47.1%), higher than figures for Cheshire West and Chester (45.0%), the North West (39.0%), England (37.0%). Additionally, a low proportion of residents travel to work via public transport in Frodsham (3.3%), and travel to work via foot or bicycle (3.1%).

10.5 Car ownership in the Plan area, (shown in Figure 10-2) is high (84.1%), higher than Cheshire West and Chester (81.4%), the North West (72.0%) and England as a whole (74.0%).

Figure 10-1 Methods of Travel to Work

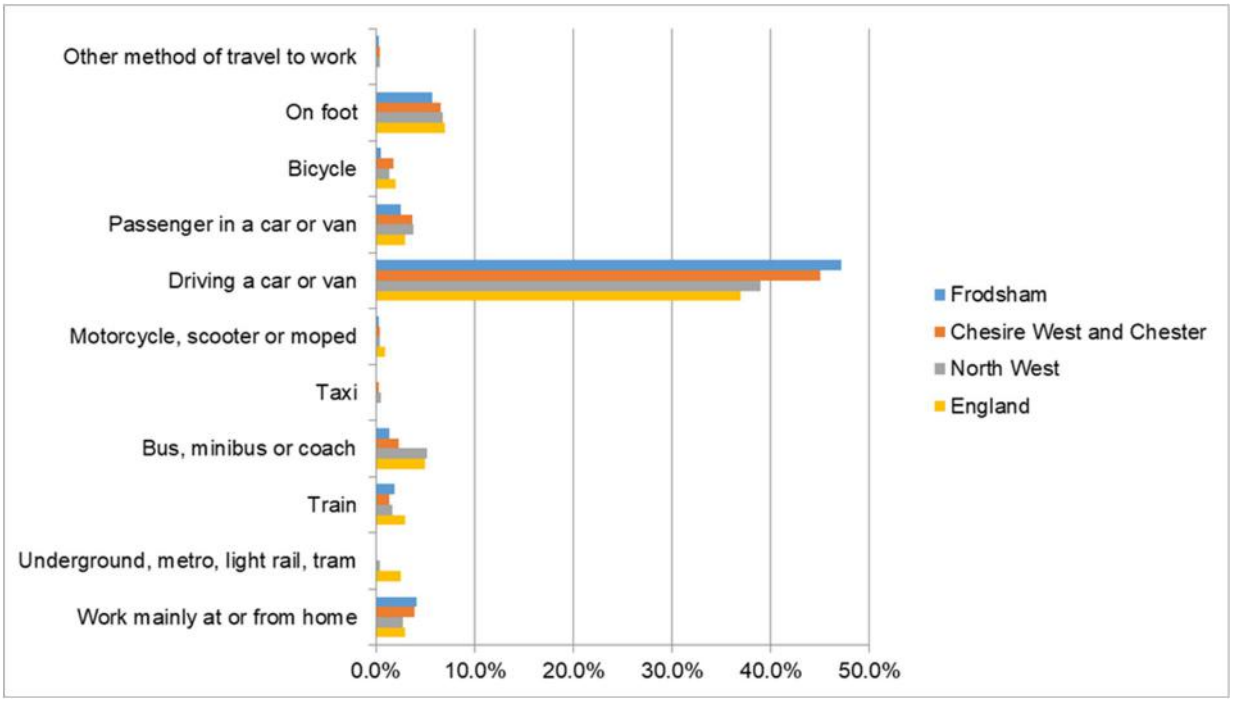
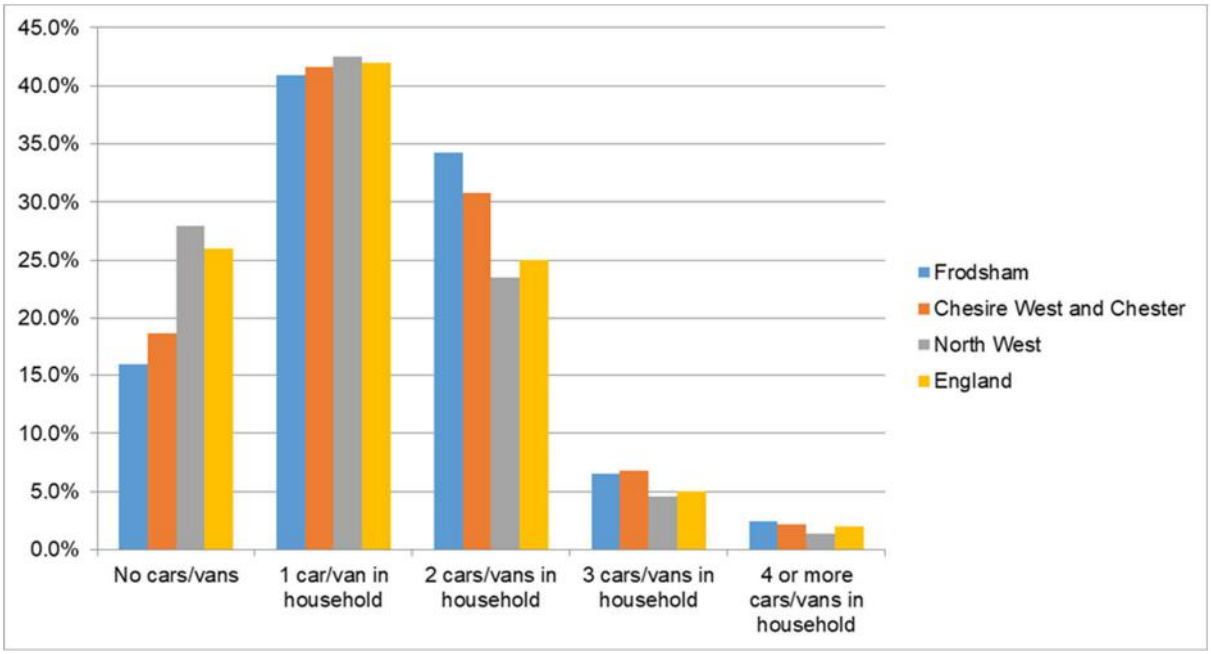


Figure 10-2 Car/ Van Ownership

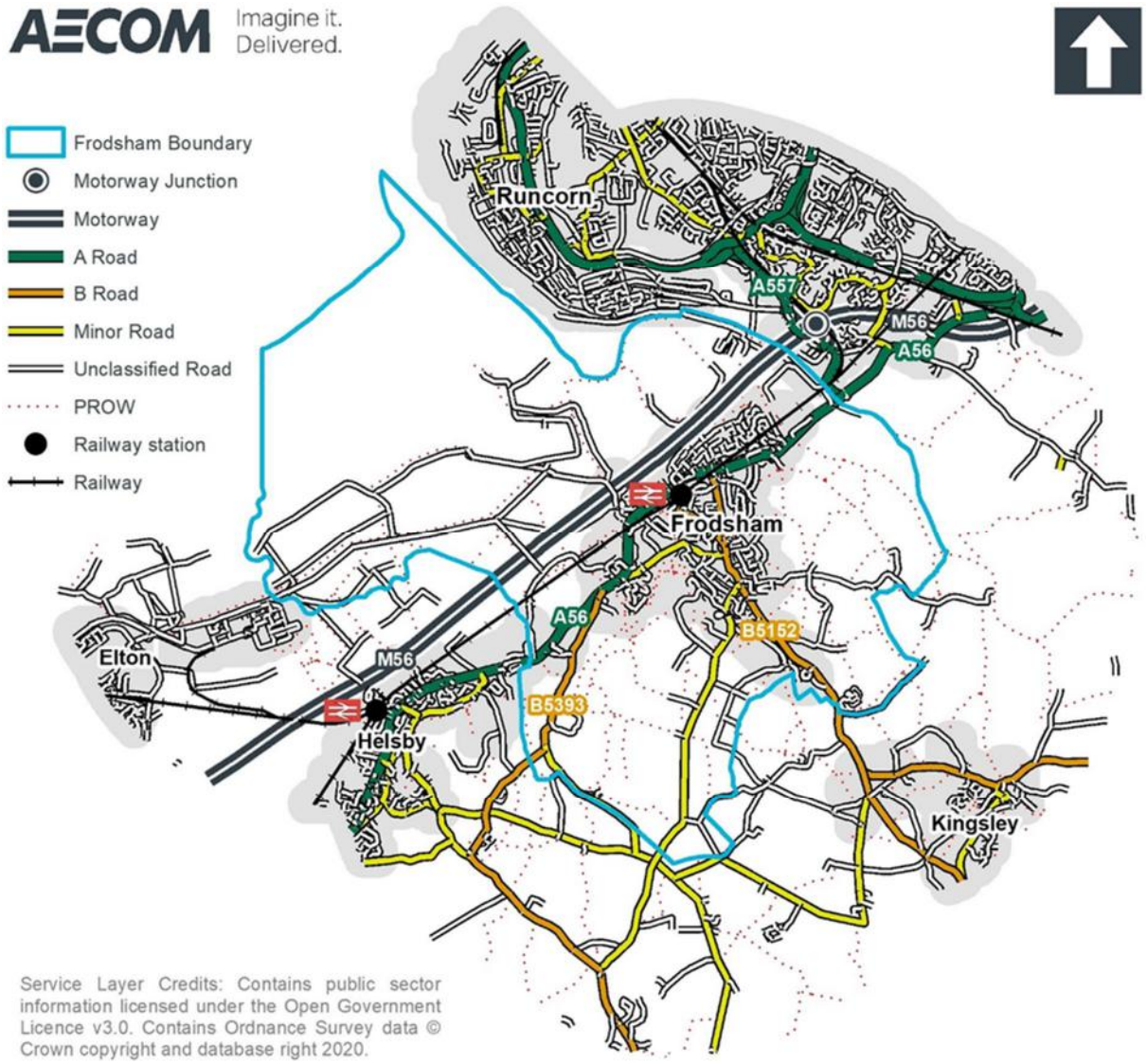


Wider transport network

10.6 The West Cheshire Borough possesses extensive motorway, trunk road and rail networks which carry a significant amount of local, regional and national traffic. Traffic patterns are also influenced by the nearby conurbations of Merseyside and Greater Manchester and there are also strong commuter links with North East Wales.

10.7 With regards to the local road network, the M56 passes through the centre of the Plan area and connects Frodsham to Manchester and the smaller towns of Warrington, Runcorn to the east and Ellesmere Port in the west. The A56 Chester to Warrington road is routes along Main Street and High Street. In addition, there are several smaller B roads (B593 and B5152) which provide access to the more rural parts of Frodsham to the south beyond the main settlement.

Figure 10-3 Road network in Frodsham



Traffic and congestion

10.8 The Frodsham residents' survey highlighted resident's concerns surrounding traffic and congestion in the area.[47] Traffic and congestion on the A56 has increased noticeably with the expansion of the Frodsham settlement boundaries, especially during busy periods of the day.

10.9 With the exception of Main Street, residential roads carry little traffic but on-street parking contributes to traffic congestion in Marsh Lane and there is intrusive background noise from the M56 throughout the area. Several roads are busy at peak periods especially near the school and local businesses, and on-street parking can inhibit free traffic flow.[48]

Rail and bus network

10.10 Frodsham rail station is situated in the centre of the settlement. The station is operated by Transport for Wales, which provide services to Manchester and Liverpool Lime Street every half hour, Monday through to Sunday. Frodsham is also served by a less frequent Northern rail service which runs Monday-Friday from Leeds to Ellesmere Port.

10.11 With regards to the bus network, there are four bus routes serving Frodsham. The 48 and 48A run between Frodsham and Northwich, with the two other services terminating in Chester.

- 48 - Frodsham, High Street, Morrisons to Northwich, Watling Street (via Acton Bridge).
- 48A - Frodsham, High Street, Morrisons to Northwich, Watling Street (via Delamere).
- 2 - Chester Bus Interchange – Runcorn, a bus service operated by Stagecoach Merseyside and South Lancashire.
- X30 - Chester Bus Interchange - Warrington Bus Interchange, a bus service operated by Arriva North West.

Pedestrian and cycle routes

10.12 National cycle route number 5 passes through the centre of the Plan area runs through Chester to North Wales.

[47] Frodsham plan group (2017): 'Frodsham Residents Survey 2017' [online] available at: http://frodshamplan.org.uk/images/docsandreps/CWaC-_Your_Voice_Matters_-_Final_Stats_Feb_2018.pdf
[48] Frodsham Town Council (2010): 'Frodsham Design Statement' [online] available at: http://frodshamplan.org.uk/images/docsandreps/Town%20Design%20Statement%20-%20Frodsham%20-%20July%202010.pdf

10.13 Public Rights of Way (PRoWs) shown in Figure 10-3, are expansive along the southern part of the Plan area and provide connections to more rural locations and their specialist services, such as farms. The town centre of Frodsham is described as 'very walkable' and this is reflected with the presence of frequent pedestrian cut-throughs that significantly reduce journey distance, compared to the normal road routes. The residents of Frodsham have suggested that the quality of pavements could be improved to increase the likelihood of them walking more often in the town.[49]

Summary of future baseline

10.14 In the absence of strategic transport interventions, growth in the Plan area is likely to continue trends which favour the private vehicle as the primary mode of transport. New development therefore has the potential to increase traffic and lead to additional localised congestion issues which in turn may reduce road safety.

10.15 A greater local population through the delivery of Local Plan housing allocations and other developments and subsequent demand for public transport could provide opportunities to increase bus provision. However, Frodsham is unlikely to experience the scale of growth that would be likely to add significant congestion to the local road network or make major improvements to public transport viable.

10.16 Though PRoWs in the area are expansive, resident surveys have indicated there is potential to improve the quality of pavements and walkways in Frodsham, which could be implemented as part of the planning process.

Key headline issues

10.17 The key issues are as follows:

- The Neighbourhood Plan area is well served by the highway network, and benefits from good railway and bus connectivity. However, development could potentially lead to increased traffic and improve the viability of public transport.

- The majority of residents are likely to travel to work by car/ van, but it is likely that trends could change as a result of the Covid 19 Pandemic, and the changing role of town centres, indicated by a relatively high proportion of residents who choose to work from home.

- Accessibility by PRoWs in the Plan area is good, and plan making offers the opportunity to improve existing pathways to increase access to key services in Frodsham.

[49] Active Cheshire (2018): 'Active Design Summary' [online] available at: http://frodshamplan.org.uk/images/docsandreps/Active%20Design%20Ready%20Assessment%20Summary%20Frodsham%2017.5.18%20(1)DRAFT.pdf

Scoping outcome

10.18 Whilst the level of growth proposed is unlikely to produce transport infrastructure improvements, the FNP can potentially have effects, positive or negative, on the level of traffic in the NP area. With this in mind the SEA topic 'Transportation' has been **SCOPED IN** of the SEA.

What are the SEA objectives and appraisal questions for the Transportation SEA theme?

10.19 The SEA topic 'Transportation' has been scoped in to the SEA. Table 10-3 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 10-3: SEA Framework of objectives and assessment questions: Transportation

SEA Objective	Supporting Questions
Promote sustainable transport use and reduce the need to travel.	Will the option/proposal help to: • Encourage more use of sustainable transport modes? • Encourage the uptake of active travel opportunities? • Extend or improve active travel networks? • Enable sustainable transport infrastructure improvements? • Ensure sufficient road capacity to accommodate new development? • Facilitate on-going high levels of home and remote working? • Improve road safety? • Reduce impacts on residents from the road network? • Improve parking facilities?

11. The SEA Framework and Methodologies

The SEA Framework

11.1 The SEA framework has been established through the identification of key issues as part of the scoping exercise. This draws upon the baseline position and policy context that has been prepared for a range of SEA topics (as set out in Chapters 2-10).

11.2 The framework consists of a set of headline objectives and ancillary questions, which will be used to appraise the environmental effects of the draft Development Plan Document (and any reasonable alternatives).

11.3 Table 11.1 below outlines the full SEA Framework, which brings together the objectives and questions that have been set out at the end of each SEA topic chapter. The Framework focuses on those issues that have been identified as the most important to consider in the preparation of the Plan; but acknowledging the limited influence that the Plan can have in some areas.

Table 11-1 The SEA Framework

SEA Objective	Supporting questions (will the option/ proposal help to…?)
Improve air quality within and surrounding the Neighbourhood Plan area and minimise all sources of environmental pollution	• Promote and encourage more sustainable transport options? • Enable sustainable transport infrastructure enhancements? • Encourage development which reduces the need to travel outside of the Neighbourhood Plan area? • Locate and design development so that current and future residents will not regularly be exposed to poor air quality? • Implement measures (such as appropriate planting and provision of green infrastructure) which will help support good air quality in an around the Neighbourhood Plan area? • Ensure development connects to the existing road network, promoting ease of access and suitably mitigating any potential increases in local congestion?
Protect, maintain and enhance biodiversity habitats and species; achieving a net environmental gain and stronger ecological networks.	• Support connections between habitats in the Plan area? • Avoid significant impacts on designated sites within the NP area including; the Mersey Estuary SPA/Ramsar/SSSI, Beechmill wood and pasture, Frodsham Railway and Road Cuttings and Dunsdale Hollow SSSIs? • Avoid significant impacts from air pollution, urban water drainage and surface water runoff, on the designated biodiversity sites and areas forming part of the North West Marine Plan. • Support continued improvements to the designated sites in the Neighbourhood Plan area? • Achieve a net gain in biodiversity? • Support access to, interpretation and understanding of biodiversity? • Increase the resilience of biodiversity in the Neighbourhood Plan area to the effects of climate change?
Avoid and manage flood risk and support the resilience of the Frodsham Neighbourhood Plan area to the potential effects of climate change.	• Improve green infrastructure networks in the plan area to support adaptation to the potential effects of climate change? • Ensure flood risk and erosion is not increased and where possible reduced

	• Sustainably manage surface water run-off, ensuring that the risk of flooding is not increased (either within the plan area or downstream) and where possible reduce flood risk? • Ensure the potential risks associated with climate change are considered through new development in the plan area? • Avoid placing development in areas that are at the greatest risk of flooding?
Protect, enhance and manage the integrity, distinctive character and setting of heritage assets and the wider historic environment.	• Conserve, better reveal the significance, and enhance heritage assets, their setting and the wider historic environment? • Contribute to better management of heritage assets? • Identify and protect / enhance features of local importance? • Support access to, interpretation and understanding of the historic environment? • Consider the impact on setting in a manner proportionate to the significance of the heritage asset affected. • Promote heritage-led regeneration?' • Lead to the repair and adaptive re-use of a heritage asset and encourage high quality design?
Protect, enhance and manage the distinctive character and appearance of landscapes.	• Conserve, better reveal the significance and enhance landscape assets? • Contribute to better management of landscape assets? • Identify and protect/enhance features of local importance? • Support access to, interpretation and understanding of the surrounding landscape? • Improve linkages to open space and the countryside? • Preserve and enhance the North Cheshire Green Belt?
Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupants throughout their life.	• Support the provision of a range of house types and sizes targeted at aligning the housing stock with local needs? • Provide everyone with the opportunity to live in good quality and affordable housing? • Create sustainable communities with good access to a range of local services and facilities?
Improve the health and wellbeing of residents within the FNP area.	• Promote accessibility to a range of leisure, health and community facilities, for all age groups?

	• Provide and enhance community access to open green spaces? • Promote the use of healthier modes of travel, including active travel networks? • Improve access to the countryside for recreational use? • Avoid negative impacts to the quality and/ or extent of existing recreational assets, including formal and informal footpaths? • Contribute to reducing social isolation?
Promote sustainable transport use and reduce the need to travel.	• Encourage more use of sustainable transport modes? • Encourage the uptake of active travel opportunities? • Extend or improve active travel networks? • Enable sustainable transport infrastructure improvements? • Ensure sufficient road capacity to accommodate new development? • Facilitate on-going high levels of home and remote working? • Improve road safety? • Reduce impacts on residents from the road network? • Improve parking facilities?

12. Next Steps

Subsequent stages for the SEA process

12.1 Scoping (the current stage) is the second stage in a six-stage SEA process:

- Screening (NPPG Stage A)
- Scoping (NPPG Stage B)
- Assess reasonable alternatives, with a view to informing preparation of the draft plan (NPPG Stage C)
- Assess the draft plan and prepare the Environmental Report with a view to informing consultation and plan finalisation (NPPG Stage D/E)
- Publish a 'statement' at the time of plan adoption in order to 'tell the story' of plan-making/SEA (and present 'measures decided concerning monitoring') (NPPG Stage F)

12.1.1 The next stage will involve establishing and appraising reasonable alternatives for the Plan. This will involve consideration of strategic issues such as the growth and distribution of housing, and site options. The findings of the appraisal of these alternatives will be fed back so that they can be considered when preparing the draft plan.

Consultation on the Scoping Report

12.1.2 Involvement through consultation is a key element of the SEA process. At this scoping stage, the SEA Regulations require consultation with statutory consultation bodies. The statutory consultation bodies are the Environment Agency, Historic England and Natural England. The Scoping Report has been released to these three statutory consultees.

12.1.3 Consultees are invited to comment on the content of this Scoping Report, in particular the evidence base for the SEA, the identified key issues and the proposed SEA Framework.

12.1.4 Comments on the Scoping Report should be sent to the below contacts;

Omar Ezzet,	AECOM	omar.ezzet@aecom.com
Gill Hesketh	Frodsham NP Group	frodshamplan@gmail.com

12.1.5 All comments received on the Scoping Report will be reviewed and will influence the development of the SEA where appropriate.

13. Glossary

Agricultural Land - Agricultural land is classified into five grades. Grade one is best quality and grade five is poorest quality. A number of consistent criteria are used for assessment which include climate (temperature, rainfall, aspect, exposure, frost risk), site (gradient, micro-relief, flood risk) and soil (depth, texture, stoniness).

Index of Multiple Deprivation (IMD) – This is a measure of deprivation in England, for every local authority and super output area seven domains of deprivation are measured: (Income, Employment, Health deprivation and Disability, Education Skills and Training, Barriers to Housing and Services, Crime the Living Environment). This allows all 32,482 SOAs to be ranked according to how deprived they are relative to each other. This information is then brought together into one overall Index of Multiple Deprivation 2004.

LNR – Local Nature Reserves (LNRs) are for both people and wildlife. They are places with wildlife or geological features that are of special interest locally. They offer people special opportunities to study or learn about nature or simply to enjoy it.

NNR - Many of the finest sites in England for wildlife and geology are National Nature Reserves (NNR). There are currently 224 across the country and almost all are accessible and provide great opportunities for people to experience nature.

Objective – A statement of what is intended, specifying the desired direction of change in trends Option For the purposes of this guidance option is synonymous with 'alternative' in the SEA Directive Plan For the purposes of the SEA Directive this is used to refer to all of the documents to which this guidance applies, including Development Plan Documents. Supplementary Planning Documents are not part of the statutory Development Plan but are required to have a sustainability appraisal.

RAMSAR – Ramsar sites are wetlands of international importance designated under the Ramsar Convention.

Locally Important Geological Sites – LIGs are designated by locally developed criteria and are currently the most important designated sites for geology and geomorphology outside statutorily protected areas such as SSSIs.

SAC – Special Areas of Conservation (SACs) are strictly protected sites designated under the EC Habitats Directive. Article 3 of the Habitats Directive requires the establishment of a European network of important high-quality conservation sites that will make a significant contribution to conserving the 189 habitat types and 788 species identified in Annexes I and II of the Directive

Scheduled Monument - A 'nationally important' archaeological site or historic building, which is given protection against unauthorised change.

Scoping – The process of deciding the scope and level of detail of a Sustainability Appraisal.

Screening – The process of deciding whether a document requires a SA.

SEA Directive – European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment

SEA Regulations – The Environmental Assessment of Plans and Programmes Regulations 2004 (which transposed the SEA Directive into law).

SPA – Special Protection Areas (SPAs) are strictly protected sites classified in accordance with Article 4 of the EC Birds Directive, which came into force in April 1979. They are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly occurring migratory species.

SSSI – SSSIs are the country's very best wildlife and geological sites.
They include some of our most spectacular and beautiful habitats - large wetlands teeming with waders and waterfowl, winding chalk rivers, gorse and heather-clad heathlands, flower-rich meadows, windswept shingle beaches and remote uplands moorland and peat bog.

Super Output Area (SOA) – SOAs are a new geographic hierarchy designed to improve the reporting of small area statistics in England and Wales. Three layer of SOA have been devised: Lower Layer - Minimum population 1000; mean 1500. Built from groups of SOAs (typically 4 to 6) and constrained by the boundaries of the Standard Table (ST) wards used for 2001 Census outputs. Middle Layer - Minimum population 5000; mean 7200. Built from groups of Lower Layer SOAs and constrained by the 2003 local authority boundaries used for 2001 Census outputs. Upper Layer - To be determined; minimum size c.25, 000.

Strategic Environmental Assessment (SEA) – Generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. In the UK, SEA is increasingly used to refer to an environmental assessment in compliance with the 'SEA Directive'

Sustainability Appraisal (SA) – Generic term used to describe a form of assessment which considers the economic, social and environmental effects of an initiative. SA, as applied to Local Development Documents, incorporates the requirements of the SEA Directive.

Sustainability Issues – The full cross-section of sustainability issues, including social, environmental and economic factors.

Appendix A Site Assessment Framework

Context

Is the site: Greenfield: land (farmland, or open space, that has not previously been developed) Brownfield: Previously developed land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated infrastructure.	**Greenfield** **Brownfield** **Mixture** **Unknown**
Biodiversity Considerations Is the site within or adjacent to the following policy or environmental designations? What impact would development have on the site's habitats and biodiversity? : ▪ Green Belt ▪ Area of Outstanding Natural Beauty (AONB) ▪ National Park ▪ European nature site ▪ SSSI Impact Risk Zone ▪ Site of Importance for Nature ▪ Conservation ▪ Site of Geological Importance	**Yes, Significant negative effects** **Yes, Potential for negative effects** **No/ Neutral effects**
Climatic Factors Is the site within or adjacent to ▪ Flood Zones 2 or 3	**Yes, Significant overlap** **Yes, partial overlap** **No/ Neutral effects**
Ecological value? Could the site be home to protected species such as bats, great crested newts, badgers etc.?	**Yes** **Unknown** **No**

Context

Landscape	**High sensitivity**
Is the site low, medium or high sensitivity in terms of landscape?	**Medium sensitivity**
Low sensitivity: site not visible or less visible, existing landscape is poor quality, existing features could be retained	**Low sensitivity**
Medium sensitivity: Development would have only moderate impact on landscape character	
High sensitivity: Development would significantly detract from the landscape and important features unlikely to be retained- mitigation not possible	
Agricultural Land	**Significant loss**
Loss of high quality agricultural land (Grades 1,2 or 3a)	**Moderate loss**
	No loss
Historic Environment	
Is the site within or adjacent to, or likely to have significant effects on, the setting of heritage assets, associated one or more of the following heritage designations or assets?	**Yes; Potential for significant negative effects**
▪ Conservation area	
▪ Scheduled monument	**Yes; Potential for minor negative effects**
▪ Registered Park and Garden	
▪ Registered Battlefield	
▪ Listed building	**Limited or no impact or no requirement for mitigation**
▪ Known archaeology	
▪ Locally listed building	
Health and Wellbeing	**Poorly located**
Is the site, in general terms, close/accessible to local amenities such as (but not limited to): Town centre/local centre/shop	**Moderately located**
▪ Employment location	
▪ Public transport	**Favourably located**
▪ School(s)	
▪ Open space/recreation/ leisure	
▪ facilities	
▪ Health facilities	
▪ Cycle route(s)	
Where a site is poorly located if > 800m, moderately located if 400m to 800m, and favourably located < 400m from services.	

Context

Other key considerations	Yes
Are there any Tree preservation Orders on site?	Unknown
Public Right of Way	No
Existing social of community value	

Appendix B Post Consultation modifications

The initial draft of the SEA scoping report was sent to the Statutory Consultees[50] and CWCC on the 3rd of August 2021. Following a 5 week consolation period, several representations/ comments were received. These are addressed in this revised scoping report. The revisions/ modifications are summarised in (Table B-1).

Table AB1 – Summary of consultation responses and revisions made.

Consultee responses	Response
Natural England provided a formal response to the consultation requesting that: The impacts of air quality on biodiversity be included in the assessment and, *'the Strategic Environmental Assessment has not referred to the need for a HRA screening. Natural England advise that the HRA is carried out at an early stage along-side the SEA.'*	• Air quality is now scoped into the SEA • The impacts of air pollution on biodiversity now specifically mentioned in the SEA framework (Table 3-4 third bullet). • An HRA has been undertaken in parallel to the SEA. This is now discussed in paragraph 3.6.
The Environment Agency Provided a formal response. It requested that: Effects to habitats and biodiversity of key water features, such as ponds, ditches and water courses be considered (e.g. the River Weaver) by adding a supporting question to Table 3-4 to address this. The response also highlighted the need for all new development to ensure 10% biodiversity net gain (BNG) from c 2023. The EA suggested reference should be made to other flood related plan such as Flood Risk Management Plans (currently being updated), surface Water Management Plans. Adding that any sites allocated to development in flood risk zones 2 and 3 should be subject to the sequential test. And except test (where necessary). Flood risk assessments should use the up to date sources for flood risk tests. *'If development not already allocated through the Local Plan is identified for location in flood zone 2 and/or*	• Additional bullet added to Table 3-4 regarding 'protection and improvement of key water features' • BNG is discussed in chapter 3 and included in the supporting questions in Table 3.4 • Updated section 4.3 to include other flood risk management plan. • Added bullet (2) to the supporting questions in Table 4-7

[50] The Environment Agency, Natural England and Historic England.

3, then a requirement for the Neighbourhood Plan to look in to updating the Strategic Flood Risk Assessment outputs that cover the Neighbourhood Plan area or individual site specific flood risk assessment(s) might be required.' The EA suggested the inclusion of an additional supporting question in Table 4-7 to ensure flood risk from all sources is addressed.	
Historic England Provided a formal response. It pointed to advise notes HEAN3 and HEAN8 as these provide guidance for the assessment. The response goes on to highlight the importance of addressing the historic environment's significance, condition, sensitivity and capacity to accommodate change and likely effects o alternatives. HE noted that the Heritage at Risk register does not include Grade II listed buildings outside London requesting this be clarified in para. 5.7 HE recommended that the Site Assessment Framework in Appendix A should fully acknowledge the setting of heritage assets.	• HEAN3 and HEAN8 are referenced in the Historic Environment chapter. The guidance and the response comments will be taken into consideration when appraising alternatives in the SEA environmental report. • Amended para. 5.7 to clarify this issue. • Historic environment section of the Site Assessment Framework has now been expanded to include explicit reference to effects on the setting of heritage assets.
CWCC CWCC provided a detailed response which is summarised below Air quality should be scoped in. Relevant policies from the North West Marine Plan should be referred to in the report. HRA- to be mentioned in report clarifying that this is a separate process to SEA. Chapter 6 (Landscape) should mention the fact that the Sandstone ridge is being considered as a future AONB. Also Design Code to be referenced in this chapter.	• Air quality has been scoped into the scope of the SEA • NWMP policies are now discussed in greater detail with reference made to the relevant policies. • This is now clarified in para. 3.6 • The proposal to designate the Sandstone Ridge as an AONB is now mentioned in para. 6.7 • Design Code is now discussed under para.6.3

Water resources –impacts of development on water resources should be scoped in.	• This and the EA response have been considered. Clarification as to why water resources has been scoped out is now included in further detail in chapter 7 under the scoping outcome section. The effects of the NP on quality of water bodies (in terms of biodiversity) is included in the SEA framework section for biodiversity (Ch.2).
Population and housing (Ch.8) – Clarification required as to what is meant by 'responsive range of housing etc.' in the SEA framework section (Table 8.5).	• Table 8.5 amended to provide more clarity.
Ch.9 Health and Wellbeing, specifically Open Space should be scoped into the SEA.	• The Health and Wellbeing topic (including Open Space) is now scoped into the SEA.
Ch.10 Transportation to be scoped into the SEA.	• Transportation is now scoped into the SEA

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Document 18

Habitats Regulations Assessment FNP [October 2023]

FRODSHAM NEIGHBOURHOOD PLAN



Habitats Regulations Assessment: Frodsham Neighbourhood Plan

Frodsham Neighbourhood Plan Steering Group

October 2023

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
0	01/06/21	Final following group review (Gill Hesketh)	JR	James Riley	Technical Director
1	15/10/21	Final following review by Cheshire West and Chester Council	JR	James Riley	Technical Director
2	29/09/23	Update following further information from client and Natural England's comments during Reg 14	JR	James Riley	Technical Director
3	27/10/23	Update following group review	JR	James Riley	Technical Director

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1. Introduction

Scope of project

1.1 AECOM was appointed by the Frodsham Neighbourhood Plan Group to undertake a Habitats Regulations Assessment (HRA) for the Frodsham Neighbourhood Plan (FNP). This is to inform the planning group and local council of Cheshire West and Chester of the potential effects of Neighbourhood Plan (NP) development on European Sites and how they are being, or should be, addressed in the draft NP.

1.2 The purpose of this report is to produce a clear assessment of the identified sites to advise which ones might be appropriate for allocation in the Plan, in particular whether they comply with National Planning Policy Guidance and the strategic policies of Cheshire West and Chester Council's adopted Local Plan. This will help FNP to ensure that that the Neighbourhood Planning site selection process is robust and transparent and will meet the Basic Conditions considered by the Independent Examiner, as well as any potential legal challenges by developers and other interested parties.

1.3 The objective of this HRA is to identify if any particular site allocation proposed by in the FNP have the potential to cause an adverse effect on the integrity of European designated sites (Special Areas of Conservation, SACs, Special Protection Areas, SPAs, and Ramsar sites designated under the Ramsar convention), either in isolation or in combination with other plans and projects, and to determine whether site-specific or policy mitigation measures are required.

Legislation

1.1 The UK left the EU on 31 January 2020 under the terms set out in the European Union (Withdrawal Agreement) Act 2020 ("the Withdrawal Act"). This established a transition period, which ended on 31 December 2020. The Withdrawal Act retains the body of existing EU-derived law within our domestic law. During the transition period EU law applies to and in the UK. The UK is no longer a member of the European Union. However, Habitats Regulations Assessment will continue as set out in the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019[1].

1.2 The need for HRA is set out within the Conservation of Habitats & Species Regulations 2017 (as amended) and concerns the protection of European sites. European sites can be defined as actual or proposed/candidate Special Areas of Conservation (SAC) or Special Protection Areas (SPA). It is also Government policy for sites designated under the Convention on Wetlands of International Importance (Ramsar sites) to be treated as having equivalent status to European sites.

1.3 The HRA process applies the precautionary principle to protected areas. Plans and projects can only be permitted having ascertained that there will be no adverse effect on the integrity of the site(s) in question. Plans and projects may still be permitted if there are no alternatives to them and there are Imperative Reasons of Overriding Public Interest (IROPI) as to why they should go ahead. In such cases, compensation would be necessary to ensure the overall integrity of the site network.

> **Conservation of Habitats and Species Regulations 2017 (as amended)**
>
> With specific reference to Neighbourhood Plans, Regulation 106(1) states that:
>
> "*A qualifying body which submits a proposal for a neighbourhood development plan must provide such information as the competent authority* [the Local Planning Authority] *may reasonably require for the purpose of the assessment under regulation 105…* [which sets out the formal process for determination of 'likely significant effects' and the appropriate assessment']."

Box 1: The legislative basis for HRA

1.4 It is therefore important to note that this report has two purposes:

[1] these don't replace the 2017 Regulations but are just another set of amendments

- To assist the Qualifying Body (Frodsham Neighbourhood Plan Group) in preparing their plan by recommending (where necessary) any adjustments required to protect European sites, thus making it more likely their plan will be deemed compliant with the Conservation of Habitats and Species Regulations 2017 (as amended); and
- On behalf of the Qualifying Body, to assist the Local Planning Authority (Cheshire West & Chester Council) to discharge their duty under Regulation 105 (in their role as 'plan-making authority' within the meaning of that regulation) and Regulation 106 (in their role as 'competent authority').

1.5 As 'competent authority', the legal responsibility for ensuring that a decision of 'likely significant effects' is made, for ensuring an 'appropriate assessment' (where required) is undertaken, and for ensuring Natural England are consulted, falls on the local planning authority. However, they are entitled to request from the Qualifying Body the necessary information on which to base their judgment and that is a key purpose of this report.

1.6 Over the years, 'Habitats Regulations Assessment' (HRA) has come into wide currency to describe the overall process set out in the Habitats Regulations, from screening through to identification of IROPI. This has arisen in order to distinguish the overall process from the individual stage of "Appropriate Assessment". Throughout this Report the term HRA is used for the overall process and restricts the use of Appropriate Assessment to the specific stage of that name.

1.7 In spring 2018 the 'Sweetman' European Court of Justice ruling[2] clarified that 'mitigation' (i.e., measures that are specifically introduced to avoid or reduce a harmful effect on a European site that would otherwise arise) should **not** be taken into account when forming a view on likely significant effects. Mitigation should instead only be considered at the Appropriate Assessment stage. This HRA has been cognisant of that ruling.

Quality Assurance

1.8 This report was undertaken in line with AECOM's Integrated Management System (IMS). Our IMS places great emphasis on professionalism, technical excellence, quality, environmental and Health and Safety management. All staff members are committed to establishing and maintaining our certification to the international standards BS EN ISO 9001:2015 and 14001:2015, ISO 44001:2017 and ISO 45001:2018. In addition, our IMS requires careful selection and monitoring of the performance of all sub-consultants and contractors.

1.9 All AECOM Ecologists working on this project are members (at the appropriate level) of the Chartered Institute of Ecology and Environmental Management (CIEEM) and follow their code of professional conduct (CIEEM, 2017).

2.

[2] People Over Wind and Sweetman v Coillte Teoranta (C-323/17)

3. Methodology

Introduction

3.1 The HRA has been carried out with reference to the general EC guidance on HRA[3] and that of the UK government[4].

3.2 Figure 1 below outlines the stages of HRA according to current Ministry of Housing, Communities and Local Government guidance. The stages are essentially iterative, being revisited as necessary in response to more detailed information, recommendations and any relevant changes to the Plan until no significant adverse effects remain.

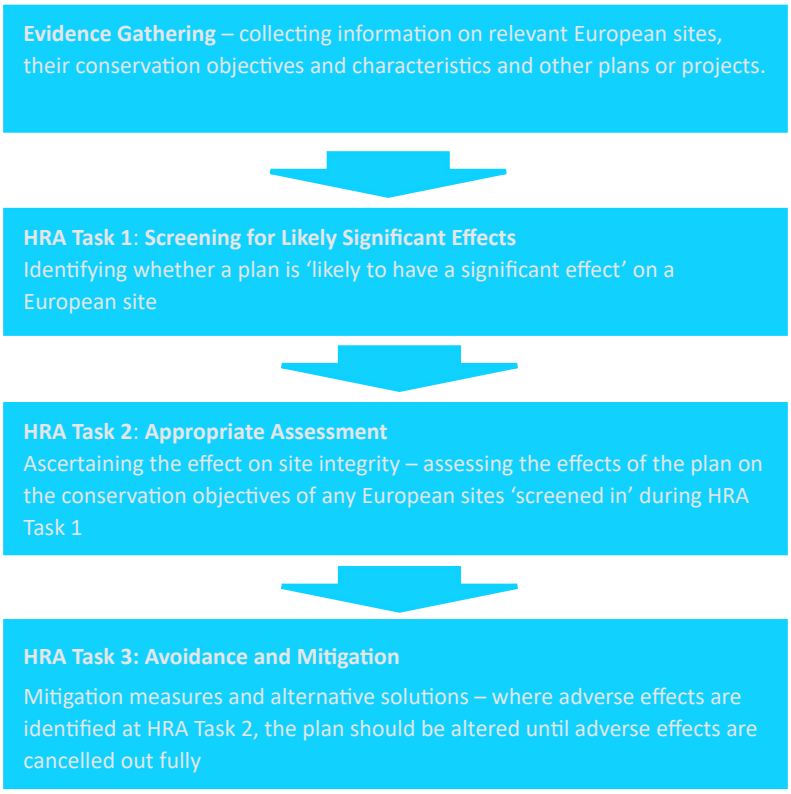


Figure 1: Four Stage Approach to Habitats Regulations Assessment. Source GOV.UK, 2019.

HRA Task 1 – Test of Likely Significant Effects (ToLSE)/ Screening

3.3 Following evidence gathering, the first stage of any Habitats Regulations Assessment is a Test of Likely Significant Effect (ToLSE) test - essentially a risk assessment to decide whether the full subsequent stage known as Appropriate Assessment is required. The essential question is:

"*Is the project, either alone or in combination with other relevant projects and plans, likely to result in a significant effect upon European sites?*"

3.4 The objective is to 'screen out' those plans and projects that can, without any detailed appraisal, be said to be unlikely to result in significant adverse effects upon European sites, usually because there is no mechanism for an adverse interaction with European sites. This stage is undertaken in Chapter 4 of this report.

[3] European Commission (2001): Assessment of plans and projects significantly affecting Natura 2000 Sites: Methodological Guidance on the Provisions of Article 6(3) and 6(4) of the Habitats Directive.
[4] https://www.gov.uk/guidance/appropriate-assessment

3.5 The ToLSE is based on identification of the impact source, the pathway of impact to receptors and then confirmation of the specific European Site receptors. These are normally designated features but also include habitats and species fundamental to those designated features achieving favourable conservation status (notably functionally linked land outside the European site boundary).

3.6 In the Waddenzee case[5], the European Court of Justice ruled on the interpretation of Article 6(3) of the Habitats Directive, including that:

- An effect should be considered 'likely', *"if it cannot be excluded, on the basis of objective information, that it will have a significant effect on the site"* (para 44);
- An effect should be considered 'significant', *"if it undermines the conservation objectives"* (para 48); and
- Where a plan or project has an effect on a site *"but is not likely to undermine its conservation objectives, it cannot be considered likely to have a significant effect on the site concerned"* (para 47).

3.7 The ToLSE consists of two parts: Firstly, determining whether there are any policies that could result in negative impact pathways and secondly establishing whether there are any European Sites that might be affected. It identifies European designated sites that could be affected by the Plan and also those impact pathways that are most likely to require consideration.

3.8 It is important to note that the ToLSE must generally follow the precautionary principle as its main purpose is to determine whether the subsequent stage of 'Appropriate Assessment' (i.e., a more detailed investigation) is required.

HRA Task 2 – Appropriate Assessment (AA)

3.9 Where it is determined that a conclusion of 'no likely significant effect' cannot be drawn, the analysis has proceeded to the next stage of HRA known as Appropriate Assessment. Case law has clarified that 'appropriate assessment' is not a technical term. In other words, there are no particular technical analyses, or level of technical analysis, that are classified by law as belonging to appropriate assessment rather than determination of likely significant effects.

3.10 During July 2019 the Ministry of Housing, Communities and Local Government published guidance for Appropriate assessment[6]. Paragraph: 001 Reference ID: 65-001-20190722m explains: '*Where the potential for likely significant effects cannot be excluded, a competent authority must make an appropriate assessment of the implications of the plan or project for that site, in view of the site's conservation objectives. The competent authority may agree to the plan or project only after having ruled out adverse effects on the integrity of the habitats site. Where an adverse effect on the site's integrity cannot be ruled out, and where there are no alternative solutions, the plan or project can only proceed if there are imperative reasons of over-riding public interest and if the necessary compensatory measures can be secured*'.

3.11 As this analysis follows on from the screening process, there is a clear implication that the analysis will be more detailed than undertaken at the Screening stage and one of the key considerations during appropriate assessment is whether there is available mitigation that would entirely address the potential effect. In practice, the appropriate assessment takes any policies or allocations that could not be dismissed following the high-level screening analysis and analyses the potential for an effect in more detail, with a view to concluding whether there would be an adverse effect on integrity (in other words, disruption of the coherent structure and function of the European site(s)).

3.12 A decision by the European Court of Justice[7] concluded that measures intended to avoid or reduce the harmful effects of a proposed project on a European site may no longer be taken into account by competent authorities at the Likely Significant Effects or 'screening' stage of HRA. The UK is no longer part of the European Union. However, as a precaution, it is assumed for the purposes of this HRA that EU case law regarding Habitat Regulations Assessment will still be considered informative jurisprudence by the UK courts. That ruling has therefore been considered in producing this HRA.

[5] Case C-127/02

[6] https://www.gov.uk/guidance/appropriate-assessment#what-are-the-implications-of-the-people-over-wind-judgment-for-habitats-regulations-assessments [Accessed: 07/01/2020].

[7] People Over Wind and Sweetman v Coillte Teoranta (C-323/17)

3.13 Also, in 2018 the Holohan ruling[8] was handed down by the European Court of Justice. Among other provisions paragraph 39 of the ruling states that '*As regards other habitat types or species, which are present on the site, but for which that site has not been listed, and with respect to habitat types and species located outside that site, … typical habitats or species must be included in the appropriate assessment, if they are necessary to the conservation of the habitat types and species listed for the protected area*' [emphasis added]. This has been taken into account in the HRA process.

HRA Task 3 – Avoidance and Mitigation

3.14 Where necessary, measures are recommended for incorporation into the Plan in order to avoid or mitigate adverse effects on European sites. There is considerable precedent concerning the level of detail that a Neighbourhood Plan document needs to contain regarding mitigation for recreational impacts on European sites. The implication of this precedent is that it is not necessary for all measures that will be deployed to be fully developed prior to adoption of the Plan, but the Plan must provide an adequate policy framework within which these measures can be delivered.

3.15 In evaluating significance, AECOM has relied on professional judgement and the LP HRA regarding development impacts on the European sites considered within this assessment.

3.16 When discussing 'mitigation' for a Neighbourhood Plan document, one is concerned primarily with the policy framework to enable the delivery of such mitigation rather than details of the mitigation measures themselves since the Local Development Plan document is a high-level policy document. A Neighbourhood Plan is a lower-level constituent of a Local Development Plan.

Confirming Other Plans and Projects That May Act 'In Combination'

3.17 It is a requirement of the Regulations that the impacts of any land use plan being assessed are not considered in isolation but in combination with other plans and projects that may also be affecting the European site(s) in question.

3.18 In considering the potential for combined regional housing development to impact on European sites the primary consideration is the impact of visitor numbers – i.e. recreational pressure and urbanisation.

3.19 When undertaking this part of the assessment it is essential to bear in mind the principal intention behind the legislation i.e. to ensure that those projects or plans (which in themselves may have minor impacts) are not simply dismissed on that basis but are evaluated for any cumulative contribution they may make to an overall significant effect. In practice, in-combination assessment is therefore of greatest relevance when the plan or policy would otherwise be screened out because its individual contribution is inconsequential.

[8] Case C-461/17

4. Internationally Designated Sites

4.1 In the case of the FNP, it has been determined that the European sites identified in **Table 1** require consideration. This was based upon a search of surrounding European sites and based on the vulnerabilities of the interest features of the European sites.

Table 1. European Sites for Consideration and their Location in Relation to the Frodsham Neighbourhood Plan

European site	Location
Mersey Estuary Ramsar and SPA	Located adjacent to the FNP boundary (Frodsham)
Midland Meres and Mosses Ramsar	Fragments located c.3.2km, main body c7.5km from the FNP boundary (Frodsham)
Oak Mere SAC	Located c.7.5km from the FNP boundary (Frodsham)
West Midland Mosses SAC	Located c.7.7km from the FNP boundary (Frodsham)

Source: https://magic.defra.gov.uk/MagicMap.aspx

4.2 All the above sites were subjected to the initial screening exercise. It should be noted that the presence of a conceivable pathway linking the Parish to a European site does not mean that likely significant effects will occur.

4.3 The scoping process also evaluated whether pathways existed to the following European site as it they are considered to be functionally linked to the Mersey Estuary, but it was concluded that they could be scoped out of consideration:

- The Dee Estuary SPA, Ramsar, SAC – This site is designated for a range of species and habitats. However, the site is over c.17.5km away from the FNP boundary. Due to the distance of this site from the FNP boundary, there are no realistic linking impact pathways to the environmental vulnerabilities of this site (under-grazing, water and air pollution, inappropriate management etc). Although the closest part of the European Site lies adjacent to the A540 south of Birkenhead, and thus may be susceptible to air quality impacts from the road, this is unlikely to be a significant journey to work route for residents of the FNP area.
- The River Dee and Bala Lake SAC - This site is designated for its water courses of plain to montane levels with *Ranunculion fluitantis* and its waters support Atlantic salmon *Salmo salar.* The site is over c.17km away from the FNP boundary. Due to the distance of this site from the FNP boundary, there are no realistic linking impact pathways to the environmental vulnerabilities of this site (under-grazing, water and air pollution, inappropriate management, air quality etc).
- Mersey Narrows & North Wirral Foreshore SPA – The site is designated for its nesting terns and its overwintering waterfowl and waders. However, it is located over 19km from Frodsham and there are no realistic linking impact pathways.

4.4 The reason for designation, conservation objectives and environmental vulnerabilities of the European sites are detailed below.

Mersey Estuary Ramsar, SPA

Introduction

4.5 This site occurs as a large (50km^2), sheltered estuary comprising large areas of saltmarsh and intertidal sand and mudflats. The site includes brackish marsh, rocky shoreline, and cliffs set in a rural and industrial environment. Internationally important numbers of various species of water birds feed and roost at the site in winter, or stage at the site in spring and fall, notably Common ringed plover *Charadrius hiaticula*. The Mersey Estuary SPA supports overwintering Golden plover (*Pluvialis apricaria*), Redshank (*Tringa totanus*), Shelduck (*Tadorna tadorna*), Teal (*Anas crecca*), Pintail (*Anas acuta*), Dunlin (*Calidris alpina alpina*) and Black-tailed godwit (*Limosa limosa islandica*). The site also supports on passage redshank (*Tringa totanus*), as well as an internationally important water bird assemblage.

Reasons for Designation[9]

4.6 The site is designated as an SPA for The site is designated as a SPA for its non-breeding:

- Golden plover *Pluvialis apricaria*
- Shelduck *Tadorna tadorna*
- Teal *Anas crecca*
- Pintail *Anas acuta*
- Dunlin *Calidris alpina alpina*
- Black-tailed godwit *Limosa limosa islandica*
- Redshank *Tringa totanus*

4.7 Waterbird assemblage: great crested grebe *Podiceps cristatus*, shelduck, wigeon *Anas penelope*, teal, pintail, ringed plover *Charadrius hiaticula*, golden plover, grey plover *Pluvialis squatarola*, lapwing *Vanellus vanellus*, dunlin, black-tailed godwit, curlew *Numenius arquata* and redshank.

4.8 The site is designated as a Ramsar for the following Criteria:

4.9 Criterion 4: The site regularly supports plant and/or animal species at a critical stage in their life cycles, or provides refuge during adverse conditions. During 2004/05 - 2008/09 the Mersey Narrows and North Wirral Foreshore Ramsar site supported important numbers of non-breeding little gulls and common terns.

4.10 Criterion 5: The site regularly supports 20,000 or more water birds: During the winters 2004/05 - 2008/09, the Mersey Narrows and North Wirral Foreshore Ramsar site supported an average peak of 32,402 individual water birds.

4.11 Criterion 6: The site regularly supports 1% of the individuals in the populations of the following species or subspecies of water bird in any season: During the winters 2004/05 - 2008/09, the Mersey Narrows and North Wirral Foreshore Ramsar site supported 2.4% of the *islandica* subspecies, W Europe/Waddensea/Britain/Ireland (non-breeding) population of knot and 2.8% of the *lapponica* subspecies W Europe/NW Africa (non-breeding) population of bar-tailed godwits.

Conservation Objectives[10]

4.1 *"With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features' listed below), and subject to natural change;"*

4.2 *Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;*

- *The extent and distribution of the habitats of the qualifying features*
- *The structure and function of the habitats of the qualifying features*
- *The supporting processes on which the habitats of the qualifying features rely*
- *The population of each of the qualifying features, and,*
- *The distribution of the qualifying features within the site.*

Current Pressures and Threats

4.3 The Site Improvement Plan identifies the following pressures and threats to the SPA and Ramsar:

[9] http://publications.naturalengland.org.uk/publication/4749900759695360 [Accessed 14/03/2021]
[10] UK9005131-Mersey-Estuary-SPA-V2019.pdf [Accessed 14/04/2021]

- Recently commissioned reports indicate there have been large decreases in bird numbers on this SPA compared to local SPAs and regional trends. There is a need to investigate and understand reasons for these changes.

- The population of Canada geese has significantly increased on the site introducing resource competition with some bird species e.g. via increased grazing and increased nutrient pressure. There is a threat from the spread and increase in density of invasive non-native species, such as Chinese mitten crab.

- Increasing recreational pressure causing disturbance to water birds, with the use of drones and jet skis are expected to increase across the site.

- Increasing development pressure around the Mersey Estuary, for example the proposed airport expansion (Liverpool John Lennon Airport Masterplan to 2050) and other functionally linked land, has the associated concerns for squeeze on available habitats for birds along with air quality impacts.

Midland Meres and Mosses Ramsar

Introduction

4.4 The 18 units which make up the site are spread over the Wrexham / Shropshire / Cheshire and Staffordshire Plain. The majority of the units are in Cheshire and north Shropshire, with a small number of outlying sites in adjacent parts of Staffordshire and Wrexham. The Meres and Mosses form a geographically diverse series of lowland open water and peatland sites. The 18 component sites include open water bodies (meres), the majority of which are nutrient-rich with associated fringing habitats, reed swamp, fen, carr and damp pasture. Peat accumulation has resulted in the nutrient-poor peat bogs (mosses) forming in some sites on the fringes of the meres or completely infilling basins. In a few cases the result is a floating quaking bog.

Reason for Designation[11]

4.5 The site is designated as a Ramsar for the following Criteria:

Criterion 1: The site comprises a diverse range of habitats from open water to raised bog.

4.6 Criterion 2: The site supports several rare species of plants associated with wetlands, including the nationally scarce *cowbane Cicuta virosa and, elongated sedge Carex elongata.* Also present are the nationally scarce bryophytes *Dicranum affine* and *Sphagnum pulchrum.*

4.7 Criterion 3: The site supports many rare and scarce invertebrates. There are 16 species of British Red Data Book insect listed for this site including the following endangered species: the moth *Glyphipteryx lathamella*, the caddisfly *Hagenella clathrata* and the sawfly *Trichiosoma vitellinae*.

Factors (Past, Present or Potential) Adversely Affecting the Site's Ecological Character

4.8 The Information Sheet on Ramsar Sites[12] identifies the following pressures and threats to the Ramsar site:

- Eutrophication (off-site)
- Pollution – agricultural fertilisers (off-site)
- Pollution – agricultural runoff
- Human activities – fishing, hunting, recreational

[11] Ibid
[12] Ibid

Oak mere SAC

Introduction

4.9 Oak Mere SAC, in the West Midlands of England, is a lake formed within sediments that are low in nutrients and oligotrophic. It is a large waterbody that has formed in a kettle hole in the fluvio-glacial sands of the Cheshire Plain. The site has clear water of low nutrient status characteristic of oligotrophic waters and a marginal zone of shore-weed *Littorella uniflora.* The site supports an assemblage of plants that are now rare in the lowlands of England, including floating mats of bog-moss Sphagnum spp. and the scarce narrow small-reed Calamagrostis stricta. Open water and peat deposits lie in this kettle-hole depression within Delamere Forest, and peat-cutting has given rise to additional pools and fens. The water is acidic, but slightly nutrient-rich. There are transitions at the water's edge with soft rush *Juncus effusus*, water horsetail *Equisetum fluviatile*, common spike-rush *Eleocharis palustris*, marsh pennywort *Hydrocotyle vulgaris*, the moss *Drepanocladus fluitans* and bulrush *Typha latifolia*. Small depressions in the peat are occupied by bottle sedge *Carex rostrata*, common cottongrass *Eriophorum angustifolium*, purple moor-grass *Molinia caerulea*, cross-leaved heath *Erica tetralix* and round-leaved sundew *Drosera rotundifolia*.

Reason for Designation[13]

4.10 Qualifying features Annex I habitats include:

- Oligotrophic waters containing very few minerals of sandy plains (*Littorelletalia uniflorae*). Nutrient-poor shallow waters with aquatic vegetation on sandy plains
- Transition mires and quaking bogs, open water and peat deposits lie in kettle-hole depressions within Delamere Forest, and peat-cutting has given rise to additional pools and fens. The water is acidic, but slightly nutrient-rich. Very wet mires often identified by an unstable `quaking` surface

Conservation Objectives[14]

4.11 *"Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;*

- *The extent and distribution of qualifying natural habitats*
- *The structure and function (including typical species) of qualifying natural habitats, and*
- *The supporting processes on which qualifying natural habitats rely"*

Current Pressures and Threats

4.12 The Site Improvement Plan[15] identifies the following pressures and threats to the SAC:

- Water pollution
- Invasive species
- Hydrological changes
- Air pollution
- Impact of atmospheric nitrogen deposition

West Midlands Mosses SAC

Introduction

4.13 West Midlands Mosses SAC contains three pools, one at Clarepool Moss and two at Abbots Moss, that are examples of dystrophic lakes and ponds in the lowlands of England and Wales, where this habitat type is rare. The lake at

[13] Oak Mere - Special Areas of Conservation (jncc.gov.uk) [accessed 14/04/2021]
[14] http://publications.naturalengland.org.uk/file/6099038630051840 [accessed 14/04/2021]
[15] http://publications.naturalengland.org.uk/file/5420717696876544 [accessed 14/04/2021]

Clarepool Moss is unusual as a dystrophic type on account of its relatively base-rich character, which is reflected in the presence of a diverse fauna and flora. The two at Abbots Moss are more typical, base-poor examples. The dystrophic lakes and ponds at this site are associated with Schwingmoor development, a characteristic of this habitat type in the West Midlands. Schwingmoor is an advancing floating raft of bog-moss Sphagnum, often containing NVC type M3 *Eriophorum angustifolium* bog pool community, which grows from the edge of the pool and can completely cover over the pool

Reason for Designation[16]

4.14 Qualifying features Annex I habitats include:

- Natural dystrophic lakes and ponds
- Transition mires and quaking bogs

Conservation Objectives[17]

4.15 *"Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;*

- *The extent and distribution of qualifying natural habitats*
- *The structure and function (including typical species) of qualifying natural habitats, and*
- *The supporting processes on which qualifying natural habitats rely"*

Current Pressures and Threats

4.16 The Site Improvement Plan[18] identifies the following pressures and threats to the SAC:

- Water pollution
- Invasive species
- Hydrological changes
- Air pollution
- Impact of atmospheric nitrogen deposition
- Inappropriate scrub control
- Game management - Pheasant rearing
- Forestry and woodland management

[16] West Midlands Mosses - Special Areas of Conservation (jncc.gov.uk) [accessed 14/04/2021]
[17] http://publications.naturalengland.org.uk/file/6061488964108288 [accessed 14/04/2021]
[18]://publications.naturalengland.org.uk/file/5747088459563008 [accessed 14/04/2021]

5. Test of Likely Significant Effects

Background to Frodsham Parish

5.1 Frodsham is a market town, civil parish and electoral ward in the unitary authority of Cheshire West and Chester and the ceremonial county of Cheshire, England. Its population was 9,077 at the 2011 Census. It is approximately 5 km south of Runcorn, 26 km south of Liverpool, and 45 km southwest of Manchester. The River Weaver runs to its northeast and on the west, it overlooks the estuary of the River Mersey. The A56 road and the Chester–Manchester railway line pass through the town, and the M56 motorway passes to the northwest.

Physical scope of the HRA

5.2 There are no standard criteria for determining the ultimate physical scope of an HRA. Rather, the source-pathway-receptor model should be used to determine whether there is any potential pathway connecting development to any European sites.

5.3 The European sites that are described Section 3 are located within a 10km radius of the FNP area: Mersey Estuary Ramsar and SPA (north of Frodsham within the FNP boundary),Midland Meres and Mosses Ramsar (fragments 3.2km, with the main body 7.5km, south-east), Oak Mere SAC (7.5km South-east), West Midland Mosses SAC (7.7km south-east). European sites more distant are not considered to present any realistic impact pathways connecting to growth in Frodsham.

5.4 Based upon Natural England Site Improvement Plans, there are several impact pathways that require consideration regarding increased development within the FNP area and said European sites. These are:

- Recreational pressure;
- Air quality and atmospheric pollution;
- Water quality (surface water runoff);
- Water quality (discharge of treated sewage effluent); and.
- Loss of functionally linked habitats (FLH).

5.5 Table 2 describes these environmental impact pathways. The consideration of Neighbourhood Plan policies (the Test of Likely Significant Effects) is then documented in Table 3.

Table 2. Description of potential impact pathways from increased development to European Sites.

Impact pathway	Discussion
Water quality (surface water runoff)	Increased residential development within Frodsham could lead to the loss of previously undeveloped land and increased surface water runoff to nearby European Sites. Mersey Estuary Ramsar and SPA Midland Meres and Mosses Ramsar are located north within the FNP boundary and 3.2km south east of the parish boundary respectively. However, Mersey Estuary is over 50km^2 and drains a considerable area of north-west England so surface area runoff will likely have little effect. Moreover, all allocated sites in Frodsham are on the opposite side of the M56 from the SPA/Ramsar site and are separated from it by both Frodsham Marsh and the Manchester Ship Canal. The close by fraction of Midland Mares and Mosses (3.2km away) is at a higher elevation then Frodsham and will likely receive little surface water runoff. Changes in water quality due to surface water runoff has therefore been screened out.[19]
Water quality (discharge of treated sewage effluent)	Increased housing development within the FNP area could lead to increased sewage production. Therefore, it is necessary to consider any risk that increased sewage could degrade the water quality (i.e. through increased phosphorus discharge) of European Sites, in the absence of environmental mitigation and adequate wastewater treatment works. Currently, treated sewage effluent is discharged into the Mersey Estuary and additional development could increase this net discharge. Wastewater treatment within the Districts is currently handled by United Utilities through their Water Resources Management Plan 2019, which has been subject to its own HRA and concluded *'no adverse effects, alone or in-combination on any European site..'*[20]. The company is set to invest in wastewater treatment and sustainability and have the capacity to accommodate the additional allocated sites and housing numbers proposed within the FNP. United Utilities have also produced a Weaver Gowy Drainage and Wastewater Management Plan (SPA_13), published in May 2023[21] which is a long-term plan setting out how they intend to maintain robust and resilient drainage and wastewater systems. Changes in water quality as a result of the discharge of sewage effluent has therefore been screened out. Changes in water quality as a result of the discharge of sewage effluent has therefore been screened out.
Hydrological changes, including water abstraction	Midland Meres and Mosses, Oak Mere and West Midland Mosses are all sites that are susceptible to changes in water table fluctuations. However, none of these sites are connected to aquifers used for public water supply. Moreover, all three sites are over 3.2km from the FNP parish boundary and hydrological changes have therefore been screened out. Frodsham lies within United Utilities' Integrated Resource Zone which serves approximately 6.7 million people in south Cumbria, Lancashire, Greater Manchester, Merseyside, most of Cheshire and a small part of Derbyshire. The Integrated Zone can supply around 1,803 Ml/d of potable water, which includes water imports from Wales, Cumbria, and other parts of North West England. It constitutes a large integrated supply network that enables substantial flexibility in distributing supplies within the zone with the 'west to east link' further aiding this flexibility and thus breaking the traditional division in which Greater Manchester received water from Cumbria and Merseyside received water from the River Dee (which lies partly in England and partly in Wales) and from purely Welsh sources (e.g. Lake Vyrnwy). The most recent United Utilities Water Resource Management Plan (WRMP) indicates that without the reductions in demand from a free meter option programme and water efficiency programmes there would be a supply demand deficit in the Integrated Resource Zone of 107 Ml/d by 2040. However, increased abstraction from European sites beyond the current licensed volumes is not part of United Utilities' intended future supply strategy, which depends on a mixture of demand management and increased abstraction from groundwater. As a result, there is no pathway of impact linked to European sites and therefore this impact pathway can be screened out of further assessment.

[19] Water Resources Management Plan (unitedutilities.com) [accessed 20/04/2021]
[20] Available at: https://www.unitedutilities.com/globalassets/z_corporate-site/about-us-pdfs/wrmp-2019---2045/final-water-resources-management-plan-2019-habitats-regulations-assessment.pdf [accessed 06/09/2023}
[21] Available at: https://www.unitedutilities.com/globalassets/z_corporate-site/about-us-pdfs/dwmp-2023/spa_13-weaver-gowy-dwmp_redacted-reupload.pdf [accessed 06/09/2023]

Air quality	Increased residential development would likely lead to a greater number of vehicles within the FNP area. As such, increased air pollution could arise relative to a situation of no growth. Pollutants released from vehicles may be carried directly by wind currents and deposited to the Mersey Estuary, Midland Meres and Mosses, Oak Mere and West Midland Mosses or pollutants may become soluble and taken up during evaporation and deposited to said sites during precipitation. Guidance from the Institute of Air Quality Management and Highways England both set an impact zone of 200m from the roadside for potential significant air quality effects to vegetation from main road traffic. There are many smaller residential roads within 200m of the Mersey Estuary and the A54 within 200m of Oak Mere, but the number of vehicles would likely not increase with proposed development as these are not key journey to work routes. The Runcorn-Widnes bridge does lie within 200m of the Mersey Estuary and could be major commuting routes for new development in the FNP area resulting in increased air pollution affecting the site [22]. Therefore, this pathway is explored further for Mersey Estuary SPA/Ramsar site.
Recreational pressure	Increased development within the FNP area could lead to higher numbers of visitors to European Sites. For example, the nature, scale, timing and duration of some human activities can result in the disturbance of birds at a level that may substantially affect their behaviour, and consequently affect the long-term viability of the population. It is long standing knowledge that the European Sites are attractive to visitors on a county, national and in some cases international level. Increased visitors can have direct and indirect impacts for a European Site that could prevent said site achieving its conservation objectives. The relevant European Site impacted by recreational pressure is the Mersey Estuary. The Midland Meres & Mosses SAC, Oak Mere SAC and Midlands Meres & Mosses Ramsar site are considered at low risk of recreational trampling damage because their mere and bog nature will naturally restrict off-track recreational activity for safety reasons.
Loss of Functionally Linked Habitats (FLH)	While most internationally designated sites have been geographically defined in order to encompass the key features that are necessary for coherence of their structure and function, this is not the case for all such sites. Due to the highly mobile nature of waterfowl in locations such as the Mersey Estuary, it is inevitable that areas of habitat of crucial importance to the maintenance of their populations are outside the physical limits of the European site for which they are an interest feature. However, this area will still be essential for maintenance of the structure and function of the interest feature for which the site was designated and land use plans that may affect this land should still therefore be looked at for impacting European site populations.

[22] air-quality-impacts-on-nature-sites-2020.pdf (iaqm.co.uk) [accessed 20/04/2021]

Table 3. Screening assessment (likely significant effect) of the FNP.

Policy	European Sites and Proximity to Policy Area	Brief summary	Screening outcome
Policy H1: Location of Housing Development	Mersey Estuary Ramsar and SPA - Located within the FNP boundary	Policy describes the requirement to provide a mix of dwellings, that meet the needs of Frodsham now and in the future, address the changing demographics and the towns sustainability. To encourage active travel (walking and cycling)	**Likely Significant Effect. Screened in.** This policy allocates 90 - 95 houses across 6 sites.
Policy H2: Housing layout and design	N/A	Policy describes how new development within the NP area that demonstrates high-quality design will be supported. It also looks at other issues including: • Developments must respect views and vistas in Frodsham in particular those identified on the attached map. • Developments should complement the area's green infrastructure, biodiversity and links to open countryside by ensuring that appropriate planting schemes including trees are included wherever possible. • Mature trees should be retained where possible • Developments adjacent to a main road namely, Bridge Lane, High Street, Main Street , Chester Road, Church Street, Red Lane, Vicarage Lane and Fluin Lane, where traffic is likely to queue should be set back from the road and provide a green buffer to reduce pollution.	**No likely Significant Effect. Screened out.** This is a development management policy and does not specifically allocate sites for development. Therefore, no impact pathways exist to European Sites.
Policy H3: Housing Mix and Type	N/A	Policy describes how proposals for new housing should provide a mix of house types, tenures, and sizes taking account of the needs in the area.	**No likely Significant Effect. Screened out.** This is a development management policy and does not specifically allocate sites for development. Therefore, no impact pathways exist to European Sites.
Policy H4: Affordable Housing	N/A	Policy sets out the principles for applying the local connection test to affordable housing.	**No likely Significant Effect. Screened out.** This is a development management policy and does not specifically allocate sites for development. Therefore, no impact pathways exist to European Sites.
Policy H5: Design and Character	N/A	Policy describes how new development within the NP area will be required to demonstrate specifically how they have considered, and fully taken into account the design	**No likely Significant Effect. Screened out.** This is a development management policy and does not specifically allocate sites for development. Therefore, no impact pathways exist to European Sites.

Policy	European Sites and Proximity to Policy Area	Brief summary	Screening outcome
		principles and detailed guidance contained within the Frodsham Design Codes report and the Frodsham Town Design Statement into account	
Policy H6: Heritage Assets	N/A	Policy states that heritage assets are to be protected and where possible enhanced.	**No likely Significant Effect. Screened out.** This is a development management policy and does not specifically allocate sites for development. Therefore, no impact pathways exist to European Sites.
Policy EDVE1: Business and Employment	N/A	To preserve, protect and promote the growth of existing employment and support new business opportunities.	**No likely Significant Effect. Screened out.** This is a development management policy specifically for Frodsham. Therefore, no impact pathways exist to European Sites.
Policy EDVE2: Tourism and the Visitor Economy	Mersey Estuary Ramsar and SPA - Located within the FNP boundary	Policy describes the need to promote Frodsham as a visitor and a green tourist destination and supports development where they can demonstrate no adverse impacts on Frodsham Marshes.	**No likely Significant Effect. Screened out.** This is a development management policy that includes a caveat of no adverse effects. Therefore, no impact pathways exist to European Sites.
Policy EDVE3: Retail and Services	N/A	Policy describes the need to preserve and protect all types of retailers and service providers in maintaining and developing both short and long-term businesses	**No likely Significant Effect. Screened out.** This is a development management policy specifically for Frodsham town centre. Therefore, no impact pathways exist to European Sites.
Policy GSRL1: To designate Local Green Space	N/A	Policy describes the requirement to designate and protect all Frodsham's local Green Spaces	**No likely Significant Effect. Screened out.** This is a development management policy and does not specifically allocate sites for development. Therefore, no impact pathways exist to European Sites.
Policy GSRL2: Protecting and Enhancing Green and Open Spaces	N/A	Policy states that developments will be supported where they retain, preserve, maintain, protect and provide additional or new Green spaces.	**No likely Significant Effect. Screened out.** This is a development management policy and does not specifically allocate sites for development. Therefore, no impact pathways exist to European Sites.
Policy GSLR3: Maintaining our Green and Open spaces	N/A	Policy describes the need to support developments that retain, maintain and protect existing green and open spaces for communal and social use.	**No likely Significant Effect. Screened out.** This is a development management policy and does not specifically allocate sites for development. Therefore, no impact pathways exist to European Sites.
Policy GSLR4: Creating new green	N/A	Policy states that developments are to encourage developments that create or develop additional green	**No likely Significant Effect. Screened out.** This is a development management policy and does not

Policy	European Sites and Proximity to Policy Area	Brief summary	Screening outcome
spaces		community/recreational spaces.	specifically allocate sites for development. Therefore, no impact pathways exist to European Sites.
Policy GSRL5: Enhancing Health and Wellbeing in the community	N/A	Policy states that developments are to be encouraged that provide opportunities for exercise, activities and well-being.	**No likely Significant Effect. Screened out.** This is a development management policy and does not specifically allocate sites for development. Therefore, no impact pathways exist to European Sites.
Policy CA1: Footpaths and Cycle Paths	N/A	Policy states the need to enable Frodsham to be a cycle friendly town, supporting the needs of cycling for education, commuting, recreation and leisure.	**No likely Significant Effect. Screened out.** This is a development management policy and does not specifically allocate sites for development. Therefore, no impact pathways exist to European Sites.
Policy CA2: Electric Vehicles	N/A	Policy states that developments are to ensure development provides provision for charging points for electric vehicles.	**No likely Significant Effect. Screened out.** This is a development management policy and does not specifically allocate sites for development. Therefore, no impact pathways exist to European Sites.
Policy CA3: Parking	N/A	Policy aims to ensure that adequate vehicle and cycle parking is provided to help Frodsham to become a safe and active travel friendly town.	**No likely Significant Effect. Screened out.** This is a development management policy and does not specifically allocate sites for development. Therefore, no impact pathways exist to European Sites.

6. The 'in Combination' Scope

6.1 It is a requirement of the Regulations that the impacts and effects of any land use plan being assessed are not considered in isolation but in combination with other plans and projects that may also be affecting the internationally designated site(s) in question.

6.2 When undertaking this part of the assessment it is essential to bear in mind the principal intention behind the legislation i.e. to ensure that those projects or plans which in themselves have minor impacts are not simply dismissed on that basis but are evaluated for any cumulative contribution they may make to an overall significant effect. In practice, in combination assessment is therefore of greatest relevance when the plan would otherwise be screened out because its individual contribution is inconsequential. The overall approach is to exclude the risk of there being unassessed likely significant effects in accordance with the precautionary principle. This was first established in the seminal Waddenzee[23] case.

6.3 For the purposes of this assessment, we have determined that, due to the nature of the identified impacts, the key other plans and projects with potential for in combination likely significant effects are those schemes that have the following impact pathways: recreational pressure, air quality and loss of functionally linked habitats. The following plans have been assessed for their in-combination impact to interact with the Frodsham Neighbourhood Plan:

- Warrington – Adopted Local Plan core strategy; new Local Plan recently completed Main Modifications consultation
- Cheshire West & Chester Adopted Local Plan (this set a minimum target of 250 dwellings to be delivered in Frodsham. The Frodsham Neighbourhood Plan allocates sites for housing development that would contribute to meeting this target and would also exceed it by 109 units (an increase of 27%))
- Halton – adopted Halton Local Plan
- Knowsley – Knowsley Local Plan Core Strategy
- Liverpool – Adopted Liverpool Local Plan
- Wirral – Wirral Local Plan (currently going through Examination)
- Sefton – adopted Local Plan

6.4 It should be noted that, while the broad potential impacts of these other projects and plans will be considered, we do not propose carrying out full HRA on each of these plans – we will however draw upon existing HRA that have been carried out for surrounding regions and plans.

[23] Waddenzee case (Case C-127/02, [2004] ECR-I 7405)

7. Appropriate Assessment

7.1 The law does not prescribe how an appropriate assessment should be undertaken or presented but the appropriate assessment must consider all impact pathways that have been screened in, whether they are due to policies alone or to impact pathways that arise in combination with other projects and plans. That analysis is the purpose of this section. The law does not require the 'alone' and 'in combination' effects to be examined separately provided all effects are discussed.

7.2 The main impact pathways of concern to this HRA (air quality, recreational pressure and loss of functionally linked habitats) are inherently 'in combination' with neighbouring plans and projects. However, for completeness, potential impacts of the –90 - 95 net residential dwellings allocated within the Frodsham Neighbourhood Plan area in isolation are also assessed.

7.3 The HRA screening exercise undertaken in Table 3 indicates one potential H1 policy (Location of Housing Development) that will encompass the 6 potential site allocations. These may have likely significant effects on the European Sites due to recreational pressure, air quality and loss of functionally linked habitats. At the screening stage, the following potential housing allocations were screened in and require further assessment:

- FRO/0010 – Site is centrally located on Main Street, the A56 main arterial route through the town centre. Frodsham.
- FRO/0038 – Site is current Frodsham Sea Scouts HQ located on the northern edge of Frodsham off High Street, Frodsham.
- FRO/0039 - Land to the rear of St Hilda's Drive, Frodsham
- S/01 – Site is former school adjacent to the Princeway Health Centre with frontages to Queensway, Princeway and Martin Road, Frodsham.
- S/07 – Site is at the junction of Main Street and Fountains Lane, Frodsham. Brook House is a Grade ll Listed building.
- S/10 – Land is adjacent to Penkman's Lane.

Recreational pressure

7.4 There is growing concern over the cumulative impacts of recreation on key nature conservation sites in the UK, as most sites must fulfil conservation objectives while also providing recreational opportunity. Various research reports have provided compelling links between changes in housing and access levels and impacts on European protected sites[24] [25]. This applies to any habitat, but the additional recreational pressure from housing growth on destinations with water features is likely to be especially strong and some of the qualifying waterfowl are known to be susceptible to disturbance. Different European sites are subject to different types of recreational pressures and have different vulnerabilities. Studies across a range of species have shown that the effects from recreation can be complex. HRAs of Plans tend to focus on recreational sources of disturbance as a result of new residents[26].

7.5 Human activity can affect organisms directly (e.g. loss of habitat or by causing species to flee) and indirectly (e.g. by damaging their habitat or reducing their fitness in less obvious ways e.g. stress). The most obvious direct effect is the loss of habitat as a result of increased visitors to a site (i.e. trampling). But human activity can also lead to much subtler behavioural (e.g. alterations in feeding behaviour, avoidance of certain areas and use of sub optimal areas etc.) and physiological changes to species (e.g. an increase in heart rate). While these are less noticeable, they might result in major population-level changes by altering the balance between immigration/birth and emigration/death[27].

[24] Liley D, Clarke R.T., Mallord J.W., Bullock J.M. 2006a. The effect of urban development and human disturbance on the distribution and abundance of nightjars on the Thames Basin and Dorset Heaths. Natural England / Footprint Ecology.
[25] Liley D., Clarke R.T., Underhill-Day J., Tyldesley D.T. 2006b. Evidence to support the appropriate Assessment of development plans and projects in south-east Dorset. Footprint Ecology / Dorset County Council.
[26] The RTPI report 'Planning for an Ageing Population' (2004) which states that *'From being a marginalised group in society, the elderly are now a force to be reckoned with and increasingly seen as a market to be wooed by the leisure and tourist industries. There are more of them and generally they have more time and more money.' It also states that 'Participation in most physical activities shows a significant decline after the age of 50. The exceptions to this are walking, golf, bowls and sailing, where participation rates hold up well into the 70s'.*
[27] Riley, J. 2003. Review of Recreational Disturbance Research on Selected Wildlife in Scotland. Scottish Natural Heritage.

7.6 At the screening stage (Table 3) One European Site was identified that could be impacted by recreational pressure. This was Mersey Estuary Ramsar, SPA. This related to the following policies:

- **Policy H1: Location of Housing Development -** allocates 90 - 95 houses across 6sites.
- **Policy EDVE2: Tourism and the Visitor Economy** - enhance and build on existing visitor attractions and promote the future use of the marshes, the Weaver navigation and the adjoining riverside.

7.7 Impacts of recreational pressure for Mersey Estuary Ramsar, SPA would likely be through more indirect means such as disturbance of species. For example, the impact of bird disturbance has been particularly well studied. Much research concern stems from the fact that birds expend energy unnecessarily when disturbed and the time they spend responding to humans is time that is not spent feeding[28.] Disturbance therefore risks increasing energy expenditure of birds while reducing their energy intake, which can adversely affect their 'condition' and ultimately their survival. Additionally, displacement of birds from one feeding site to others can increase the pressure on the resources available within the remaining sites, as they then must sustain a greater number of birds[29].

7.8 Evidence in the literature suggests that the magnitude of disturbance clearly differs between different types of recreational activities. For example, dog walking leads to a significantly higher reduction in bird diversity and abundance than hiking[30]. Scientific evidence also suggests that key disturbance parameters, such as areas of influence and flush distance, are significantly greater for dog walkers than hikers[31]. A UK meta-analysis suggests that important spatial (e.g. the area of a site potentially influenced) and temporal (e.g. how often or long an activity is carried out) parameters differ between recreational activities, suggesting that activity type is a factor that should be taken into account in HRAs[32].

7.9 Mersey Estuary Ramsar, SPA is a site where visitor activity surveys have been undertaken. These surveys were undertaken by the Marine Management Organisation[33]. With regards to current visitor pressure, Beach recreation, sailing, wildlife watching, and powered aircraft had medium (11–15) to high (51-100) participation of visitors with motor boating, jet skis, beach recreation, drone use and powered aircraft all increasing. Many of these activities are deemed to be of high intensity towards overwintering birds. According to survey work undertaken on behalf of Natural England[34] 97% of recreational visitors to the north-west coastal European sites and SSSIs were on a short visit directly from home and interviewees visiting directly from home typically lived within a short radius of the survey point (a mean distance of 5.3 km). Half of these interviewees lived within 1.9 km (median value) and three quarters within 5.2km. For the Mersey Estuary SPA specifically 75% of people visiting the site from home lived within 8.3km of the survey point, although this was only based on a single survey location. Most of these lived along the coast, within easy access of the coast (e.g. clear line along the A595) or within highly populated areas (e.g. Liverpool).

7.10 All of the proposed housing sites allocated by the FNP are within 4.5km of the Mersey Estuary Ramsar, SPA. The closest site to the SPA boundary is FRO/0039, which is 2.3km away. Therefore, residential development within the FNP area may lead to increased visitors to the Mersey Estuary Ramsar, SPA when considered in-combination with growth across the district (including the amount of housing allocated for Frodsham in the Local Plan, which is encompassed by the Neighbourhood Plan allocations) and in surrounding districts, as set out in paragraph 6.3 of this report. However, it should also be noted that Frodsham is actually relatively isolated from the SPA/Ramsar due to the M56, Frodsham Marsh and the Manchester Ship Canal. The most accessible parts of the SPA/Ramsar are actually on the opposite side of the River Mersey. Therefore, growth in Frodsham would probably make a very minor contribution to recreational pressure in the SPA/Ramsar site. There is also the potential for impacts on Frodsham Marsh and thus for recreational disturbance of functionally-linked land. However, this would occur on a relatively small scale as walkers / dog walkers are more likely to use the areas to the south and east of Frodsham including Frodsham Hill and parts of the Sandstone Trail. Frodsham also includes the large and very well used Castle Park.

[28] Riddington, R. *et al*. 1996. The impact of disturbance on the behaviour and energy budgets of Brent geese. *Bird Study* 43:269-279

[29] Gill, J.A., Sutherland, W.J. & Norris, K. 1998. The consequences of human disturbance for estuarine birds. *RSPB Conservation Review* 12: 67-72

[30] Banks P.B., Bryant J.Y. 2007. Four-legged friend or foe? Dog walking displaces native birds from natural areas. Biology Letters 3: 14pp.

[31] Miller S.G., Knight R.L., Miller C.K. 2001. Wildlife responses to pedestrians and dogs. 29: 124-132.

[32] Weitowitz D., Panter C., Hoskin R., Liley D. The spatio-temporal footprint of key recreation activities in European protected sites. Manuscript in preparation.

[33] MMO Report Style and GIS Guide (publishing.service.gov.uk) [accessed 21/04/2021]

[34] Data taken from page 4 of Liley, D., Panter, C., Marsh, P. & Roberts, J. (2017) Recreational activity and interactions with birds within the SSSIs on the North-West coast of England. Unpublished report for Natural England

7.11 The potential for disturbance of wintering birds using the Mersey Estuary SPA/Ramsar site as a result of growth across the Liverpool City Region (LCR), Cheshire West & Chester and the Lancashire coast (i.e. the in combination effects of growth to 2030 and beyond outlined in the Liverpool Local Plan, Sefton Local Plan, Knowsley Local Plan, St Helens Local Plan, Wirral Local Plan, Cheshire West & Chester Local Plan, West Lancashire Local Plan, Halton Local Plan and potentially areas beyond such as Blackpool and Fylde) has been identified for some time. Since the major population centres are in the Liverpool City Region (e.g. Sefton) those authorities have led the investigation of this issue, in conjunction with Natural England, and have also led on the development of a multi-authority mitigation strategy to address the matter, called the Recreation Management Strategy. The RMS is currently being advanced as a strategic response to the issue of recreation pressure arising from the total quantum of housing development across the Liverpool City Region.

7.12 Clearly, participation in the RMS would be beyond the scope of what Frodsham Neighbourhood Plan Group can accomplish. However, Policy ENV 4 Biodiversity and geodiversity, paragraph 8.41 of the Cheshire West and Chester Local Plan (Part One) Strategic Policies - adopted 29 January 2015 states *'The Council will, where appropriate, work in partnership with other local authorities and relevant bodies, to avoid and manage cumulative, and in combination, impacts of development on these sites. The Habitats Regulation Assessment highlighted the issue of recreational pressure as a result of increased population on the Mersey Estuary/Dee Estuary SPA/SAC and Ramsar sites. The Council will need to work with other local authorities and organisations to monitor the progress of ongoing assessments and recreational management studies being undertaken on these sites. The determination of development proposals will need to take account of the evidence and recommendations in this research.'* However, it is noted that Cheshire West & Chester Council are not a signatory to the RMS and no other Neighbourhood Plans in the authority within the recreational catchment of the SPA have included mitigation.

7.13

To deliver Policy GSRL2 (Protecting and Enhancing Green and Open Spaces) the Parish Council should promote areas of recreational semi-natural greenspace in the parish, other than Frodsham Marshes. Promoting these sites, and improving access and signage to them, could be included as a potential option for spending Community Infrastructure Levy funds.

7.14 With regard to Policy EDVE2 on tourism, it was recommended in the previous version (2020) of this HRA that a caveat is added that tourism development will only be supported if it will not result in adverse impacts on the ecological value and function of Frodsham Marshes, including its role in providing supporting habitat for the Mersey Estuary SPA/Ramsar. Moreover, it is recommended that the section of the policy promoting future use of the marshes is removed as it could conflict with avoidance of recreational disturbance impacts on functionally linked habitat for the Mersey Estuary SPA/Ramsar site. This has now been added to the Policy.

7.15 Given the lack of easy direct access to the SPA, presence of numerous alternative recreational areas and small amount of housing planned, mean there is very limited risk of increased recreational pressure on the Mersey Estuary SPA/Ramsar site and growth in Frodsham will therefore make a negligible contribution to the overall in combination recreational pressure effect. Therefore, coupled with the measures identified above, a conclusion of no adverse effect on integrity can be drawn.

Air Quality

7.16 Atmospheric pollution relating to nitrogen deposition might lead to eutrophication in the Mersey Estuary SPA and Ramsar. However, the only significant road within 200m of the mudflats of the SPA and Ramsar is the Runcorn-Widnes Bridge. The Site Relevant Critical Load on APIS for nitrogen deposition relating to each of the qualifying bird species indicates that nitrogen deposition is currently up to 17.5 kgN/ha/yr , compared to a critical load (for littoral sediment) of 20-30 kgN/ha/yr. It is highly unlikely that increases in traffic on Runcorn Widnes Bridge would increase the nitrogen deposition by the required 13 kgN/ha/yr, to exceed the critical load of 30 kgN/ha/yr. Furthermore, APIS concludes the effects of additional nitrogen deposition may be positive for many SPA birds, because such nitrogen enrichment potentially means an increase in prey abundance. Therefore, a conclusion of no adverse effect on integrity can be drawn.

Loss of Functionally Linked Habitat

7.17 The screening for FNP identified the following policies within the Plan that require Appropriate Assessment regarding the impact pathway loss of functionally linked land:

- **Policy H1: Location of Housing Development -** allocates 90 - 95 houses across 6 sites.
- **Policy EDVE2: Tourism and the Visitor Economy** - enhance and build on existing visitor attractions and promote the future use of the marshes, the Weaver navigation and the adjoining riverside.

7.18 While most European sites have been geographically defined to encompass the key features that are necessary for coherence of their structure and function, and the support of their qualifying features, this is not always the case. A diverse array of qualifying species including birds, bats and amphibians are not confined to the boundary of designated sites.

7.19 For example, the highly mobile nature of both wildfowl and heathland birds implies that areas of habitat of crucial importance to the maintenance of their populations are outside the physical limits of European sites. Despite not being part of the formal designation, this habitat is still integral to the maintenance of the structure and function of the interest feature on the designated site and, therefore, land use plans that may affect such areas should be subject to further assessment. Examples of other mobile qualifying species are great-crested newts and bats.

7.20 The Mersey Estuary Ramsar, SPA supports overwintering Golden plover (*Pluvialis apricaria*), Redshank (*Tringa totanus*), Shelduck (*Tadorna tadorna*), Teal (*Anas crecca*), Pintail (*Anas acuta*), Dunlin (*Calidris alpina alpina*) and Black-tailed godwit (*Limosa limosa islandica*). The site also supports on passage redshank (*Tringa totanus*), as well as an internationally important water bird assemblage.

7.21 However, the sites allocated in the Frodsham Neighbourhood Plan are all small urban edge sites separated from Frodsham Marsh and the SPA/Ramsar site by the M56. There is therefore a low risk that any allocations will constitute significant parcels of functionally-linked land and no adverse effect on integrity will arise.

8. Conclusions

8.1 This assessment undertook both Screening and Appropriate Assessment of the policies and the proposed allocations resulting from the Parish's Call for Sites.

8.2 The international designated sites considered within the Appropriate Assessment for impact pathways that could not be screened out at the screening stage were:

- Mersey Estuary Ramsar and SPA

8.3 Impact pathways considered during the screening were: recreational pressure, air quality and loss of functionally linked habitat.

8.4 Six potential Site Allocations to provide net new residential development were subject to Appropriate Assessment as they were located within the accepted zones of influence of the aforementioned international sites and could result in adverse effects on the integrity of an international site in combination with other projects and plans. Ultimately, a conclusion of no adverse effect on integrity could be reached for them all, except for recreational pressure related to the Mersey Estuary SPA/Ramsar site.

8.5 Following Appropriate Assessment, it is concluded that, provided the recommended changes are made, the Frodsham Neighbourhood Plan will contain sufficient policy framework to ensure no adverse effects on the integrity of international designated sites will occur in isolation or in combination with other projects and plans.