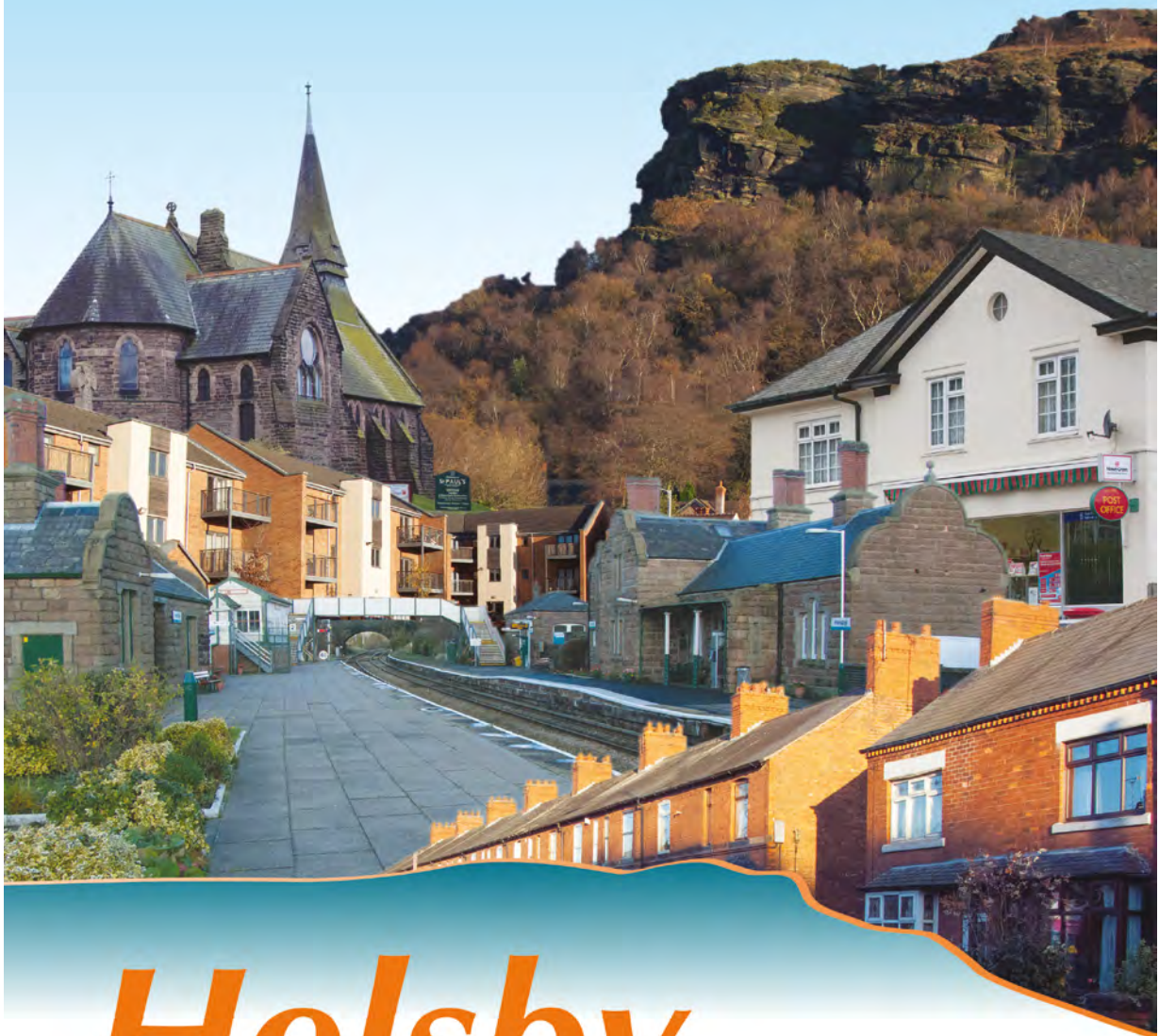


H E L S B Y P A R I S H C O U N C I L



Helsby

NEIGHBOURHOOD PLAN
CONSULTATION STATEMENT

2015 - 2030

HELSEBY NEIGHBOURHOOD PLAN 2015-2030

CONSULTATION STATEMENT July 2015

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1. INTRODUCTION

This Consultation Statement has been prepared to fulfil the legal requirements of Part 5, Regulation 15(1)(b) of the Neighbourhood Planning (General) Regulations 2012 by:

- (a) detailing the persons and bodies who were consulted about the proposed neighbourhood development plan;
- (b) explaining how they were consulted;
- (c) summarising the main issues and concerns raised by the persons consulted; and
- (d) describing how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

Helsby Parish Council and the Neighbourhood Plan Steering Group (NPSG) has built on the experience of preparing a Village Plan for Helsby, issued in 2005, to engage local residents from the very start of the process of producing the proposed Helsby Neighbourhood Plan. Community engagement was “front-loaded” to develop a community-led vision for Helsby, and objectives for achieving that goal. Subsequent consultations as the proposed Neighbourhood Plan took shape were undertaken using a variety of techniques to engage with a broad cross-section of interested local stakeholders.

The program of consultation is shown in the table below. Details of each stage of the consultation process are presented in the following sections, with additional information provided in the Appendices.

Date	Activity
During 2013	Raising awareness through quarterly community newsletter and formation of the Neighbourhood Plan Steering Group (NPSG)
Feb/March 2014	Community engagement exercises (“roadshows” at local venues, questionnaire) to gather initial community feedback
June 2014	Consultation on Vision and Objectives document developed from community feedback
April/May 2015	Pre-submission consultation on draft version of Neighbourhood Plan (policies developed from feedback on Vision and Objectives document)

2. RAISING AWARENESS AND GATHERING INITIAL COMMUNITY FEEDBACK

Who was consulted?

Every household in Helsby receives copies of the Helsby News, a community-run quarterly newsletter supported by Helsby Parish Council and delivered by volunteers. During 2013, the newsletter ran articles to raise awareness of the Neighbourhood Plan process, inviting participants to join the Steering Group and providing updates on progress and events.

During a 3 week period in February/March 2014 the Steering Group organised a total of four “roadshows” at different venues throughout Helsby (Sports and Social Club, the Community Centre and St Paul’s Church Hall to facilitate attendance from residents living in the south, centre or north areas of the village, respectively). The events were also held at different times (weekdays and weekends, daytime and evening) to maximise attendance.

Several different routes were used to ensure widespread awareness of the events as described below. Particular effort was made regarding young people in Helsby, which the Village Plan experience had indicated was a hard-to-reach group.

- A double-page advertising flyer was published in the February 2014 edition of Helsby to Hand (an independent monthly publication delivered by volunteers to all 2,143 Helsby households)
- The flyer was posted on community noticeboards, and in shops and businesses throughout Helsby. Copies were also provided for the Library, Health Centre, Post Office, Community Sports Club, Eccies Club, railway station, churches and pubs in Helsby.
- Copies of the flyer were provided to both primary schools in Helsby (Hornsmill and Hillside) and staff ensured each child took one home. The flyer was also made available to all pupils at Helsby High School.
- Email communication was used to inform all clubs and societies within the village (over 60 organisations) of the schedule of events
- Information was provided and interest encouraged through postings on the Helsby Facebook page.

How were they consulted?

At each roadshow, there were posters describing the Neighbourhood Plan process, maps of the Neighbourhood Plan area and a rolling slideshow entitled “Helsby in Numbers” which provided key statistics regarding the village. Attendees were provided with sticky-notepads and invited to leave their comments and thoughts on 16 general topics of potential local interest and an “anything else?” section. Volunteers from the Steering Group were on hand to explain everything and encourage people to share their views.

There was also a brief information sheet/questionnaire for attendees to take away. The questionnaire was very broad-based and asked residents what they liked and disliked about the

Parish, how they would like to see it evolve and the benefits new development should bring to the community. Drop boxes to return the questionnaire, together with additional copies of the questionnaire, were provided at the Post Office, Community Centre and local shops/businesses for return by 31st March 2014. The questionnaire was also made available online through SurveyMonkey.

Over 50 people attended the roadshow events and a total of 35 questionnaires were returned (15 from the drop boxes and 20 online). The questionnaires showed a spread of respondents across age groups (about a quarter aged over 65) and period of residency in Helsby (most over 20 years residency), employed/not employed and travelling distance to work (from “home working” up to around 35 miles).

What were the main issues and concerns?

All the comments and feedback from the roadshow events were collated into an Excel spreadsheet by the NPSG. All the questionnaire responses were also entered into a separate spreadsheet. Both sheets are provided in Appendix 1.

The topics attracting most attention at the roadshows were (in order of decreasing number of comments):

- Need for a new sports facility. This topic is covered in section 2.2.4 of the Neighbourhood Plan and was triggered by the long-running effort and ongoing plans for relocation and development of Helsby Community Sports Club.
- Car parking, in particular by the shops and the station
- The environment, including concerns over wind turbines and fracking
- Cycleways, in particular the need to extend to adjoining villages and potential of the old railway line to Mouldsworth
- Housing, including concerns over sites with existing planning permissions not being developed
- Noise from the M56
- Limited range/variety of leisure and entertainment facilities and shops

Comments were also received on the following topics (in order of decreasing number of comments):

- Walking routes
- Play areas, including a skatepark
- Historic buildings and sites
- Jobs and employment opportunities
- Health and education facilities
- Allotments

From the questionnaire, the majority of recurring answers identified the following topics to be important to the local community:

- Liked about living in Helsby: Small village/rural setting, good road network, Helsby Hill, community spirit, good walks, good schools
- Items to be retained or preserved: Green spaces, keeping the village small/rural, footpaths, the Quarry nature reserve, local facilities such as the Community Centre and Library
- Items that could improve the village: Swimming pool, development of unused land at Sherwood Court
- Evolution of Helsby to 2030 and additional facilities required: New sports facility and swimming pool, better parking, limitation on new houses, occupation of vacant houses

How were they considered and addressed?

The Steering Group reviewed all responses and pulled out the most frequently mentioned items from the questionnaire to assist developing a Vision for Helsby. From the roadshow and questionnaire data, the Steering Group identified four key themes and objectives as shown below. For each one, a series of detailed proposals was prepared based on the comments received during the consultation, resulting in the Vision and Objectives document shown in Appendix 2.

- The Environment - To protect and enhance Helsby's environment, including its natural and heritage assets, so as to retain the character of the village, and hand it on to future generations in a better state than it is now.
- Employment, Transport and Shopping - To provide employment opportunities for residents by retaining existing employment and encouraging new employment of an appropriate scale. Sustainable methods of commuting will be supported. The range of shopping provision will be maintained or enhanced where economically viable.
- Housing and Infrastructure - To meet the housing needs of Helsby residents in an environmentally sustainable way, and ensure that there is adequate health facilities, schools, roads and drainage to serve new developments.
- Sport and Leisure - To provide a single, modern facility at Meres Edge for a range of sporting and social activities, and to identify further opportunities and sites to enhance local sports provision for all ages and abilities. To retain and extend buildings and outside areas so that residents have a wide range of leisure and recreation options.

3. CONSULTATION ON VISION AND OBJECTIVES

Who was consulted?

Every household in Helsby was sent a copy of the Vision and Objectives document/questionnaire (Appendix 2), which was delivered with the Summer edition of Helsby News in June 2014. All local clubs/societies (over 60 organisations) were e-mailed an electronic copy, and asked also to encourage their members to respond. Copies of the document were left in the Library and Post Office (in the centre of the village) and at two local businesses situated at opposite ends of the village (Fearn's Chemist and Marjorie's Hairdressers). Facebook postings were used to advertise the document consultation.

How were they consulted?

The Vision and Objectives document/questionnaire (Appendix 2) asked respondents whether they agreed with the Vision for Helsby, or had suggestions to improve it. The background and responses from the previous consultation underlying each Objective were described and respondents asked whether they agreed, disagreed or had no view on the individual proposals to achieve that objective. A blank sheet was included for participants to provide detailed comments and share further ideas.

Drop boxes were made available throughout the village to return the questionnaire. To assist those who may have had problems getting to any of those places e.g. the elderly, a phone number was also provided to arrange for collection.

A total of 244 completed questionnaires were received, representing a response of approximately 12% of Helsby households.

What were the main issues and concerns?

The Agreed/Disagreed/No View responses to questions about the Vision and the individual proposals for each Objective were entered into a spreadsheet by the NPSG. All additional comments and suggestions were collated into a separate spreadsheet. Both sheets are provided in Appendix 3.

The returned questionnaires overwhelmingly supported the Vision and Objectives, and detailed proposals to deliver each objective. Only two proposals, around seeking potential sites for a swimming pool and skateboard/roller-skating/biking facility proved controversial and showed less than full support.

The additional comments reflected broad issues similar to those raised in the previous consultation i.e.

- Parking, especially at the railway station
- Housing, including the ability of the infrastructure to cope with future demands and untidiness of non-developed sites with planning permissions
- Highways matters such as road speeding, maintenance and cycleway safety
- M56 noise
- Wind turbines (some in favour, most against)

How were they considered and addressed?

Very few of the specific additional comments could be addressed through the Neighbourhood Plan. However the Steering Group noted other ways to respond, if possible, in the spreadsheet of collated comments (Appendix 3).

Since nearly all the individual proposals had attracted overwhelming support, they were used as the basis to prepare the Neighbourhood Plan policies. The general themes of the comments were incorporated through refinements such as defining minimum parking standards for new housing, including a requirement to consider the impact of enhancing rail services/station facilities on parking and adding a new policy around infrastructure capacity. Preliminary advice from Cheshire West and Cheshire Council Planning Officers was also taken into consideration in refining the policies.

Section 2 of the Neighbourhood Plan includes a table for each objective showing how the proposals have been translated into the Plan policy(s).

The proposals around identifying sites for a swimming pool and a skateboard/roller-skating/biking facility had not been clearly supported so policies on these topics were not developed for the Neighbourhood Plan. However a discussion over possible future opportunities to deliver such facilities was included within the background Section 2 of the Plan.

4. PRE-SUBMISSION CONSULTATION ON DRAFT PLAN

When did we consult?

As required under Part 5, Regulation 14 of the Neighbourhood Planning (General) Regulations 2012, Helsby Parish Council completed a 6 week pre-submission consultation on the draft Neighbourhood Plan between week of 23rd March and 15th May 2015 (5th June for Cheshire West and Chester Council and Town and Parish Councils neighbouring Helsby who due to an oversight were not formally notified until week of 20th April).

Who was consulted?

The consultation was designed to obtain input from a wide range of stakeholders and residents. Appendix 4 provides lists of the following groups of people who were consulted on the draft Neighbourhood Plan:

- National and local statutory consultation bodies
- Local organisations including landowners, farmers, businesses and shops
- Local organisations including schools, faith groups, clubs and societies

To consult individual residents, every household in Helsby was sent a summary of the policies, together with a detachable feedback form (see Appendix 4).

A total of 72 organisations/individuals responded, providing a total of 162 comments.

How were they consulted?

The draft Neighbourhood Plan and summary/feedback form was posted online at <http://www.helsbyparish.org.uk/hnp/index.html>. Hard copies of the Plan could be borrowed from the Parish Clerk and were available to view at the Library, Post Office, Fearn's Pharmacy and Parish Council Office.

Letters and/or emails were sent to all groups listed in Appendix 4 noting how to view the plan and requesting feedback before the appropriate deadline. The local organisations were also offered a visit by a member of the Neighbourhood Plan Steering Group to discuss the plan and their comments.

All local residents were sent a summary of the policies, combined with a detachable feedback form as shown in Appendix 4, delivered with the Spring edition of Helsby News in the week of 23rd March 2015.

Posters were displayed on community noticeboards, and in shops and businesses throughout Helsby, and messages posted on Facebook to highlight the availability of the draft Plan and encourage feedback.

Consultees were provided with a range of ways to respond:

- via email
- completing the summary/feedback form online and returning by email
- returning a hard copy of the summary/feedback form to one of the drop-boxes around the village (spare forms were also available at those locations)
- visiting one of the Parish Council Surgeries held 11th April or 2nd May

What were the main issues and concerns?

Details of all respondents and their comments were collated into a spreadsheet by the Steering Group and a copy is provided in Appendix 5.

The popular issues and concerns were similar to previous consultations, and are shown below with examples of comments received.

- Parking, especially at the railway station
 - “Policy ETS3 - the only issues I have with that is the [station] parking comments...” (respondent 8)
 - “Policy ETS4 - current parking on Robin Hood Lane due to insufficient parking for existing businesses.” (respondent 8)
 - “Rail and station services enhancement would be acceptable provided that improved parking facilities were taken into consideration” (respondent 16)
 - “This big issue is that Chester station has moved it's parking problems to Helsby and Frodsham” (respondent 17)
 - “Particularly support the emphasis on the need for appropriate parking in all areas” (respondent 21)
 - “ETS3 - Parking at Helsby station is inadequate for present needs” (respondent 23)
 - “Parking - sad to see verges being decimated by parking” (respondent 25)
 - “Railway parking could be an issue if links extended” (respondent 27)
 - “ETS4 and ETS3 - Strongly agree, parking in Helsby still a nightmare” (respondent 28)
 - “Parking is a major problem. Robin Hood Lane in particular can resemble a dodgem track and becomes dangerous when there is an incident on the M56. New business development plans must include car parking spaces for the expected number of employees, otherwise the current problems will continue to grow and the roads become even more dangerous” (respondent 33)
 - “ETS3 - Should read 'as increased managed parking'. The non management of Village parking already creates extreme difficulties for Villagers with less than full mobility” (respondent 37)
 - “Reinstatement of the 'Halton Curve' and the tolls on the Mersey bridges will increase the parking problems at Helsby Station, several fold. Multi level parking will be necessary” (respondent 44)

- The appalling state of the verges in Latham Avenue, caused by flagrant abuse of the parking on front gardens was 'dealt with' ineptly and indicates that the Council has no will to deal with these matters effectively" (respondent 46)
- "Ensure new developments have adequate access and parking" (respondent 58)
- "One issue of concern is parking at the station. Whilst it is encouraging that new services to Liverpool are to be created via the Halton Curve, this will encourage more commuters and leisure travellers to park in the village." (respondent 59)
- "Policy HNP H8 - I have raised concerns in the past over housing developments adjacent to the A56 not having sufficient parking for residents and visitors...." and "Policy HNP ETS 1 – It states that any parking must not have an adverse effect on the surrounding area. Perhaps it should state that adequate parking for employees should be provided within the site. At the moment 2 companies that provide employment have parking problems that lead to employees parking in the village adjacent to their workplace." (respondent 66)
- Speeding traffic
 - "In general, we are almost avoiding death or serious injury on a daily basis due to excessive speed on this stretch of road. At any time of day and particularly at night, drivers approach and exit the section without a footpath at ridiculous speed... I strongly, sincerely and urgently request action for a couple of speed humps to be installed..." (respondent 8)
 - "No mention of traffic calming measures. The speed of vehicles through Helsby is frightening and can only get worse as more housing is built" (respondent 38)
 - "Traffic calming measures [needed] on A56 through the Village and on Lower Robin Hood Lane." (respondent 48)
- Greenbelt and housing development
 - "All current farm land should be kept as Greenbelt not for development" and "Houses not to be built on Greenbelt" (respondent 15)
 - "Disagree with policy - The Greenbelt should remain as it is" (respondent 17)
 - "Approval to build on Greenbelt should only be allowed under exceptional circumstances i.e. Not because they wanted affordable houses alone" (respondent 22)
 - "I am totally opposed to any development on Greenbelt land. Brownfield sites should be developed" (respondent 24)
 - "Need to be firm on any Greenbelt developments" (respondent 27)
 - "ENV1 - NO - Greenbelt development" (respondent 28)
 - "I would not like to lose Greenbelt for extra housing" (respondent 30)
 - "There should not be any building on the Greenbelt." (respondent 35)
 - "We do not want any building on Greenbelt - that was it's purpose" (respondent 41)

- Wind turbines
 - “The public were quite clear that they wanted a minimum separation distance to be met... Something along the following lines might be appropriate as an additional statement to the current wording....‘If the installation lies within 2km of a residence then the applicant must be able to demonstrate that low frequency sound emanating from the installation will not have an adverse effect...” (respondent 11)
 - “Please make sure the air quality and noise generated from wind turbines and incinerator are carefully monitored to acceptable levels” (respondent 13)
 - “Wind Turbines should not have any negative health or safety effects on local residents - how will this be ensured?” (respondent 16)
 - “Disagree with policy - Wind Turbines require permanent back up by oil, gas and nuclear stations” (respondent 17)
 - “ENV8 - Do we really want massive wind turbines on the Marshes” (respondent 23)
 - “Wind turbines - a shame we have to have any in view of Helsby Hill” (respondent 25)
 - “ENV8 - NO - Wind turbines - too many approved already.” (respondent 28)
 - “No wind turbines” (respondent 31)
 - “Disagree with policy - We are going to suffer the wind turbines” (respondent 32)
 - “Disagree with policy - There should be no wind turbines because they would be too close to houses” (respondent 35)
 - “ENV8 - We do not want wind turbines - they are too close to homes” (respondent 41)
 - “ENV8 is a joke. 13 wind turbines TALLER THAN Helsby Hill, the closest being less the 1km from the Village - will have an unacceptable impact and provide a negative energy contribution. The adverse effects on health have not been addressed” (respondent 44)
 - “How does ENV8 square with ENV2 - view from Hill?” (respondent 45)
 - “How does the Wind Farm fit in with ENV2? The Town Council rightly opposed the construction of Peel's Wind Farm. Wind Farms can never provide reliable energy generation for the UK. They are ugly and expensive. Thus the Parish Council should continue to oppose their construction in Helsby and on the Marshes” (respondent 58)
 - “I'm still not happy with wind turbines” (respondent 62)
 - “Wind Turbines, the possibility, however remote, of a plethora of mini / micro turbines popping up like TV aerials may need consideration. We are already seeing increasing roof mounted solar installation which, to some eyes, are unsightly and a blight on the street scene. Could wind turbines follow suit?” (respondent 72)

Only a couple of the national and local statutory consultation bodies returned specific comments in addition to expressing general agreement for the draft Plan. These are shown in Appendix 5 and summarised below:

- Natural England (respondent 60) raised several points about rewording policies related to biodiversity, geodiversity and retention of high grade agricultural land to emphasise alignment with other policies in the proposed Neighbourhood Plan and the Cheshire West and Chester Local Plan (Part One) Strategic Policies. Extension of such considerations to sites outside the Neighbourhood Plan area was also requested.

- West Cheshire Clinical Care Commissioning Group (respondent 53) raised concerns about the capacity of the local GP surgery and impact of future development, and highlighted the potentially positive benefit on health and wellbeing associated with future developments in housing and sport/leisure facilities mentioned in the Plan.
- Cheshire West and Cheshire Council (respondent 69) fed back comments from various departments. These were primarily from Highways and concerned wording of traffic and parking related matters, in particular those associated with the station and residential provision. It was suggested that Policy H8 be amended to say parking and cycle parking to be provided in line with CWaC parking standards.

How were they considered and addressed?

The Neighbourhood Plan Steering Group considered all comments and a response to each is shown in the Appendix 5 spreadsheet. In some instances, the relevant policy(s) and/or explanation were amended to reflect the comments received, as shown in Appendix 5, and summarised in the table overleaf.

Policy	Change	Respondent reference
ENV 2 Helsby Hill	Clarified Policy wording around views from Helsby Hill to take account of comments about wind farm	45, 46, 58
ENV 7 Natural Assets	Amended Policy wording to cover natural assets and biodiversity sites in areas adjoining Helsby	60 (Natural England)
ENV 8 Wind turbines	In the light of changes to the national policy for onshore windfarms, Policy revised to say that planning permission will not be granted for new wind turbines.	Many negative comments received about wind turbines (see previous section)
ETS 2 Retention of employment sites	Clarified Policy wording that redevelopment to non-employment uses will <u>only</u> be permitted if defined criteria are met.	59
ETS 3 Helsby Station	Replaced requirement in Explanation to consider impact on parking of station expansion (e.g. non-rail use of existing buildings) through a “travel statement” by an assessment of impact appropriate to the scale of development. Amended Explanation wording to highlight likelihood of expanded rail services, and possibly developments in Helsby, to add pressure on car parking provision.	69 (Cheshire West and Chester Council - Highways) 5 (North Cheshire Rail Users Group)
ETS4 Walking , cycling, and parking	Clarified Policy wording to include leisure and sport facilities in developments covered by Policy	16
H1 New Housing development	Amended Policy and Explanation to cross-reference Cheshire West and Chester Local Plan (Part One) Strategic Policies.	60 (Natural England)
H3 Affordable Housing	Amended Policy to include requirement that affordable housing is dispersed throughout site and indistinguishable from market housing in design quality	23
H4 Affordable housing in Green Belt	Clarified Policy that it refers only to <u>limited</u> provision of affordable housing in the Green Belt and added cross-references to Cheshire West and Chester Local Plan (Part One) Strategic Policies and other Policies in the Neighbourhood Plan	15, 22, 60 (Natural England)
H7 Backland development	Clarified Policy and Explanation so that the criterion around additional traffic is a severe impact on the transport network	69 (Cheshire West and Chester Council - Highways)
H8 Residential Parking	Explanation amended in light of policy statement from Secretary of State for Communities and Local Government made on 25 March 2015.	Many comments reflecting high level of local concern about parking (see previous section)
H10 Infrastructure capacity	Explanation amended to include need to assess impact on need for traffic calming.	8, 38, 42

The comments from Natural England were addressed through correspondence with their representative and policy changes as shown in the table above.

The comments from West Cheshire Clinical Care Commissioning Group (respondent 53) were addressed in a reply letter with points as summarised in Appendix 5. In particular, it was noted that the local GP practice had been consulted in June 2014 at an early stage in preparing the plan, and they felt that their premises had sufficient space to accommodate the expected increase in population. However in the light of the West Cheshire Clinical Care Commissioning Group comment, the Neighbourhood Plan Steering Group wrote to the Practice Manager passing on the comment and requesting confirmation that the position of the Practice had not changed.

The comments from Cheshire West and Cheshire Council (CWaC) were addressed as described in Appendix 5. In some instances, the appropriate policy and/or explanation was revised as shown in the table above. Policy H8 on residential parking was retained since it was not clear what CWaC's parking standards were and Policy STRAT10 of CWaC Local Plan (Part One) Strategic Policies did not provide specific guidance. The explanation accompanying Policy H8 in the Neighbourhood Plan for Helsby was updated to describe how the policy was based on the 25 March 2015 statement from Secretary of State for Communities and Local Government, and Mott McDonald research and proposals for the submitted draft North West Plan (Regional Spatial Strategy) Partial Review (RSS) July 2009. Although never formally adopted, due to the abolition of the RSS process, the Mott McDonald proposals formed a sound, evidence based framework and adoption for Helsby was considered justified in the light of local parking issues and the degree of concern expressed during consultation.

The spreadsheet of pre-submission consultation comments, responses and changes made to the Plan shown in Appendix 5 was posted on the website (<http://www.helsbyparish.org.uk/hnp/index.html>) and the Summer edition of Helsby News (delivered to all Helsby households during week of 20th June) carried an article about the Plan progress and availability of the spreadsheet.

5. CONCLUSION

The publicity, engagement and consultation completed throughout the production of the Helsby Neighbourhood plan has been open and transparent, with many opportunities provided for those who live, work and do business within the area to feed into the process, make comments and to raise issues and concerns.

All statutory requirements have been met and additional engagement, consultation and research has been completed.

This Consultation Statement and the supporting Appendix 5 spreadsheet (provided separately) have been produced to document the engagement and consultation process undertaken and are considered to comply with Part 5, Section 15 of the Neighbourhood Planning (General) Regulations 2012.

APPENDIX 1

Summary of responses from initial community feedback

Data from Drop-in events

Data from Questionnaire

Data from Drop-in events

			<u>HEALTH FACILITIES</u>									
<u>Issue</u>			<u>Reoccurring issue</u>								<u>Total</u>	<u>Comments</u>
1. Very satisfied	1	1	1	1							4	
2. Concerned about the Ability to cope with all the new houses	1	1	1								3	
3. Waiting 1 week for an appointment	1	1	1	1	1						5	
			<u>LEISURE AND ENTERTAINMENT</u>									
<u>Issue</u>			<u>Reoccurring issue</u>								<u>Total</u>	<u>Comments</u>
1. Make more use of High School out of hours	1	1									2	
2. Better advertising for events	1	1									2	
3. Adult Playground	1										1	
4. Skateboard Park	1	1									2	
5. Adult volunteers needed	1										1	
6. Swimming Pool	1	1	1	1	1	1	1	1	1	1	10	
7. Better play equipment	1										1	
8. More facilities for the Arts	1	1									2	
9. Develop Sherwood Court	1	1									2	

		<u>SPORTS FACILITIES - MERE'S EDGE</u>										
		(including comments re HCSC)										
<u>Issue</u>			<u>Reoccurring issue</u>							<u>Total</u>	<u>Comments</u>	
1. Running Track	1	1	1	1	1	1	1			7		
2. Cycle / BMX Track	1									1		
3. Gym	1	1	1							3	In existing HCSC Development Plan	
4. 3G pitch	1	1	1							3	In existing HCSC Development Plan	
5. Pitch and Put	1									1		
6. Indoor Sports facility	1	1	1	1	1					5	In existing HCSC Development Plan	
7. Squash Courts	1									1		
8. New Facility needed	1	1	1	1	1	1	1	1	1	10	In existing HCSC Development Plan	
9. Fishing Ponds - greater crested news	1									1	HCSC Planning requirement	
10. Multi functional changing rooms	1	1								2	In existing HCSC Development Plan	

			<u>HISTORIC BUILDINGS</u>									
<u>Issue</u>			<u>Reoccurring issue</u>								<u>Total</u>	<u>Comments</u>
1. Keep what we have	1	1	1	1	1						5	
2. Retain others (e.g. Horse & Jockey)	1	1	1								3	
3. Historic buildings trail required	1										1	
4. Save the sandstone cave	1										1	
5. Sandstone walls to be retained	1										1	
6. Need more	1	1									2	
7. Helsby Station	1										1	Already listed
			<u>JOBS AND EMPLOYMENT</u>									
<u>Issue</u>			<u>Reoccurring issue</u>								<u>Total</u>	<u>Comments</u>
1. Manufacturing jobs needed	1										1	
2. New Enterprise	1										1	
3. Housing taking up too much employment land	1	1									2	
4. Better broadband	1	1	1								3	In progress
5. Jobs for young people	1	1									2	
6. Encourage small businesses (rates / rents)	1	1	1	1							4	

				<u>CYCLE WAYS</u>									
<u>Issue</u>				<u>Reoccurring issue</u>								<u>Total</u>	<u>Comments</u>
1. Not on A56	1	1	1	1								4	
2. Extend to adjoining Villages	1	1	1	1	1	1	1					7	
3. On quitter back roads	1	1										2	
4. Primrose Lane - dangers	1											1	
5. Blocked by school traffic	1	1										2	
6. Old railway line to Mouldsworth	1	1	1	1	1	1	1					7	
7. Poor road surface	1											1	
8. Campaign to wear helmets	1	1										2	
9. Secure cycle parking needed at station	1											1	
10. Cycle ways on all new developments	1											1	
11. Make Old Chester Road a 20 mph zone and make it safer for cyclists	1											1	
12. Cycle paths too narrow	1											1	
13. Cars parked in cycle lanes	1											1	

				<u>M56</u>								
<u>Issue</u>				<u>Reoccurring issue</u>							<u>Total</u>	<u>Comments</u>
1. 'Silent' road surface required	1	1	1	1	1	1	1	1	1	1	10	
2. Plant more trees	1	1	1	1	1	1					6	
3. Wind turbines will be noisier	1										1	
4. Houses not selling because of the noise	1	1	1								3	
5. Fencing along M56	1										1	
6. Very noisy now	1	1	1	1	1						5	
7. Noise barriers are obtrusive	1										1	
				<u>WALKING ROUTES</u>								
<u>Issue</u>				<u>Reoccurring issue</u>							<u>Total</u>	<u>Comments</u>
1. A56 footpath needs upgrading / maintaining properly	1	1	1								3	
2. Maps needed	1										1	
3. More designated routes	1	1									2	
4. Lots of leaflets available	1	1									2	
5. Overgrown hedges	1	1	1								3	
6. Not buggy friendly	1										1	
7. Maintain routes and reinstate H&J footpath	1										1	
8. Make use of old railway line	1										1	
9. Make new route between HCSC & Tesco	1										1	Already planned
10. Walking festival?	1										1	
11. Improve lighting to Frodsham	1										1	

				<u>CAR PARKING</u>								
<u>Issue</u>				<u>Reoccurring issue</u>							<u>Total</u>	<u>Comments</u>
1. Improve at High School	1	1	1								3	
2. Parking at shops difficult	1	1	1	1	1	1	1				7	
3. No parking near Harmer's Lake	1										1	
4. Set new standard for new built houses - 2 parking spaces min for 2+ bed houses	1	1	1								3	
5. Hillside - pick up / drop off's	1	1									2	
6. Improve parking by station (other side of tracks?)	1	1	1	1	1	1	1	1			8	
7. Local firms staff parking issues	1	1									2	
8. Prohibit parking on grass verges	1	1	1								3	
9. Multi Storey parking	1	1									2	
10. Less houses	1										1	
11. Resident's parking scheme	1										1	

			<u>SHOPS - MORE OR LESS</u>								
<u>Issue</u>				<u>Reoccurring issue</u>						<u>Total</u>	<u>Comments</u>
1. Community / Internet Cafe	1	1	1	1						4	
2. Hardware Store	1									1	
3. No more food outlets	1	1	1							3	
4. Have 'trial shop' events in the Community Centre	1									1	
5. Better use of shops in the centre of the Village	1									1	
6. Would like to 'branded' shops	1									1	
7. Clothes shops	1									1	
8. Haberdashery	1									1	
9. Keep Post Office and Chemist	1									1	
10. Better support of existing	1									1	
11. Sustainable shops	1	1	1							3	
12. Social Enterprise shops	1									1	
13. Farmer's market	1									1	
14. Parking issues on A56	1									1	
15. Much better with limited time parking	1									1	

				<u>PLAY AREAS</u>									
<u>Issue</u>				<u>Reoccurring issue</u>								<u>Total</u>	<u>Comments</u>
1. Develop Sherwood Court for dog exercise	1											1	
2. Skate Park	1	1	1	1								4	
3. Scooter pathways	1	1										2	
4. Felled logs for seating in Quarry	1											1	
5. Many paths unsafe	1											1	
6. Need larger area at South end of Village	1											1	
7. Park is great	1	1	1									3	
8. Adult Playground	1											1	
9. Dog fouling	1											1	
				<u>ALLOTMENTS</u>									
<u>Issue</u>				<u>Reoccurring issue</u>								<u>Total</u>	<u>Comments</u>
1. Maintain	1	1	1	1	1	1	1					7	
2. Need to improve parking at OCR	1											1	
3. Site for South end of Village	1											1	
4. Make smaller for greater participation	1											1	
5. Save the 'Switch House'	1											1	

			<u>THE ENVIRONMENT</u>									
<u>Issue</u>				<u>Reoccurring issue</u>							<u>Total</u>	<u>Comments</u>
1. Yes to Wind Farms	1	1	1								3	
2. Yes to Solar Panels	1										1	
3. Grant scheme for Solar Panels	1										1	
4. No Fracking	1	1	1	1							4	
5. No Wind Farms	1	1	1	1	1	1					6	
6. Keep the pumps going on the Marshes	1										1	
7. Protect the Marshes	1	1									2	
8. Make sure Helsby gets the correct portion of the Wind Farm Community Benefit Fund	1										1	
9. Develop Sherwood Court for Springfield residents	1										1	
10. Travellers built on 'green belt'	1	1									2	
11. Yes to Fracking	1	1									2	
12. Litter problems	1										1	
13. Too far to Frodsham tip	1										1	
14. Weekly recycling - excellent	1	1									2	
15. Recycling site at Tesco needs more regular emptying	1										1	
16. No more incinerators	1	1									2	
17. Community orchard	1										1	
18. Marsh Pollution?	1										1	

	HOUSING											
Issue	Reoccurring issue								Total	Comments		
1. Better control of undeveloped sites	1	1	1						3			
2. Brownfield over Greenfield priority	1	1							2			
3. Use of sandstone wherever possible	1								1			
4. No visible solar panels	1	1							2			
5. 2 Parking spaces per new home	1	1							2			
6. No more ugly flats	1								1			
7. Withdraw planning permission for Robin Hood & Horse & Jockey / Action needed	1	1	1	1	1	1	1		7			
8. Build on illegal traveller's land	1								1			
9. Before more housing consider impact on local services	1	1							2			
10. Stop Cholmondley Estates developing opposite the High School	1								1	No Applications known of		
11. No more housing in Greenbelt	1								1			
12. Keep land for walkers between Proffits Lane and Bate's Lane	1								1			
13. Affordable v empty homes	1	1							2			
14. No more homes	1	1							2			

<u>EDUCATION</u>											
<u>Issue</u>				<u>Reoccurring issue</u>						<u>Total</u>	<u>Comments</u>
1. Support local pre school charities	1									1	
2. Share Traveller's children between schools	1									1	
3. Encourage High School and Primary Schools to open up their facilities	1	1								2	
4. Encourage children to cycle to school	1									1	
5. Schools will be full with all the new homes	1	1	1							3	
6. New Primary school needed	1	1	1							3	
7. Helsby Primary schools for Helsby residents only	1									1	
<u>WHAT DID WE MISS?</u>											
<u>Issue</u>				<u>Reoccurring issue</u>						<u>Total</u>	<u>Comments</u>
1. Proffits Lane a mess	1	1								2	
2. More traffic speed control	1	1								2	
3. 20mph speed control near schools	1									1	
4. Xmas lights in centre of Village	1	1								2	
5. Make sure we keep the Library	1	1								2	
6. Centre of the Village to be more attractive	1									1	
7. Reinstate the Halton Curve	1	1								2	

Data from Questionnaire

	Q1. WHAT DO YOU LIKE ABOUT LIVING IN HELSBY?															
Answers	Reoccurring answers															Total
1. Small Village / Rural setting	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	23
2. Community Spirit	1	1	1	1	1	1	1	1	1	1	1					11
3. Good schools	1	1	1	1	1	1	1	1								8
4. Good walks	1	1	1	1	1	1	1	1	1							9
5. Good Community Centre	1	1	1													3
6. Post Office	1	1														2
7. Library	1	1	1	1												4
8. Health Centre	1	1	1	1												4
9. Helsby Hill	1	1	1	1	1	1	1	1	1	1	1	1				12
10. Good road & rail network	1	1	1	1	1	1	1	1	1	1	1	1	1	1		13
11. Close to major cities	1	1	1	1												4
12. Green Spaces	1	1	1	1												4
13. Facilities within walking distance	1	1	1	1												4
14. Feel Safe	1	1														2
15. Sheltered accommodation	1															1
16. Local shops	1	1	1	1	1											5
17. Little crime	1	1	1	1	1											5
18. Clubs and Societies	1	1	1													3
19. Sports facilities	1															1
20. Wildlife	1															1
21. Park	1															1
22. Public rights of way	1															1
23. Low level of traffic	1															1

Q2. WHAT DO YOU THINK SHOULD BE RETAINED OR PRESERVED IN THE VILLAGE?																
<u>Answers</u>	<u>Reoccurring answers</u>															<u>Total</u>
1. Keep Village small / Rural	1	1	1	1	1											5
2. PCSO	1	1														2
3. National Trust land	1	1														2
4. Footpaths	1	1	1	1	1											5
5. Anything retained needs to be looked after	1															1
6. Green Spaces	1	1	1	1	1	1	1	1	1	1	1	1				12
7. The Planters	1	1														2
8. Community Centre	1	1	1	1	1	1										6
9. Library	1	1	1	1	1	1										6
10. Health Centre	1	1	1	1	1											5
11. Post Office	1	1	1	1	1											5
12. Chemist	1	1														2
13. Helsby Hill	1	1														2
14. Shops	1	1	1	1												4
15. Quarry	1	1	1	1	1	1										6
16. Re-site the Parish clock in the centre of the Village	1															1
17. No more houses	1															1
18. More businesses	1															1
19. Park	1	1	1													3
20. Harmer's Wood	1															1
21. Local businesses	1															1
22. Wildlife area - Marshes	1															1
23. Park	1															1
24. Library wildlife area	1															1
25. Schools	1	1														2
26. Doctors	1															1
27. Sports Centre	1															1
28. Village centre needs improvement	1															1
29. Old and character buildings	1															1
30. Churches	1															1
31. Footpaths	1	1														2

	Q3. IS THERE ANYTHING THAT THE VILLAGE LACKS? OR THAT YOU DON'T LIKE? HOW CAN WE MAKE OUR VILLAGE EVEN BETTER?											
Answers	Reoccurring answers										Total	
1. We have all we need	1										1	
2. Litter	1	1									2	
3. Dog dirt	1	1	1	1							4	
4. Speeding cars	1	1									2	
5. Skate Park	1										1	
6. Area for teenagers	1	1	1	1							4	
7. Off street parking facilities	1	1	1								3	
8. A central focal point	1	1	1	1							4	
9. 'What's on' information	1										1	
10. Youth Club / Drop in centre	1	1	1								3	
11. More seats for the elderly	1										1	
12. Development of Sherwood Court	1	1	1	1	1	1					6	
13. Swimming Pool	1	1	1	1	1	1	1	1	1		9	
14. Traffic calming	1	1									2	
15. Extension of cycle tracks	1										1	
16. Bank	1	1	1	1							4	
17. Xmas lights	1	1	1								3	
18. Restaurant	1	1									2	
19. Pub	1	1	1	1							4	
20. Traveller site /travellers	1	1									2	
21. Community Spirit	1	1	1	1							4	
22. Central monument	1										1	
23. Crossing near HCSC	1										1	
24. Teashop	1	1									2	
25. No more grass verges	1										1	
26. No more fast food outlets	1										1	
27. Build on un developed pub sites	1	1	1	1	1						5	
28. More 30mph flashing signs	1	1	1	1							4	
29. More parking at Station	1										1	
30. Reduce noise from M56	1	1	1	1	1	1					6	
31. Reduce smells	1										1	
32. Poor pavement surface - Chester Road	1										1	
33. Hardware Store	1										1	
34. Pitch & putt for youth	1										1	
35. Greater variety of shops	1										1	

Q4. HOW WOULD YOU LIKE TO SEE THE VILLAGE EVOLVE OVER THE NEXT 15 YEARS?														
<u>Answers</u>														<u>Total</u>
1. Don't know	1													1
2. Speed camera / indicator devices	1													1
3. Good pub	1													1
4. Nice coffee shop	1	1												2
5. Bakery	1													1
6. Somewhere to meet	1	1												2
7. Greater Community Spirit	1	1	1	1										4
8. Pub sites developed	1	1	1	1										4
9. New Sports facility	1	1	1	1	1	1	1	1	1	1				10
10. Swimming Pool	1	1												2
11. Vacant houses occupied	1													1
12. More employment	1	1	1	1	1									5
13. Tidying up and fetching into the 21st Century	1	1												2
14. Maximise use of Brownfield site for new homes	1	1	1	1										4
15. No more houses	1	1	1	1	1	1								6
16. Parking	1	1	1											3
17. Off road cycle link	1	1	1											3
18. Happy with wind farm	1													1
19. Lidl / Aldi to compete with Tesco	1													1
20. Maintain green spaces	1	1												2
21. Train direct to Liverpool	1	1	1	1										4
22. No expansion on Green Belt	1	1												2

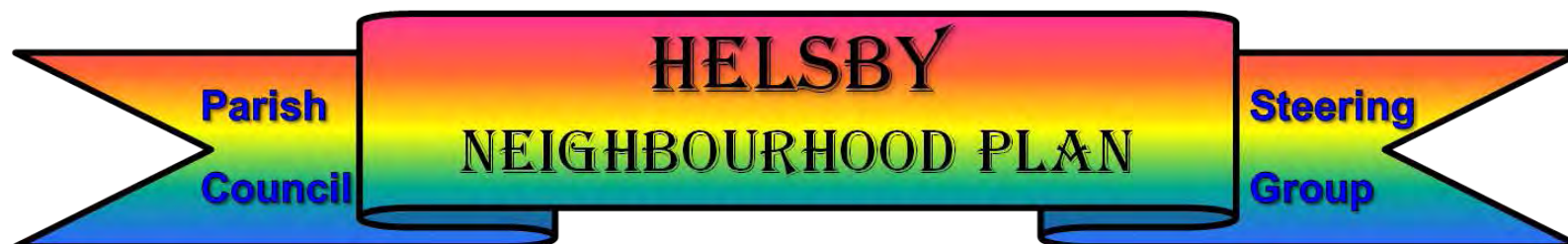
Q5. AS HELSBY GROWS AND DEVELOPS, WHAT ADDITIONAL FACILITIES DO YOU THINK WE NEED?

[illegible]

HOW LONG HAVE YOU LIVED IN HELSBY?																
<u>Issue</u>	<u>Reoccurring answers</u>															<u>Total</u>
1. Under 5 years	1															1
2. 5-10 Years	1	1	1	1	1	1										6
3. 11-15 Years	1	1														2
4. 16-20 Years	1	1	1	1	1											5
5. Over 20 Years	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	21
ARE YOU CURRENTLY EMPLOYED? OR AT SCHOOL																
<u>Answer</u>	<u>Reoccurring answers</u>															<u>Total</u>
1. Yes employed	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	20
2. Not employed	1	1	1	1	1	1	1	1	1	1	1	1				12
3. At school																0
4. Not at school	1	1	1	1	1	1										6
HOW FAR DO YOU TRAVEL TO WORK OR SCHOOL?																
<u>Issue</u>	<u>Reoccurring issue</u>															<u>Total</u>
1. Travel to work	6	25	17	1	25	25	37	15	10	1	25	2	35	3	7	234
1. Travel to work	2															2
2. Work at home	1	1														2
3. Travel to school																0
HOW MANY LIVE IN YOUR HOUSEHOLD?																
<u>Answer</u>	<u>Reoccurring answers</u>															<u>Total</u>
1	1	1	1	1	1	1	1									7
2	1	1	1	1	1	1	1	1	1	1	1	1	1	1		13
3	1	1	1													3
4	1	1	1	1	1	1	1	1	1	1	1	1	1			12
5																0
6	1															1
7																0
8																0
9																0
10																0
WHAT ARE THE AGE GROUPS IN YOUR FAMILY?																
<u>Age Groups</u>	<u>Reoccurring answers</u>															<u>Total</u>
1. Under 10	1	1	1	1	1	1										6
2. 11-18	1	1	1	1	1	1	1	1								8
3. 19-65	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	27
4. Over 65	1	1	1	1	1	1	1	1								8
WHAT IS YOUR AGE GROUP?																
<u>Age Groups</u>	<u>Reoccurring answers</u>															<u>Total</u>
1. Under 10	1															1
2. 11-18																0
3. 19-65	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	21
4. Over 65	1	1	1	1	1	1	1	1								8

APPENDIX 2

Vision and Objectives document/questionnaire resulting from initial community feedback



Vision and Objectives

Thank you to everyone who attended the consultation events we held in February and March, or gave their views online. We've taken all the responses and comments you made, analysed them and formed a Vision for how Helsby could develop over the next 15 years. We've identified four Objectives to support the Vision and for each one, we've prepared proposals for how we could reach the goal of that objective.

Now it's up to you again. We want YOUR views on the draft Vision and Objectives and to find out what you think about our proposals.

Why is this questionnaire important? We will use the results to help prepare policies for Helsby Neighbourhood Plan. We want everyone in our community to have the chance to shape the Plan which when completed, will be taken into account in planning decisions by Cheshire West and Chester Council.

SO PLEASE DON'T JUST PUT THIS IN YOUR RE-CYCLING BIN!

Instead, please fill in the questionnaire (you don't have to comment on every choice) and return it **before end of July** to one of these locations:

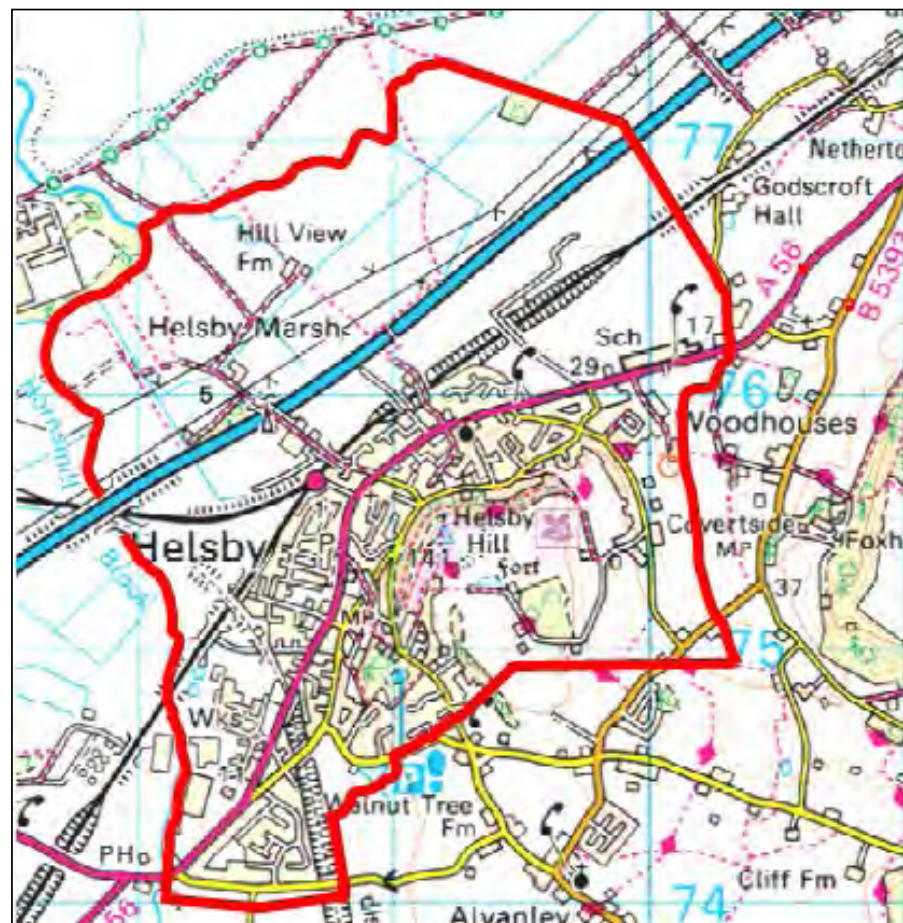
- ◆ Helsby Library
- ◆ Helsby Post Office
- ◆ Fearn's Chemist
- ◆ Marjorie's Hairdressers

If you have problems getting to any of these places, please call 01928 726433 and we'll collect. Thank you again for your opinion.



Area of Helsby Neighbourhood Plan

(same as Helsby Parish boundary)



Vision for Helsby

- ❖ The community values the village character and rural feel of Helsby, especially its green spaces and Hill, which it would like to preserve and enhance by protecting the best of what we have, and ensuring that any new development is sensitive to the local character and adds to the assets of the village.
- ❖ The community supports the retention of existing employment, and the creation of new jobs appropriate to Helsby's size and character, but recognises that many residents will continue to travel to work outside the village. It values the good existing road and rail links, and would like to see opportunities for sustainable travel improved through enhancements to the bus and rail network.
- ❖ Existing shopping provision is valued, and should be retained, and there is an aspiration to see as wide a range of choice as is realistically possible.
- ❖ The community would like to see additional housing to meet local needs, with a suitable range of house types and tenure, including affordable housing, and housing to meet the needs of an ageing population. This can be achieved on existing brownfield sites and through infilling, without the need for development on the Greenbelt, which residents wish to protect.
- ❖ Residents would like to see enhanced opportunities for sport, leisure and recreation through the development of new sport and play facilities, and extension of the footpath and cycleway networks.
- ❖ There are some major existing and planned industrial and energy related developments which are largely outside the parish boundary but have visual and environmental impact on the village. The community will oppose further proposals which might add to the cumulative burden of atmospheric, audible or visual pollution, and would welcome measures to reduce traffic noise from the M56.

Do you agree with this draft vision for Helsby?
Any comments or suggestions for improving it?
 (there is more space on the back page if you want it)

☐ Yes ☐ No ☐ No view

The Environment

Objective: To protect and enhance Helsby's environment, including its natural and heritage assets, so as to retain the character of the village, and hand it on to future generations in a better state than it is now.

<p>Background: Helsby sits within the North Cheshire Green Belt area. Helsby's Hill and Marshes are defining features of its environment and these important natural assets add distinctiveness to the village. Within the village there are a small number of formal and informal green spaces, including Helsby Quarry (a Local Nature Reserve) and Harmers Wood (a local wildlife site). There is no Conservation Area in Helsby, but there are several Heritage Assets, including "listed" buildings and features of local historical interest. There is concern about the cumulative impact of existing and planned new developments within or beyond the village boundary such as the M56, major industrial sites, windfarm and incinerator, which may impact on its environment. Although likely to be outside the scope of this neighbourhood plan, the community would object to any proposal adding significantly to this impact.</p> <p>In our consultation so far, you told us you like and want to keep:</p> <ul style="list-style-type: none"> • The small village/rural setting • Helsby Hill and the Quarry • Green spaces • Historic buildings <p>There were mixed views on wind farms and fracking, with a clear majority opposed to both.</p>	Do you agree with the proposals below? (please tick appropriate box)			
	1. There will be no change to the current Green Belt boundaries.			
	2. We will protect and retain landscape features which contribute to the character and distinctiveness of Helsby, including views of, and from, the Hill. The design of new developments should reflect and enhance the environment by use of local materials e.g. sandstone, and soft landscaping/planting.			
	3. All green public open/amenity space (e.g. parks, play areas, landscaped areas within housing developments etc.) within Helsby are to be retained.			
	4. All identified/listed historic buildings and heritage assets of significant interest to Helsby are to be retained. Development should not have a negative effect on the historic environment.			
	5. There will be a presumption against felling trees protected by Tree Preservation Orders and we will seek a review to ensure that trees which are important to the amenity or character of Helsby are protected.			
	6. All nationally and locally designated nature reserves, and sites of scientific, biological or wildlife value will be protected and where possible enhanced.			
	7. Wind turbines will not be permitted within a specified distance of any residential property. The distance required will depend upon the height of the turbine.			

Employment, Transport and Shopping

Objective: To provide employment opportunities for residents by retaining existing employment and encouraging new employment of an appropriate scale. Sustainable methods of commuting will be supported. The range of shopping provision will be retained or enhanced where economically viable.

Background: Helsby used to be a major employment centre, but with the redevelopment of much of the former BICC site for housing and Tesco, many working residents now commute elsewhere. Nevertheless, the village still has significant employers including RSK, Compass Computers and Tesco. There is limited scope for new employment development, but home-working and IT based businesses could be a way of reversing this trend. Many residents will continue to work outside the village and sustainable commuting will be supported, including cycleways and enhancements to the station and rail services. Shopping provision comprises the Tesco supermarket and small groups of local shops (on Latham Avenue, Britannia Road, Chester Road). Helsby also has a Post Office. In common with many similar areas, there has been a decline in the number and variety of local shops in recent years.

In our consultation so far, you told us you like:

- Facilities within walking distance
- Good road network
- Close to major cities

And that over the next 15 years you would like to see:

- More employment
- Encouragement for small businesses (rates/rents)
- Better Broadband
- Better parking for shops and station
- Sustainable shops
- No more food outlets

Do you agree with the proposals below? (please tick appropriate box)	Yes	No	No view
1. New small businesses will be encouraged provided they are of a scale and nature appropriate to their setting so that they do not adversely affect the amenity of the village.			
2. Proposals to enhance facilities at Helsby Station will be supported, subject to the provision of additional car parking.			
3. Enhance and extend the network of cycleways for recreational purposes and to encourage sustainable transport by students and workers to/from adjoining areas such as Frodsham and Elton.			
4. New retail and employment development will be required to provide adequate car parking and also cycle racks or storage. Facilities.			

Housing and Infrastructure

Objective: To meet the housing needs of Helsby residents in an environmentally sustainable way, and ensure that there are adequate health facilities, schools, roads and drainage to serve new developments.

<p>Background: The draft Cheshire West and Chester (CWAC) Local Plan proposes that 300 houses are built in Helsby between 2010 and 2030. The Neighbourhood Plan cannot make provision for fewer houses than this, but can allocate land for more housing if the community wants a larger allocation. Existing permissions at Mere's Edge (former BICC site) already exceed the 300 total, so we do not have to allocate more. We must think about not only the number of new houses, but whether they are of the right size, whether they are affordable to all sections of the community, and whether they provide for particular needs, such as an ageing population. With this amount of new housing, it is also important to make sure that schools, health facilities and other infrastructure can cope with any growth in the population.</p> <p>In our consultation so far, you told us that over the next 15 years you would like:</p> <ul style="list-style-type: none"> • To see development of the Sherwood Court site • To maximise the use of brownfield land <p>And as Helsby develops you think we need:</p> <ul style="list-style-type: none"> • Affordable housing • To take action over sites awaiting development (e.g. Robin Hood, Horse & Jockey) • No more homes 	Do you agree with the proposals below? (please tick appropriate box)		Yes	No	No view
	1. Existing permissions are sufficient to meet the requirements of the draft CWAC Local Plan. Other proposals will be judged on their merits, but with a priority to redeveloping brown field sites. Exceptions to provide affordable housing in the Green Belt will not be allowed.				
	2. New housing development should meet the needs of the local area which will require a sustainable mix of owner occupied and rented properties; and a proportion of houses suitable for older residents. Affordable housing should be promoted (e.g. discount for sale, shared ownership / shared equity, affordable rent or social rent).				
	3. Before large scale development is approved, consideration must be given to the existing infrastructure's ability to cope with additional residents.				
	4. All new homes shall be built to the highest possible architectural and environmental standards.				
	5. All new housing developments will be required to provide sufficient car park space according to size (minimum of 1 space for a 1 bed house, 2 spaces for a 2 or 3 bed house, 3 spaces for anything larger).				
	6. All new housing developments shall ensure that any grass verges are reinforced to withstand car parking.				

Sport and Leisure

Objective: To provide a single, modern facility at Meres Edge for a range of sporting and social activities, and to identify further opportunities and sites to enhance local sports provision for all ages and abilities. To retain and extend buildings and outside areas so that residents have a wide range of leisure and recreation options.

<p>Background: A sports facility is planned at Meres Edge through a land-swap arrangement with part of the former BICC site. A swimming pool is highly desirable and would benefit residents of all ages, but requires identification of funding and a suitable site. The Parish Field provides a large recreation space for various purposes, including football which limits the space available for other uses. There are play areas in the park and at Meres Edge. The open and green spaces in Helsby give a rural feel to walks in/round the village and, along with cycleways, provide important leisure opportunities for residents, nearby communities and visitors. The allotment sites are a valued recreational resource for residents of all ages. The library and the community centre are used by a number of clubs and societies and are valued indoor leisure facilities.</p> <p>In our consultation so far, you told us you like and want to retain:</p> <ul style="list-style-type: none"> • Good walks and footpaths • The Community Centre and the Library • Allotments <p>You also said you would like in future:</p> <ul style="list-style-type: none"> • A new/improved sports facility and a swimming pool. • Facilities for skateboarding, rollerskating, biking, • To extend cycleways to adjoining villages and make use of the disused railway route to Mouldsworth • Tea/coffee shops, internet café, restaurant, good pub 	Do you agree with the proposals below? (please tick appropriate box)			
	Yes	No	No view	

Other Suggestions or Comments

If you have ideas on how the Helsby Neighbourhood Plan area should improve over the next 15 years, we would really like to hear them. Or if you want to comment on the draft Vision and Objectives and proposals presented here, please feel free to write in the space below.

Name (optional):

Contact Details (optional):

And finally...please return this questionnaire before end of July to one of the locations indicated on the front page. If you would prefer to return by post, please send to
Helsby Parish Council, INEOS Site, Chester Road, Helsby WA6 0DF

APPENDIX 3

Summary of responses from consultation on Vision and Objectives

[Analysis of data](#)

[Summary of suggestions \(and Steering Group comments\)](#)

Analysis of data

HELSEBY NEIGHBOURHOOD PLAN							
ANALYSIS OF DATA RECEIVED FROM QUESTIONNAIRE RETURNS							
AGREEMENT WITH VISION							
<u>Issue</u>	<u>No</u>	<u>No View</u>	<u>Yes</u>				
Do you agree with the draft Vision for Helsby	2	2	240				
THE ENVIRONMENT							
<u>Issue</u>							
1. No changes to greenbelt	6	8	230				
2. Protect landscape features	3	4	237				
3. Retain amenity spaces	0	1	243				
4. Retain historic buildings	2	13	229				
5. No presumption of felling trees	5	13	226				
6. Nature reserves etc protected	0	4	240				
7. Wind turbine distance	8	6	230				
EMPLOYMENT, TRANSPORT AND SHOPPING							
<u>Issue</u>							
1. Encourage small businesses	3	7	234				
2. Helsby Station enhancement	3	13	228				
3. Enhance cycle ways	4	19	221				
4. Car Parking and bike racks for new developments	7	22	215				
HOUSING AND INFRASTRUCTURE							
<u>Issue</u>							
1. Brownfield priority for new homes	6	10	228				
2. Sustainable mix of owner occupied and rented properties	9	14	221				
3. Consideration for existing infrastructure	2	9	233				
4. New homes standards	2	10	232				
5. Parking spaces for new homes	5	9	230				
6. Any new development that have grass verges should make sure they are reinforced	20	26	198				
SPORT AND LEISURE							
<u>Issue</u>							
1. Swimming Pool sites	31	35	178				
2. Skateboard sites	51	70	123				
3. Encourage local play areas	9	28	207				
4. Protect Mouldsworth rail line	2	13	229				
5. Retain public rights of way	0	4	240				
6. Retain allotment sites	4	20	220				
7. Retain Community Centre and Library	1	3	240				
8. Encourage provision of places for people to socialise	6	19	219			8th Sept	

Summary of suggestions (and Steering Group comments)

<u>Suggestion</u>	<u>Comment</u>	
Thanks for all the hard work. Good document x 12	Pleasant change	Process
For Wind turbines x 5	Treat each Application on its merits with any new Policy we develop	Environment
Anti wind turbines altogether x 8	Treat each Application on its merits with any new Policy we develop	Environment
Constructive approach to fracking Concerns about fracking x 3		Environment
Concerned about Incinerator proposals		Environment
More solar panels required x 2		Environment
Robin Hood, Horse & Jockey, Sherwood Court and any development sites – Can there be a Policy to ensure owners keep sites tidy? X 12	Is this possible?	Neighbourhood Planning issues
Remove gypsies and travellers X 5	CWaC	Planning issues
Quieter Motorway required x 8	Work on-going with resurfacing planned	M56
Noise from M56 is acceptable		M56
Shoppers' car park being utilised by train travellers and wants it as short stay. Booking of rail tickets an issue. Could a car park be developed on the other side of the tracks? X 7	The solution we have put in place seems to be working well. There is always spaces in the lay-bys for the shoppers	Parking
Parking should not be allowed on grass verges whether reinforced or not x 5	How can this be policed?	Parking
Parked cars in Britannia Road and Robin Hood Lane dangerous – can a traffic flow study be done? X 3	Highways?	Parking
Local businesses (RSK) should employ local people and cut down on parking for employees who come from outside the Village		Parking
No parking provision at Old Chester Road Allotments		Parking
Too many cars in the Village, need a new car park		Parking
Parking spaces for vehicles turning off the Main Road into Queen's Drive	????	Parking
Any new dwelling should be provided with 2 parking spaces minimum x 2 (from same household) x 3	Change to our Q5 in Housing?	Parking

<u>Suggestion</u>	<u>Comment</u>	
Parking issues on roads and lanes especially Bates Lane x 2 and near High School x 2	PCSO / Police	Parking
Parking issues on roads and lanes especially Denbigh Avenue at school times	PCSO / Police	Parking
All grassed verges to be turned into parking bays	Highways?	Parking
Doesn't want to see car parking issues preventing new business development x 2	Treat each Application on its merits with any new Policy we develop	Parking
Business in Old Chester Road with inadequate parking		Parking
Need more housing	Already in the Plan	Housing
Shared ownership not viable		Housing
Keep the green belt	CWaC	Housing
Mix of housing to be thought through properly x 2		Housing
Helsby doesn't need any new houses as local infrastructure will not cope. PC does nothing to sort out developers of Robin Hood and H&J. Want to retain all brown and Greenfield sites		Housing
Keep the green space between Helsby and Frodsham	Not within the boundary of our Plan	Housing
No more houses on Greenbelt x 3 No more houses as we have reached 300 x 2	Treat each Application on its merits with any new Policy we develop	Housing
Terraced houses near the Methodist Church need improvement	????	Housing
Reconsider the number of houses to be built at the H&J	Treat each Application on its merits with any new Policy we develop	Housing
Local Authority tend to override planning decisions ie house on Hill Road North		Housing
No more large scale development – infill only x 2 (from same household)	Treat each Application on its merits with any new Policy we develop	Housing
Concerned about an overstretched Health Centre	Doctors have been made aware and state there isn't an issue	Housing / Infrastructure
Use Sherwood Court land to extend the Health Centre	Not required, according to feedback from the Doctors	Housing / Infrastructure
Resist any move to downgrade the Health Centre	Very unlikely	Housing / Infrastructure

<u>Suggestion</u>	<u>Comment</u>	
Current development rate is sufficient, does not want spare land being considered for recreational purposes	Maybe someone who lives near the old Sherwood Court land. We need to consult properly	Housing / Infrastructure
Is the Sherwood Court land big enough for the swimming pool and incorporate the library and Community Centre	Pre feasibility grant applied for. Something to put in the mix. Unsuccessful could use Section 106 money	Housing / Infrastructure
Use Sherwood Court land as a wildflower meadow		Housing / Infrastructure
Space at Sherwood Court to be left open		Housing / Infrastructure
Support for adult recreation area at Sherwood Court		Housing / Infrastructure
Reduce speed limit outside the High School and Primary Schools plus better policing x 2	Highways?	Speeding
Speeding through Village. Lower speed limits on certain roads x 3	Police issue	Speeding
Divert Lower Robin Hood Lane into the Park field to calm traffic and allow for parking		Highways
Mend potholes and pavements Maintenance of Public Footpaths should be the responsibility of the PC as CWaC are useless	Highways?	Highways
Hedges to be maintained properly alongside footpaths	PC	Highways
Would like to see wider pavements for parents walking children to school at Hillside	Highways?	Highways
Bus shelter required on Chester bound carriageway outside the Railway Inn	PC - Footpath not wide enough?	Highways
More road signage for junctions at School Lane, Bates Lane etc	Highways?	Highways
Lack of safe cycling away from main roads	Q3 Transport section	Highways
The main road through Helsby needs to have a plan to improve its appearance x 2	?????	Highways
Zebra / Pelican crossing required outside Lincoln Court x 2	Highways?	Highways
Improve the surface of the A56	Highways	Highways

<u>Suggestion</u>	<u>Comment</u>	
Encourage use of station buildings	I thought we had	Transport
Wants a positive statement re Halton Curve reinstatement and completing on time x 5	Don't think this is necessary now that funding has been announce	Transport
Mersey rail should be extended to form a continuous loop Helsby to Ellesmere Port link x 2		Transport
New restaurants / pub would be good x 12 so that people have somewhere to meet		General
Swimming Pool history – won't be easy to deliver – concerns about viability and costs x 2		General
Wants more high profile dog fouling signs with severe penalties for offenders x 3	PC and CWaC dog warden issue	General
Mature trees should be felled for timber and replaced with a similar species		General
Can we have somewhere like Castle Park to take the family to		General
Stop neighbours dumping on Mouldsworth railway line		General
Allotments for Helsby residents only		General
Tackle local farmers spreading slurry X 4	CWaC	General
We need a small shopping outlet similar to Elton. Low cost supermarket and other shops x 5		General
Concerned about noise from sports developments		General
What happened to the Town clock? X 2	????	General
Skip at the plumber's yard needs tidying up	PC	General
No visible policing	????	General
No more large supermarkets	Treat each Application on its merits with any new Policy we develop	General
Bench required near Post Office	Parish Council	General

<u>Suggestion</u>	<u>Comment</u>	
Keep the Chemist		General
More dog wardens required		General
Public toilet needed		General
Grey waste bins should be collected weekly in the Summer months	CWaC	General
Promote Helsby Hill	???	General
Would like a Bank	????	General
Planters plonked down anywhere	Amazing statement considering we keep getting awards for them	General
A Courtyard with play area, duck pond, cafe with no transport on site but walking and cycling built around it		General
Community Centre underutilised x 3	Community Association issue?	General
Light aircraft noise a nuisance		General
		4/8/14

APPENDIX 4

Pre-submission consultation on draft Neighbourhood Plan

[Lists of consultation bodies, local organisations and groups](#)

[Summary of policies/feedback Form](#)

Lists of consultation bodies, local organisations and groups

NATIONAL AND LOCAL STATUTORY CONSULTATION BODIES

Organisation	Position	Name	Address / Email
NATURAL ENGLAND	Lead Adviser	Kate Wheeler	Mail Hub Block B, Government Buildings, Whittington Road, Worcester, WR5 2LQ consultations@naturalengland.org.uk
HOMES AND COMMUNITIES AGENCY	Senior Regeneration Manager	Carol Clarke	Arpley House, 110 Birchwood Boulevard, Birchwood, Warrington, WA3 7QH
UNITED UTILITIES WATER LIMITED	Local Development Framework Assessor	David Sherratt	Developer Services & Planning, Grasmere House, Lingley Mere Business Park, Lingley Green Avenue, Great Sankey Warrington, WA5 3LP planning.liaison@uuplc.co.uk
MONO CONSULTANTS LTD	Mobile Operators Association		48 St. Vincent Street, Glasgow, G2 5TS info@monoconsultants.com
THE COAL AUTHORITY	Chief Planner/Principal Manager	Rachael Bust	200 Lichfield Lane, Berry Hill, Mansfield, NG18 4RG planningconsultation@coal.gov.uk
CHESHIRE RACIAL EQUALITY COUNCIL		TK Al-Jorani	16 Darwin Road, Chester, Cheshire, CH1 5SU tkaljorani@hotmail.com
NETWORK RAIL	Town Planning Technician LNW	Diane Clarke	1st Floor, Square One, 4 Travis Street, Manchester, M1 2NY Diane.CLARKE@networkrail.co.uk
DEE VALLEY WATER PLC	Planning and Regulation Manager	Chris Smith	Packsaddle, Wrexham Road, Rhostyllen, Wrexham, LL14 4EH chris.smith@deevalleygroup.com
DWR CYMRU WELSH WATER	Forward Plans Officer	Dewi Griffiths	Vista, St Davids Park. Ewloe, CH5 3DT dewi.griffiths@dwrcymru.com

WEST CHESHIRE CLINICAL COMMISSIONING GROUP	Chief Executive Officer	Alison Lee	1829 Building, Countess of Chester Health Park, Liverpool Road, Chester, CH2 1HJ alisonlee2@nhs.net
MARINE MANAGEMENT ORGANISATION	Strategic Intelligence Officer	Angela Gemmill	Lancaster House, Hampshire Court, Newcastle Business Park, Newcastle upon Tyne, NE4 7YH Angela.Gemmill@marinemanagement.org.uk
HIGHWAYS AGENCY		Simon Clarke	Piccadilly Gate, Store Street, Manchester, M1 2WD simon.clarke@highways.gsi.gov.uk
ENVIRONMENT AGENCY	Planning Advisor	Dawn Hewitt	Richard Fairclough House, Knutsford Road, Latchford, Warrington, WA4 1HT dawn.hewitt@environment-agency.gov.uk
CHESHIRE WEST & CHESTER COUNCIL PUBLIC HEALTH TEAM	Consultant in Public Health	Fiona Reynolds	58 Nicholas Street, Chester, CH1 2NP fiona.reynolds@cheshirewestandchester.gov.uk
ENGLISH HERITAGE	Historic Places Adviser, NW	Darren Ratcliffe	FAO Gillian Laybourn, Canada House, 3 Chepstow Street, Manchester, M1 5FW northwest@english-heritage.org.uk
NATIONAL GRID COMPANY		Vicky Stirling	North West Area, Howick Cross Lane, Penwortham, Preston, PR1 0NS
CHESHIRE WEST & CHESTER COUNCIL	Senior Planning Officer - Planning Policy	Natalie Durney-Knight	2nd Floor Nicholas House, Blackfriars, Chester, CH65 0BE natalie.durney-knight@cheshirewestandchester.gov.uk
CHESHIRE WEST & CHESTER COUNCIL	Senior Access Officer	Graham Garnett	HQ Offices, 58 Nicolas Street, Chester, CH1 2NP graham.garnett@cheshirewestandchester.gov.uk

LOCAL ORGANISATIONS INCLUDING LANDOWNERS, FARMERS, BUSINESSES AND SHOPS

Organisation	Name	Address / Email
ELTON PARISH COUNCIL		eltonparishclerk@aol.com
INCE PARISH COUNCIL		sylviakendrick@gmail.com
DUNHAM HILL AND HAPSFORD PARISH COUNCIL		k.c.hinkley@btinternet.com
ALVANLEY PARISH COUNCIL		alvanleypcclerk@gmail.com
FRODSHAM TOWN COUNCIL		townclerk@frodsham.gov.uk
ANDREW HAYES YOUR MOVE		1b Church Street Frodsham WA6 7DW
WEAVER VALE HOUSING TRUST		Gadbrook Point, Rudheath Way, Gadbrook Park, Northwich, CW9 7LL
HELSEBY HEALTH CENTRE		Lower Robin Hood Lane, Helsby, WA6 0BW
LOXLEY HALL NURSING HOME		Lower Robin Hood Lane, Helsby, WA6 0BN
HEATHERCLIFFE RESIDENTIAL CARE HOME		Old Chester Road, Helsby, WA6 9NP
BROOKHOUSE	Jim Banfi (Group Surveyor)	Brookhouse, Prospect House, 168-170 Washway Road, Sale, Cheshire, M33 6RH
TESCO	Khosrow Sofla	Mere's Edge Park, Chester Road, Helsby WA6 0DJ
BALFOUR BEATTY		Balfour Beatty, 130 Wilton Road, London SW1V 1LQ
HONEYWELL	Greg Smee Ian Whitby	Honeywell, Chester Road, Helsby, WA6 0DF
HEAT TRACE LIMITED	Dan Berrisford	Heat Trace Limited, BICC Factory, Chester Road, Helsby WA6 0DJ
YOUR HOUSING GROUP (Retirement Village)		602 Aston Avenue, Birchwood, Warrington WA3 6ZN

HALEBANK DEVELOPMENTS (Robin Hood site)	Tom Jones	2 Haig Court, Haig Road, Knutsford, Cheshire WA16 8XZ
PLUMLIFE (Horse & Jockey site)		Southern Gate, 729 Princess Road, Manchester, M20 2LT
EDWARDS HOMES LTD (Old School Court site)		11 Dock Road, Connah's Quay, Deeside, CH5 4DS
SBS DESIGN LTD (site at Lower Rake Lane opposite Railway Inn)		Field House Studios, Barrow Lane, Tarvin Sands, Chester CH3 8JF
CHOLMONDELEY ESTATES	R J S Miller	The Estate Office, Cholmondeley, Nr Malpas, Cheshire, SY14 8EZ
LOCAL FARMERS	Allan Warburton John A Faulkner Norman Boow James Ollier Ewet Dixon Graham Hillyer Paul & Wendy Jackson Sam Williams	Hope Farm ,Blue Bridge Lane WA6 0HX Meadow Farm, Lower Rake Lane WA6 0HS Spring Farm, Lower Rake Lane WA6 0HT Hill View Farm, Lower Rake Lane WA6 0HU Oak Mount Farm, Bates Lane WA6 9LJ Harmers Lake Farm, Hill Road North WA6 9AH Teuthill Farm, Tarvin Road WA6 6XH Netherton Farm, Matty's Lane, Frodsham WA6 6UT
GROWHOW UK LTD	Nicola Cornish (Marketing Dept)	GrowHow UK Ltd, Ince, Chester, CH2 4LB
ENCIRC		Ash Road, Elton, Cheshire CH2 4LF
HELSBY GOLF CLUB		Towers Lane, Helsby WA6 0JB
SHELL THREE WAYS		28 Chester Road WA6 0EZ 722705
JC CLARKE		4 Crown Buildings WA6 0DX
TAN-A-REEF		3 Crown Buildings WA6 0DX
HEADLINES HAIR DESIGN		2 Crown Buildings WA6 0DX
PLUMB DIRECT		1 Crown Buildings WA6 0DX
SHER KHAN		8 Britannia Road WA6 0DP
SEAWAY		4 Britannia Road WA6 0DP

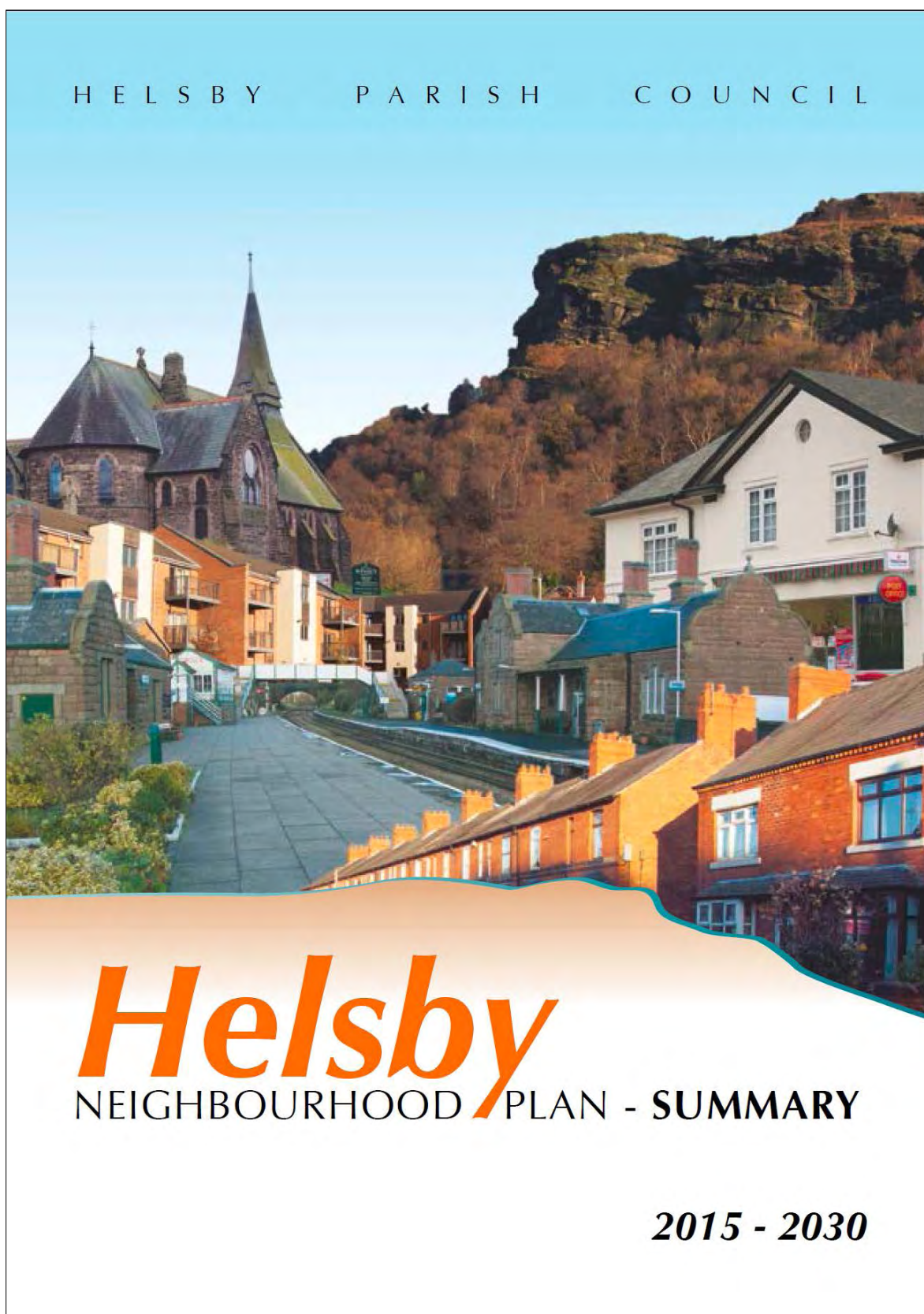
FEARNS PHARMACY		6 Britannia Road WA6 0DP
JINGLES		2 Britannia Road WA6 0DP
LAND OF BEDS		96 Chester Road WA6 0DW
ACER FLORISTS		116 Chester Road WA6 0QT
BADGER'S BARN DAY NURSERY	Angelina Wheeler	Chester Road WA6 9NN
COMPASS COMPUTER CONSULTANTS	Richard Mitchell	Rockcliffe, Old Chester Road WA6 9NW
THE ECCIES	Ralph Walker	Mountain View WA6 0BE
HELSBY SPICE		201 Chester Road WA6 0DA
HELSBY HAND CAR WASH		Car park next to Barkers Motors
BARKERS MOTORS		203 Chester Road WA6 0DA
BIKE LOGIC		205 Chester Road WA6 0DA
ROUGE-ET-NOIR		209 Chester Road WA6 0DA
JTO VINTAGE	Diane Ormrod	213 Chester Road WA6 0DA
HELSBY POST OFFICE		215 Chester Road WA6 0AB
HELSBY WOK		221 Chester Road WA6 0AD
ONE-STOP SHOP		223 Chester Road WA6 0AD
C&N MOTOR FACTORS		227 Chester Road WA6 0AD
HELSBY FAST FOOD		229-231 Chester Road WA6 0AD
PIPS – SANDWICHES & PLATTERS		233 Chester Road WA6 0AD
MEARS & JACKSONS FUNERAL DIRECTORS		235 Chester Road WA6 0AD
HAMILTON DUXBURY		237 Chester Road WA6 0AD
RSK ENSR	A. Ryder	Spring Lodge, 172 Chester Road WA6 0AR
STATION GARAGE		Priestner Drive
E-FORCE INSTALLATION LIMITED		245 Chester Road WA6 0AX
THE COURTYARD CHESHIRE	Roger Maher	Lower Rake Lane WA6 0AL
BOX IT NORTH WEST		Smithy Lane, Mouldsworth, Chester CH3 8AR

KESTREL IMAGE MAKERS		200 Chester Road WA6 0AP
MARK WAKEFIELD DEMOLITION		1 Magazine Cottages, Lower Rake Lane WA6 0HS
SMART BARBERS		222 Chester Road WA6 0AW
SERENITY FOR BEAUTY		220 Chester Road WA6 0AW
RAILWAY INN		Chester Road WA6 0AN
HELSEBY DENTAL SURGERY		208 Chester Road WA6 0AW
MARJORIES		242 Chester Road WA6 0PW
IDEAL GARDENS		Juniper Cottage, Cogshall Lane, Comberbach, Northwich CW9 6BS
HELSEBY PARK HOMES	Gilbert Miller	West Park Homes, Great North Road, Darrington, West Yorkshire WF8 3HY
MR NAPPER/MRS HAMMOND		The Glen, Lower Robin Hood Lane, Helsby, WA6 0BU
MADDOCK'S LANDSCAPING & MAINTENANCE SERVICES		23 Crescent Drive Helsby, WA6 9QH
ANDY LINTON TREE FELLING		1 Station Avenue, WA6 0AG
KDE LTD ELECTRICAL ENGINEERS		Greenfields, Chester Road, Sutton Weaver WA7 3EG

LOCAL ORGANISATIONS INCLUDING SCHOOLS, FAITH GROUPS, CLUBS AND SOCIETIES

HELSEBY HIGH SCHOOL	NORTH CHESHIRE RAIL USERS' GROUP	HELSEBY COMMUNITY ASSOCIATION
HELSEBY HILLSIDE SCHOOL	FRIENDS OF HARMER'S WOOD TRUST	HELSEBY VILLAGE SOCIETY
HELSEBY HORNSMILL SCHOOL	FRIENDS OF HELSEBY QUARRY	HELSEBY HILLSIDE WI
HORNSMILL PRE-SCHOOL	HELSEBY FOOTPATH SOCIETY	CALEDONIAN SOCIETY
HELSEBY METHODIST EVENING GROUP	MID-CHESHIRE FOOTPATH SOCIETY	LACEMAKERS
HELSEBY METHODIST FELLOWSHIP	OLD CHESTER ROAD ALLOTMENT ASSOCIATION	CAMERA CLUB
ST PAUL'S CHURCH	QUEENS DRIVE ALLOTMENT ASSOCIATION	BRONCO LINE DANCING
ST LUKES FRODSHAM CATHOLIC CHURCH	VILLAGE PRODUCE ASSOCIATION	SHOWTIME FUNDRAISERS
BEAVERS/CUBS/SCOUTS	HELSEBY COMMUNITY SPORTS CLUB	SHIKARA KARATE CLUB
BROWNIES	HELSEBY TENNIS CLUB	INDOOR BOWLS GROUP
GUIDES	HELSEBY BOWLS CLUB	KEEP FIT
YOUNG LIFE INTERNATIONAL WA6	HELSEBY FOOTBALL CLUB	LEG/BUMS & TUMS
MOTHERS' UNION	HELSEBY RUGBY CLUB	GENTLE KEEP FIT
VALE ROYAL WOMEN'S AID	HELSEBY RUNNING CLUB	HELSEBY & FRODSHAM LIONS
FRODSHAM & HELSEBY CHESHIRE CARERS CENTRE	HELSEBY FISHING CLUB	FRODSHAM & HELSEBY ROTARY CLUB
FRIENDSHIP GROUP (part of the Alzheimer's Society)	FOOTBALL TEAMS USING PARISH FIELD	FRODSHAM & DISTRICT INNER WHEEL
GREENWOOD CLUB	HELSEBY NEWS	FRODSHAM & DISTRICT ROUND TABLE
TUESDAY CLUB	HOMEWATCH	FRODSHAM & DISTRICT LADIES CIRCLE

Summary of policies/feedback form



Dear Resident,

You will be aware that over the past year or so, a Steering Group comprising residents and parish councillors have been working together to develop a Neighbourhood Plan for Helsby. This is a local planning policy document that will allow the community to help shape the future of the area.

We have drawn up a Plan using views you expressed during the public open meetings we held in February/ March 2014 and the associated questionnaire, and from the feedback you gave us on the Vision & Objectives document we circulated with the July edition of Helsby News.

We now need your opinion on this draft Plan - please turn the page to find out how to do this and to learn more about what's in the Plan.

Thank you ! **Helsby Neighbourhood Plan Steering Group**



How you can help

Please take a look at this summary of what the Plan covers and then check out our proposed planning policies in the full draft plan. You can view the draft Plan either:

- online at www.helsbyparish.org.uk/hnp/index.html
- or as a copy available at one of the following locations:
 - o Fearn's Pharmacy
 - o Helsby Library
 - o Post Office
 - o Parish Council office at 200 Chester Road (next door to Kestrel signmakers by the Methodist Church)
- or by borrowing a copy from the Parish Council clerk Mrs Jeanette Hughes (tel 01928 726433 or email helsbyparishcouncil@btconnect.com)

The consultation period lasts until **Friday 15th May** and we have arranged a number of ways you can share your opinions with us:

- visit our website as above where you can download this flyer and email it to helsbyparishcouncil@btconnect.com
- use the comments box on the back page of this flyer and return it to one of the drop boxes at Fearn's Pharmacy, the Library or Post Office, or by posting or dropping it off at Helsby Parish Council office, 200 Chester Road, Helsby WA6 0AP (next door to Kestrel signmakers by the Methodist church)
- visit one of the Parish Council surgeries being held from 10:00-12:00 on Saturday 11th April and Saturday 2nd May in the Community Centre and tell us what you think about the Plan
- email us at helsbyparishcouncil@btconnect.com

What the Neighbourhood Plan Covers

The Environment

- ENV1 Any development in the **Green Belt** will only be allowed in line with National and Borough Council planning policies.
- ENV2 Development which adversely affects public views of and from **Helsby Hill** will not be allowed.
- ENV3 Developments should incorporate **local materials and characteristics** such as sandstone and tree planting to enhance the local environment.
- ENV4 Built development on the local **Green Spaces** identified in the Plan will not be permitted unless an equivalent replacement is provided. New developments should provide recreational open space.
- ENV5 Any development should safeguard or enhance **heritage assets** such as listed buildings, and also their settings.
- ENV6 Development proposals should retain mature **trees and woodland**, replace with a similar one if removal is proposed, and include new trees, particularly native species in keeping with the area, wherever appropriate.
- ENV7 Development should safeguard or enhance Helsby's **natural assets** such as local wildlife sites, nature reserves, and geological sites. Development should not result in net loss of natural assets, and should seek to provide gains.
- ENV8 In line with National Planning Practice, **wind turbines** will be allowed unless they have unacceptable impact on amenity and environmental topics identified in the Plan. The likely energy contribution of the development will be considered when assessing the acceptability of the impact.



Employment, Transport and Shopping

- ETS1** Appropriate scale **business development** will be supported through converting existing buildings, expanding existing employment premises and erecting new buildings. Proposals must not affect specific matters identified in the Plan such as the amenity of neighbouring properties, road safety and local character.
- ETS2** The **retention of existing employment sites** will be supported. Redevelopment to non-employment uses will only be permitted under certain conditions stated in the Plan, in which case the priority use will be to provide affordable housing if it is in a suitable location.
- ETS3** Enhanced rail services and station facilities at **Helsby Station** will be supported provided that proposals are accompanied by a Station Travel Plan promoting more sustainable access to the station, as well as increased parking for additional users and employees. Proposals for new buildings or changing use of existing buildings at the station should also include an assessment of the impact on transport and parking.
- ETS4** Planning applicants must consider **walking, cycling and parking provision** as part of a comprehensive approach that aims to reduce reliance on vehicles. New retail and employment development must provide adequate car parking and cycle racks or storage facilities.
- ETS5** Proposals which help create a network of **cycleways** for recreation and encourage sustainable transport by students and workers to and from adjoining areas such as Frodsham and Elton will be supported.



Housing and Infrastructure

- H1** **New housing development** will be encouraged subject to the other policies in the Plan.
- H2** Applications for more than 6 houses will be supported so long as they provide a **mix of housing types** and sizes.
- H3** All housing developments should seek to provide an element of **affordable housing**, which will remain available in perpetuity. People with Helsby connections will have priority in the allocation of affordable housing. If the affordable part of a development has to be outside the application site, it must be delivered elsewhere within Helsby.
- H4** In accordance with National planning policy, **Green Belt exceptions for 100% affordable housing** will be allowed subject to conditions identified in the Plan. The conditions aim to ensure such construction in the Green Belt will only occur if no other sites are possible within the village and the proposal does not impact Helsby's landscape setting or locally important features.
- H5** For developments of 4 or more homes, at least 25% of the new houses must comply with the standard for **lifetime homes**, or similar criteria which allow homeowners to stay in the same house without alterations as their circumstances change e.g. having a family, ageing.
- H6** New housing, including extensions, change of use and conversions, will be supported providing a number of **design criteria** listed in the Plan are met. The criteria aim to preserve the character and environment of Helsby, and encourage local sustainability.
- H7** **Backland housing development** e.g. in gardens of existing properties will not be supported where they adversely affect the amenity of neighbouring properties.
- H8** A minimum number of **residential parking** spaces related to the number of bedrooms in proposals for new housing developments, conversions and extensions of existing buildings, are defined in the Plan.
- H9** **Protection of verges** and grassed areas from damage by vehicle parking should be considered in the design of new housing layouts.
- H10** Planning applicants must consider **infrastructure capacity** by providing an assessment of how the proposal, including in combination with pre-approved schemes, may impact on local physical and social infrastructure, services and facilities. Developers will be expected to ensure timely provision of such infrastructure, either on-site or off-site within Helsby. The Plan identifies requirements to support new development, based on residents' survey responses.

Sport and Leisure

- SL1** **Creation of play areas and open spaces** will be encouraged.
- SL2** Development on or adjacent to the **Helsby to Mouldsworth rail corridor** will only be permitted if it would not prejudice future reopening for rail services, use as a cycleway, footpath and/or bridleway, or local wildlife.
- SL3** Developments affecting **public rights of way** must maintain and where possible improve their character to keep the rural feel of Helsby. They must not be confined to restrict views or diverted so they become a less attractive route to the surrounding countryside.
- SL4** **Linking development to footpaths** will be expected to enhance the publicly available network of footpaths and green spaces in and around Helsby.
- SL5** The **allotments** sites at Queens Drive or Old Chester Road will be safeguarded and their re-development will not be allowed.
- SL6** The loss of **community buildings** including the Community Centre and Library will be resisted unless it can be demonstrated there is no longer local demand or that a suitable alternative can be provided elsewhere in Helsby.
- SL7** The conversion or change of use of buildings to provide **cafes and restaurants** will be encouraged subject to no unacceptable impact on neighbouring properties.





What happens next...

We will review your comments, and those from specific organisations like local developers, landowners and businesses that we are approaching and if necessary adjust the draft Plan.

We will then submit the Plan to Cheshire West and Chester Council (CWAC) who will arrange a formal consultation with a wide range of stakeholders and pass it to an independent examiner for review.

There will then be a referendum of all Helsby residents when you will be asked:

“Do you want Cheshire West and Chester Council to use the Neighbourhood Plan for Helsby to help it decide planning applications in the neighbourhood area?”.

The Plan will help us - the local community - protect the character and quality of our village and will be “made” (come into force) after the referendum if the majority of those who vote support the plan.

So what do you think? **Please give us your opinion !**

The Environment Do you support the draft Plan proposals? Yes ☐ No ☐

Please consider my comments on any or all of these policies:

Employment Transport & Shopping Do you support the draft Plan proposals? Yes ☐ No ☐

Please consider my comments on any or all of these policies:

Housing & Infrastructure Do you support the draft Plan proposals? Yes ☐ No ☐

Please consider my comments on any or all of these policies:

Sport & Leisure Do you support the draft Plan proposals? Yes ☐ No ☐

Please consider my comments on any or all of these policies:

Name (optional)

Contact details (optional)

.....

Please use an up to date version of Adobe Reader when completing this form.

Once completed go to File and Save As, enter a random 6 digit number plus a letter and save to desktop. Attach your renamed file to an email and send to helsbyparishcouncil@btconnect.com

APPENDIX 5

Responses to pre-submission consultation

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
1	Helsby Old Chester Road Allotment Association	Sport and Leisure	Helsby Old Chester Road Allotment Association (HOCRAA) welcome the inclusion of Sports and Leisure policy SL5, that affords specific protection to the allotment sites. We welcome the recognition of the community and leisure value that these sites bring to residents, and the requirement that these assets be protected for future generations.	Comment noted	No change
2	Welsh Water	General	Thank you for your email regarding the Neighbourhood Plan for Helsby. I can confirm that Helsby falls outside of Welsh Water's operational boundary therefore we don't have any comment to make	Comment noted	No change
3	Ellesmere Port and District Lions	General	Thank you for the Neighbourhood Plan documentation. Unfortunately Helsby and Frodsham Lions no longer exist per se, we have been amalgamated with Ellesmere Port and District Lions since last May. We still support the village, having just donated a wheelchair to St Paul's Church and the Easter Eggs are round and about the village too. We still laid a wreath at both Helsby & Frodsham War Memorials in the name of Lions Clubs International last November.	Comment noted	No change
4	HMG Marine Management Organisation	General	Thank you for inviting the Marine Management Organisation (MMO) to comment on the above consultation. I can confirm that the MMO has no comments to submit in relation to this consultation.	Comment noted	No change
5	NCRUG (North Cheshire Rail Users Group	Employment Transport and Shopping - ETS3	The only issues I have with that is the parking comments. The station car park layout has recently been changed by Network Rail and an additional 6 new spaces have been created for staff who will use the refurbished buildings in the future.// As regards to parking also. I have noticed some residents from Lodge Hallow park their cars there over night now on the car park, there can be anything up to 6 cars there when I get off the midnight train from Manchester. That needs to be stopped as it has a knock on effect on Commuters the following morning. Employers from RSK also sometimes park there when they have a car park of their own.// Improving parking could only be done with negotiations with the land owners adjacent to Platform 4. The footbridge is having a major refurbishment soon to sort out the rust and crumbling structure. It may be possible while that work is going ahead to extend the bridge from Platform 4 into the fields opposite for station access. If you could then talk the land owner into selling some of the land for a car park you'd have the parking issue sorted as all Manchester bound passengers would use the new car park as it is them who clog up the existing station car park.// Failing that there is the triangle of land that can be accessed via lower Robin Hood Lane.// Sadly for the car park at the station itself Network Rail have altered it the best they can. Be careful not to drive new businesses away with too many rules about traffic impact etc. Most businesses who use a site like that do their trading online so you would see very little change.	Comment noted. We agree that additional parking at the station is desirable, and this is reflected in Policy HNP ETS3. CWaC have been investigating options, but there is no simple solution. For a specific proposal to be included in the plan it must be capable of being delivered. A scheme for an additional 23 spaces on land adjacent to the existing car park will cost £75,000, but there is no funding for it. In the absence of a scheme which can be demonstrated to be deliverable, the policy does not identify a particular solution. The management of the existing car park is a matter for the owners, and cannot be controlled through the Neighbourhood Plan. The policy is not intended to discourage businesses from locating in the station buildings, but some consideration of their impact on transport and parking is required. A business that can demonstrate low impact such as an online trader should not be significantly affected.	No change
6	English Heritage		Thank you for consulting English Heritage, on this occasion we have no comment to make on the application to designate a Neighbourhood Plan Area, we do not need to be consulted at future stages unless the developing plan proposes significant impacts or changes in relation to designated heritage assets or their setting that would require statutory notification to English Heritage by virtue of government notification procedures,	Noted.	No change
6a	English Heritage		On this occasion Historic England does not wish to offer any further advice on the Helsby Neighbourhood Plan or the policies contained within it. Please feel free to call me on my mobile if you wish	Noted	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
7	Helsby Hillside Primary School		The document reads very well and I think reflects the parish council's aim of maintaining the character of the village whilst moving forward with the requirements of building new houses. A few years ago we did discuss the issue of a new primary school for Helsby and, if future building works mean an increase in the number of primary aged pupils, maybe this will happen! I hope so!	Comments noted. In the analysis of Key Service centres undertaken by CWaC during the preparation of the Local Plan (Part 1) "no issues were found" with education capacity. This was based on an additional 250 houses, which is less than the final allocation. Policy HNP H10 requires developers to ensure the provision of social and physical infrastructure, which would include educational provision if there is insufficient existing capacity.	No change
8		Employment, Transport and Shopping: ETS4	Thank you to the parish council for pulling together the 2015-2030 plan. I have a couple of concerns that I wish to be considered.// 1. Current parking on Robin Hood Lane due to insufficient parking for existing businesses. I note that any future business will take this into consideration. Currently and on-going is the issue on Robin Hood Lane in front of my home (113) where the footpath down from the quarry is and the road narrows. During working hours residents struggle to find parking and are often blocked in by employees from local businesses by parking too close. If I have visitors in the day they cannot find parking.//2. I strongly believe that we are facing a fatality or serious injury on this stretch of road. Often, due to the parked cars (described above) any vehicle attempting to come out of the lane opposite my house, has to protrude quite considerably to see if it is safe. Due to the speed along this section, I fear a collision is simply waiting to happen.// 3. In general, we are almost avoiding death or serious injury on a daily basis due to excessive speed on this stretch of road. At any time of day and particularly at night, drivers approach and exit the section without a footpath at ridiculous speed. My gate, along with 3 other homes here, open directly onto the road. Many times we have closely averted being hit by a car. Even emptying the car of shopping or opening a car door here is very risky.// I strongly, sincerely and urgently request action for a couple of speed humps to be installed here – one at the start of the narrow part and one at the end. // Please take action on this before we are having to report a death or serious injury.	Comment noted. Referred to CWaC Highways and Police. Policies ETS4, and H8 require provision of adequate parking for employment, retail, leisure, sport and housing development.	Retain residential parking requirements in H8 and mention local concerns in explanation
9	Dee Valley Water		Thank you for the invitation to comment on the 'Helsby Neighbourhood Development Plan'. Dee Valley Water's area of supply does not extend into the study area indicated on the plan contained with your consultation document (stated as being the same as the boundary of Helsby parish). Consequently we believe that for any new developments within the study area United Utilities will be responsible for both water supply and sewerage; accordingly Dee Valley Water has no comments to offer in regard to your development plan.	Comment noted	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
10	Cheshire West and Chester Council	Environment	<p>Good design impacts on a number of health aspects, not least of all mental health. Open space provision within new developments can assist in improving people's psychological wellbeing and reduce stress levels, by providing a tranquil retreat from city life and opportunities for exercise. Ensuring that design enhances local character and distinctiveness will assist in maintaining local identity and a recognisable environment that offers familiar surroundings to local communities. Requiring that development does not have an unacceptable impact on visual amenity should minimise stress associated with new development. Ensuring that design minimises crime and the fear of crime should also have a positive impact on mental health. Delivering open spaces within new residential developments will help to strengthen community spirit. Requiring new developments to provide inclusive access regardless of age, disability or gender will reduce social isolation for such groups. Integration with surroundings should also help to ensure that the users of new developments are not isolated. We welcome the intention to preserve/sustain the green space in this area. Numerous studies point to the direct benefits of green space to both physical and mental health and wellbeing. Green spaces have been associated with a decrease in health complaints such as blood pressure and cholesterol, improved mental health and reduced stress levels, perceived better general health, and the ability to face problems. The presence of green space also has indirect benefits: it encourages social contact and integration, provides space for physical activity and play (for adults as well as children), improves air quality and reduces urban heat effects. How people use green spaces will directly and indirectly benefit health and wellbeing, especially for lower socio-economic groups. Proximity to, and time spent in, the natural environment has a strong positive impact on factors such as the number of health complaints, perceived general health, stress, blood pressure, mental health and rates of recovery from surgery. The presence of green space also has indirect benefits, by encouraging physical activity, social contact and integration, and play; by improving air quality; and by reducing urban heat island effects.</p>	Support for policies noted.	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
10		Employment Transport & Shopping	<p>Access and transport are key issues for rural communities. Affordability is an important aspect of public transport – Low income households are more reliant on public transport and these households will suffer a disproportionate and negative impact should fares rise. Active travel, including walking or by bicycle, is a way of incorporating physical activity into everyday life and can thus contribute to public health gains by increasing the level of physical activity in the population. As well as health benefits for individuals, there is an economic benefit for the area. There has been a growing volume of research on the spending power of those travelling to town centres and local high streets by sustainable transport modes compared to cars over recent decades. Although often in grey literature the evidence supports the recent statement made in the Local Transport White Paper that pedestrians, cycle and public transport users bring as much spending to urban centres if not more than do car users. Such findings also support the proposition that a good physical environment makes for a good economic environment. In contrast, research in Leicester has found that as motorised traffic flow increases so does the proportion of vacant shops along that particular street. Planning strategies should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people, with an emphasis on:</p> <ul style="list-style-type: none"> • Prioritising policies and interventions that both reduce health inequalities and mitigate climate change – by improving active travel across the social gradient– e.g. greater accessibility to active modes of travel in all areas, increase in active miles travelled/people using active modes of travel, improved fitness levels across the social gradient, reduction in car travel • Supporting locally developed and evidence-based community regeneration programmes that remove barriers to community participation and reduce social isolation – e.g. increased opportunities for participation and community activity among local residents, street safety initiatives which the introduction of 20mph limits would support, reduction in social isolation of elderly communities, reduced gradients in ill health associated with social isolation and area deprivation. The strong messages on active travel within this plan should also be highlighted in the housing section 	Support for active travel policies noted.	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
10		Housing & Infrastructure	<p>Good design impacts on a number of health aspects, not least of all mental health. Open space provision within new developments can assist in improving people’s psychological wellbeing and reduce stress levels, by providing a tranquil retreat from city life and opportunities for exercise. Ensuring that design enhances local character and distinctiveness will assist in maintaining local identity and a recognisable environment that offers familiar surroundings to local communities. Requiring that development does not have an unacceptable impact on visual amenity should minimise stress associated with new development. Ensuring that design minimises crime and the fear of crime should also have a positive impact on mental health. Delivering open spaces within new residential developments will help to strengthen community spirit. Requiring new developments to provide inclusive access regardless of age, disability or gender will reduce social isolation for such groups. Integration with surroundings should also help to ensure that the users of new developments are not isolated. Social support is well established as a major beneficial factor in health, with effects on mortality comparable to those of poverty. Men who rated their local facilities as poor – an issue of access – were more likely to also rate their health as poor, compared with men who viewed their local facilities as good. It is not merely an issue of having services – there is also the matter of quality, e.g. shops that do not sell a complete range of fruit and vegetables. The presence of attractive walking routes has been shown to predict survival in older people and encourage walking in the adult population. There are a number of issues related to housing that are not necessarily a direct result of only the physical build of the house, but how a street has been planned. There is an association between the physical environment and health across a range of domains. For mental wellbeing, the most important factors that operate independently are neighbour noise, sense of over-crowding in the home and escape facilities such as green spaces and community facilities, and fear of crime.</p>	Comment noted. Not all these issues can be addressed through land use planning. The plan encourages the provision of open space, good design, and pedestrian routes.	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
		continued...	<p>Other identified issues include: control over the internal housing environment, quality of housing design and maintenance, presence of valued ‘escape facilities’, crime and fear of crime, and social participation. Affordable housing is also affected by the cost of running the house. Rising fuel prices may impact further on affordability via the problem of poorly insulated and energy inefficient homes causing more serious fuel poverty and related health impacts. Until recently, a combination of low prices and easily available credit allowed many people to reduce the proportion of their income spent on food and heating. Rising food, fuel and energy prices means this is no longer the case. However, for many people their financial situation means that the only option is to spend less on the fundamentals as opposed to reducing expenditure elsewhere. Who is at risk? Those on low incomes, which could include those reliant on welfare, pensions or fixed incomes and also those that are relatively well-paid but unable to cope with rising costs as they are already, in simple terms, ‘mortgaged to the hilt’. The unemployed, elderly, disabled or with young Children (potentially) spend a higher proportion of their income on food and heating. However, the elderly and disabled are more likely to be reliant on benefits in the long-term and the disabled may have the additional expense of specialised transport and other needs. There is an association between the physical environment and health across a range of domains. For mental wellbeing, the most important factors that operate independently are neighbour noise, sense of over-crowding in the home and escape facilities such as green spaces and community facilities, and fear of crime. Other identified issues include: control over the internal housing environment, quality of housing design and maintenance, presence of valued ‘escape facilities’, crime and fear of crime, and social participation. The majority of the recommendations (below) are taken from the work of Michael Marmot. Size - Marmot notes that overcrowding affects only a small proportion of households, often large families or multiple adult households. It creates high pressures on those families and impacts on children’s education opportunities as there is often nowhere for them to do their homework.</p>		
		continued...	<p>Tenure - There should be a “pepper-potting” approach to social housing so that the area does not have separate estates/areas where private and social housing do not mix. Such segregation can contribute to stigma which is not beneficial to mental wellbeing. The exterior of the houses is also important – social housing should look like private housing. Stigma also hinders social cohesion. For example, Marmot also highlighted that people with disabilities are more likely to be concentrated in social housing than in privately own or rented properties and within the social renting sector their number increased over the last decade. This aspect needs to be considered in relation to Welfare Reform. Shared Amenity Space - A linked and main issue is the lack of space for children to play as they get older with a concentration of environmental problems in the surrounding areas (such as heavily trafficked streets) and a sense of insecurity on streets, in parks and play areas. Green space enhances the capacity of residents in urban public housing to cope with the effects of poverty. Residents who live in public housing with nearby nature show greater capacity to cope with stress than those who lived in dwellings without nearby nature. In relation to shared amenities, Marmot highlights that we should implement locally developed and evidence-based community regeneration programmes that remove barriers to community participation and reduce social isolation – e.g. increased opportunities for participation and community activity among local residents, street safety initiatives, reduction in social isolation of elderly communities.</p>		

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
10		Sport & Leisure	Local centres (within the Rural Areas) provide opportunities for social interaction and can provide a focal point for the local community through the concentration of accessible employment, shopping and leisure facilities. Securing the improvement and expansion of existing centres and delivering an improved range of facilities could encourage greater use of these centres, increase pride of place and improve community cohesion. There needs to be consideration given to whether there needs to be a specific emphasis on developing/improving routes (particularly walking and cycling) between existing residential areas and local centres to encourage communities to use these centres more. Improving pedestrian circulation and better integrating existing facilities within the village/town centres will encourage more walking within the centres. Protecting all existing centres, and providing a small number of new centres, will help to maximise the ability of residents to walk to shops and other local facilities. We also need to consider whether there needs to be greater emphasis on the provision of leisure facilities and open space in the village/town centres.	Comments noted. The plan encourages provision for pedestrians, the provision of open space, and a new leisure facility.	No change
11	Cheshire West and Chester Council	Environment	I have now read the plan and it reads pretty well. There is just one point that might be reconsidered. This concern Wind Farms. The public were quite clear that they wanted a minimum separation distance to be met. I know that this is problematic such that one cannot just specify a distance alone. There must be some condition attached that it would be possible for the developer to meet so that the distance prohibition is not absolute.//I have some information that the University of Munich has identified low frequency sound as a possible cause of residential discomfort from wind farms.// The current statement in your summary document refers to 'unacceptable impact' whatever that might mean.// I think that this needs some amendment .//Something along the following lines might be appropriate as an additional statement to the current wording.//'If the installation lies within 2km of a residence then the applicant must be able to demonstrate that low frequency sound emanating from the installation will not have an adverse effect on the hearing of the residents affected.	Comment Noted. Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms, Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines.	Amend HNP ENV8 to say that permission will not be granted for further wind turbines.
12		Housing and Infrastructure	H3 I agree with the need for affordable housing but am not sure of the practicability's of keeping it affordable "in perpetuity" Once a house is bought it is hard to have control over future prices for the property, if it is rented through a housing association then government policy makes it easy to buy in the future.	Comment noted. Suitably worded s 106 agreements will bind successive owners to maintain the affordability.	No change
		General	No other comments but thank you to the Steering Group for all the work involved	Comment noted	No change
13		Environment	Please make sure the air quality and noise generated from wind turbines and incinerator are carefully monitored to acceptable levels	Comment noted. The incinerator and windfarm are outside the Neighbourhood Plan area, and already have consent. The Neighbourhood Plan cannot control developments beyond its boundary (the Parish boundary) or revoke existing consents. Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms, Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines. Unfortunately this can only apply to future applications in the parish of Helsby.	Amend HNP ENV8 to say that permission will not be granted for further wind turbines.

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
14		Housing and Infrastructure	H10 - Applicants should consider whether the requirements for water supply, sewage access are adequate without depriving existing properties of their already existing requirements	HNP H10 requires developers to assess the impact of development proposals on local infrastructure which includes water and sewage. This would include consideration of the impact on existing properties. Having assessed the impact they will be required to make provision for the investment needed to mitigate any impact.	No change
15		Environment	All current farm land should be kept as Greenbelt not for development	There is a legal requirement that the Neighbourhood Plan be in general conformity with national planning policy. The National Planning Policy Framework says new buildings are inappropriate in the Green Belt, but lists exceptions to this including limited affordable housing for local community needs. This is why it has been necessary to include Policy HNP H4 in the plan. Criteria have been included to minimise the impact of any such development.	Amend HNP H4 to make clear that it refers only to <u>limited</u> affordable housing
15		Employment, Transport and Shopping:	Help promote local businesses	Noted. That is the intention of the plan.	No change
15		Housing and Infrastructure	Houses not to be built on Greenbelt	See previous response on Environment	Amend HNP H4 to make clear that it refers only to <u>limited</u> affordable housing
15		Sport and Leisure	Must be promotion of cycleway through local Villages	Policy HNP ETS5 supports the creation of cycle ways	No change
16		Environment	We support the attempt to maintain and replace green spaces and to provide recreational space for new developments. The safeguarding of geological sites is imperative. Wind Turbines should not have any negative health or safety effects on local residents - how will this be ensured?	Comment noted. The Peel Holdings windfarm is outside the Neighbourhood Plan area, and already has consent. The Neighbourhood Plan cannot control developments beyond its boundary (the Parish boundary) or revoke existing permissions. Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms, Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines. Unfortunately this can only apply to future applications in the Neighbourhood Plan Area (the Parish of Helsby).	Amend HNP ENV8 to say that permission will not be granted for further wind turbines.
16		Employment, Transport and Shopping:	Retention of existing employment sites is important for local employment. Rail and station services enhancement would be acceptable provided that improved parking facilities were taken into consideration. Increased cycle racks/storage facilities would be welcomed	Support for policies HNP ETS2, 3 and 4 welcomed.	No change
16		Housing and Infrastructure	A mix of housing types and sizes is a good idea. Assessment needs to be made of impact of increased housing on local schools, recreational facilities etc	Support for HNP H2 and HNP H10 welcomed	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
16		Sport and Leisure	More community sports facilities need to be developed which can be shared with local schools to maximise use. These need to be sustainable and have adequate access and parking / cycle storage facilities	The replacement of the Helsby Community Sports Club with a modern replacement on Mere's Edge is regarded as a "commitment" as it already has permission. (See p31 of the Neighbourhood Plan). Sport and Leisure development can be added to uses covered by ETS4 concerning walking cycling and parking provision	Amend HNP ETS4 to include sport and leisure uses.
17		Environment NO	1 In other words you will rubber stamp these. 2 How will you enforce this? 3 ditto and where is the evidence of this in the proposed new sports and social club 4. Again, how will enforce this 5. ditto. 6. ditto. 7. ditto. 8. Wind Turbines require permanent back up by oil, gas and nuclear stations	Policies must conform to national and local policy. The Neighbourhood Plan policies will be a consideration when CWaC make decisions on planning applications. The decision to grant permission for the new sports club was taken before the plan has been approved, so the policies did not apply, but it is set in a modern environment and the design reflects this. Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms, Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines. Unfortunately this can only apply to future applications in the Neighbourhood Plan Area (the Parish of Helsby).	Amend HNP ENV8 to say that permission will not be granted for further wind turbines.
17		Employment, Transport and Shopping: NO	1. How will this be enforced, how will you get local opinion, past track record is not encouraging. 2. This presumably is the get out for Mere site. 3. This big issue is that Chester station has moved it's parking problems to Helsby and Frodsham. 4. Again an enforcement issues, track record poor. 5. Ok but not if all that happens is a white line on existing roads	Comments noted. The Neighbourhood Plan is part of an attempt to get greater community involvement in planning	No change
17		Housing and Infrastructure NO	1. No questioning of local needs - why? 2 / 3. The developers will plead the viability of the scheme so unenforceable. 4. The Greenbelt should remain as it is. 5 Not enforceable, the trend for 3 and 4 storey homes negate any lifetime use. 6. More extensions no longer require planning approval so no opportunity for neighbours to object. 7. What about splitting the plots and side by side building and too much use been allowed in past walk up Old Chester RD. 8. What is this standard, judging by existing developments and the current Mere development it is inadequate	HNP H1 is a reflection of national planning policy (presumption in favour of sustainable development). HNP H2,3 yes viability is a material consideration, but developers will have provide evidence to justify any relaxation. H5 is enforceable through planning permissions (although subject to viability). The neighbourhood Plan cannot alter permitted development rights. Side by side developments will be judged on their merits and are subject to HNP H6. The proposed parking standards are set out in HNP H8.	No change
17		Sport and Leisure	Look at Frodsham, expansion of late night dining and takeaways has ruined Main St as a place to live	There was clear support in previous consultation for additional cafes. Policy HNP SL7 makes it clear that they are encouraged subject to non unacceptable impact on neighbouring properties as a result of noise, odour, parking etc	No change
18		Environment	The environment is absolutely necessary to all Villages	Comments noted	No change
18		Employment, Transport and Shopping:	Care should be taken of all these items are very important	Comments noted	No change
18		Housing and Infrastructure	In the right places	Comments noted	No change
18		Sport and Leisure	Important to all concerned	Comments noted	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
19		Sport and Leisure	It is vital to keep the playing fields, playground and the trees, the Community Centre and Library adjacent to Lower Robin Hood Lane. All of which are extensively used and of enormous benefit to local residents, particularly the Community Centre and Library for the older residents of Lincoln Court, Loxley Hall and Springfields	Policies HNP ENV8 and HNP SL6 aim to protect open spaces and community buildings. Support for these policies is noted.	No change
20		Environment	1. Does this include temporary residents as Tower's Lane is now almost 9 years. All other points good	The Towers Lane site is not within the Parish of Helsby, and is therefore not covered by this Neighbourhood plan. However, for information, Green Belt Policies do apply to the Towers Lane site. An application to extend the temporary permission was refused in 2014 by CWaC and together with enforcement notices is subject of an appeal to be heard at a Public Inquiry (at the time of writing). Support for other policies noted.	No change
20		Employment, Transport and Shopping:	Good	Support noted	No change
20		Housing and Infrastructure	Protection of verges - does this include existing e.g. Latham Avenue. Is there enough infrastructure such as doctors to cope with extra housing	Protection of verges only applies to new development - it cannot be retrospectively applied through the planning system. Existing, adopted highway verges area matter for CWaC Highways department. The Medical Centre was consulted about the impact of future development and responded (June 2014) that there is sufficient capacity in the existing facilities. Further consultation has taken place to check that this is still the case, but no response has been received at the time of writing.	No change
20		Sport and Leisure	Sports / Leisure - Plans now passed	Noted	No change
21		Environment	Particular stringency on any future industrial development e.g. Turbines, fracking	Legislation prevents the Neighbourhood Plan from dealing with minerals matters (fracking). Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms, Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines. Unfortunately this can only apply to future applications in the Parish of Helsby.	Amend HNP ENV8 to say that permission will not be granted for further wind turbines.
21		Employment, Transport and Shopping:	Particularly support the emphasis on the need for appropriate parking in all areas	Support noted. Policies ETS4, and H8 require provision of adequate parking for employment, retail, leisure, sport and housing development.	Retain residential parking requirements in H8 and mention local concerns in explanation
21		Housing and Infrastructure	Pressure on companies buying land / property to develop it efficiently e.g. Robin Hood and Horse & Jockey which sites currently spoil the look of Helsby	Work has now started on the Robin Hood site. The Neighbourhood Plan cannot force development to take place, it only guides decisions on the granting or refusal of planning permission. The only power CWaC has is to refuse to extend or renew permission - as was the case with the Horse and Jockey.	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
22		Environment	Approval to build on Greenbelt should only be allowed under exceptional circumstances i.e. Not because they wanted affordable houses alone	Limited affordable housing to meet local demand is one of the exceptional circumstances set out in the National Planning Policy Framework. The Neighbourhood Plan must reflect this.	Amend HNP H4 to make clear that it refers only to <u>limited</u> affordable housing
23		Housing and Infrastructure	See comments re Greenbelt, above. More weight should be given to consideration of the impact on local services, especially schools and medical services	Policy HNP H10 requires developers to assess the impact on local physical and social infrastructure, services and facilities, and ensure that any infrastructure needed to support the development is provided in a timely manner. This includes schools and medical services. Consultation so far indicates that there is sufficient capacity in the existing schools and medical facilities to cope with additional population arising from the planned developments.	No change
23		Environment	ENV7 - Do we want to be a 'rural area' or a 'dormitory area'. massive wind turbines on the Marshes ENV8 - Do we really want	ENV7 seeks to protect Helsby's natural assets. Policy ENV 8 addresses wind turbines, but only applies to new applications within the parish, for developments under 50 megawatts. Larger schemes are considered by the Secretary of State, who granted the existing permission on the Marshes, outside the Neighbourhood Plan and Parish boundaries. The Neighbourhood Plan cannot revoke existing permissions.	No change
23		Employment, Transport and Shopping:	ETS3 - Parking at Helsby station is inadequate for present needs - BR have 'developed' the parking space for housing. They should organise and provide improved parking at the station	Noted. We agree that additional parking at the station is desirable, and this is reflected in Policy HNP ETS3. CWaC have been investigating options, but there is no simple solution. For a specific proposal to be included in the plan it must be capable of being delivered. A scheme for an additional 23 spaces on land adjacent to the existing car park will cost £75,000, but there is no funding for it. In the absence of a scheme which can be demonstrated to be deliverable, the policy does not identify a particular solution. The management of the existing car park is a matter for the owners, and cannot be controlled through the Neighbourhood Plan. The policy is not intended to discourage businesses from locating in the station buildings, but some consideration of their impact on transport and parking is required. A business that can demonstrate low impact such as an online trader should not be unduly disadvantaged.	No change
23		Housing and Infrastructure	H3 - 'Affordable Housing' a phrase much used by politicians - The price of housing is determined by the market price in the area - hence 'development' only takes place in the affluent areas. This may clash with the requirements of H6	Affordable housing is defined in the National Planning Policy Framework, and this definition is reproduced in section 4.1 of the plan. Briefly, it covers social rented, equity share, and affordable rented (80% of market rent). It is not accepted that this would be incompatible with good design (H6). Affordable housing provision should be distributed within developments rather than located in a single cluster.	Amend Policy H3 moving reference to integrating affordable provision from the explanation to the body of the policy.
23		Sport and Leisure	SL6 - The loss of Community buildings will not be tolerated	Support noted	No Change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
24		Environment NO	I am totally opposed to any development on Greenbelt land. Brownfield sites should be developed	The plan only permits development in the green belt consistent with national policy. Permission has been granted for development in the green belt on the former BICC sports field, subject to replacement facilities being provided as a way of securing the future of the Club with better facilities, but this pre-dates the plan.	No change
24		Housing and Infrastructure	Agree as long as Greenbelt is protected	See previous response on Environment	No change
25		Environment	The jury is still out on the efficiency of wind turbines - a shame we have to have any in view of Helsby Hill	Comment noted. The Peel Holdings windfarm is outside the Neighbourhood Plan area, and already has consent. The Neighbourhood Plan cannot control developments beyond its boundary (the Parish boundary) or revoke existing permissions. Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms, Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines. Unfortunately this can only apply to future applications in the Neighbourhood Plan Area (the Parish of Helsby).	Amend HNP ENV8 to say that permission will not be granted for further wind turbines.
25		Employment, Transport and Shopping:	Re - Parking - sad to see verges being decimated by parking e.g. Verge near to Heathercliffe home and difficult during work with excess parking down Crescent Drive and bend on Robin Hood Lane - dangerous when icy	Policy H9 for the protection of verges can only apply to new development - it cannot be retrospectively applied through the planning system. Existing, adopted highway verges are a matter for CWaC Highways department. Regulation to control parking on highways is also a matter for CWaC highways department and cannot be controlled through planning policy. CWaC Highways team is consulted on all relevant planning applications. New developments, which include conversions and changes of use, will need to provide adequate parking (ETS4 and H8)	Retain residential parking requirements in H8 and mention local concerns in explanation
25		Housing and Infrastructure	When present building is finished - no need for more - schools / health centre cannot support a bigger population	National Planning Policy includes a presumption in favour of sustainable development, so the plan cannot include a blanket policy preventing further development, but it does set criteria which will seek to limit the impact of further development on the environment and ensure that developers provide for any shortfall in infrastructure. The local schools and the Health Centre were all consulted on the draft plan. The Health Centre previously advised that it had the capacity to cope with growth that could be foreseen (June 2014). Further consultation to check that this is still the case has taken place, but no response has been received to date.	No change
25		Sport and Leisure	Critical that we never see the end of our Community Centre or Library both essential for the heart of the Community	Support for SL6 noted	No change
26		Employment, Transport and Shopping:	Would like to see cycle ways to local employment areas such as Elton, away from present roads / traffic	Policy HNP ETS5 supports the creation of cycle ways, and in particular refers to a route to Elton	No change
27		Environment	Need to be firm on any Greenbelt developments	Comment noted	No change
27		Employment, Transport and Shopping:	Railway parking could be an issue if links extended	Noted. Policy HNP ETS3 refers to the need for increased parking provision.	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
27		Housing and Infrastructure	Can G.P. Practice cope with additional housing?	The Medical Centre has been consulted about the impact of future development and felt that there is sufficient capacity in the existing facilities (June 2014). Further consultation has taken place to check that this is still the case, but no response has been received to date.	No change
27		Sport and Leisure	Essential to keep Library and Community Centre	Support for SL6 noted	No change
28		Environment	ENV8 - NO - Wind turbines - too many approved already. development ENV1 - NO - Greenbelt	Comment noted. . Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms, Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines. Unfortunately this can only apply to future applications in the Neighbourhood Plan Area (the Parish of Helsby).	Amend HNP ENV8 to say that permission will not be granted for further wind turbines.
28		Employment, Transport and Shopping:	ETS4 - Strongly agree parking in Helsby still a nightmare ETS3 - Strongly agree,	Support noted. New developments, which include conversions and changes of use, will need to provide adequate parking (ETS4 and H8)	Retain residential parking requirements in H8 and mention local concerns in explanation
28		Housing and Infrastructure	H1 - Before new houses please provide more facilities and amenities for existing residents. Helsby poorly served. Old Bank cafe best improvement for years. H8 & H9 - Strongly agree	The plan encourages additional sports and leisure facilities as well as cafes and restaurants. Additional housing should provide an increased customer base to make such facilities viable. Support for H8 & H9 noted.	No change
28		Sport and Leisure	Congrats on Sports Centre. Strongly support SL1,2,3,4,5,7. Community Centre at all costs. Child section of Library is excellent SL6 -Keep Library and	Support noted	No change
29		General	All Policies supported - no comments	Support noted	No change
30		Housing and Infrastructure	I would not like to lose Greenbelt for extra housing	There is a legal requirement that the Neighbourhood Plan be in general conformity with national planning policy. The National Planning Policy Framework says new buildings are inappropriate in the Green Belt, but lists exceptions to this including limited affordable housing for local community needs. This is why it has been necessary to include Policy HNP H4 in the plan. Criteria have been included to minimise the impact of any such development.	No change
31		Environment	No wind turbines	Comment noted. Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms, Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines. Unfortunately this can only apply to future applications in the Neighbourhood Plan Area (the Parish of Helsby).	Amend HNP ENV8 to say that permission will not be granted for further wind turbines.

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
31		Housing and Infrastructure NO	H2- No more houses than 6 H4 -disagree	Comment noted. There is a legal requirement that the Neighbourhood Plan be in general conformity with national planning policy. The National Planning Policy Framework says new buildings are inappropriate in the Green Belt, but lists exceptions to this including limited affordable housing for local community needs. This is why it has been necessary to include Policy HNP H4 in the plan. Criteria have been included to minimise the impact of any such development.	No change
32		Environment NO	There should be a stronger line on deleterious development. The incinerator plans are still live. We are going to suffer the wind turbines (they were concentrated more here owing to Frodsham's stronger objections) and fracking is possible	Legally, the Neighbourhood Plan cannot control minerals developments (fracking) , development beyond the Neighbourhood Plan/Parish boundary (such as the Ince Park development (incinerator)). The windfarm on Frodsham and Helsby Marshes is outside the Neighbourhood Plan Boundary and was granted consent by the Secretary of State. Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms, Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines Unfortunately this can only apply to future applications in the Parish of Helsby.	Amend HNP ENV8 to say that permission will not be granted for further wind turbines.
33		Employment, Transport and Shopping:	Parking is a major problem. Robin Hood Lane in particular can resemble a dodgem track and becomes dangerous when there is an incident on the M56. New business development plans must include car parking spaces for the expected number of employees, otherwise the current problems will continue to grow and the roads become even more dangerous	Comment noted. Parking for business uses is covered in policy ETS1 and ETS4. New developments, which include conversions and changes of use, will need to provide adequate parking (ETS4 and H8)	Retain residential parking requirements in H8 and mention local concerns in explanation
33		Environment	Its always important to preserve for the future what we had as children	Comment noted	No change
33		Employment, Transport and Shopping: NO	Massive areas of employment sites have already gone with no public consultation. Too many houses and not enough employment is already a problem without you wanting to make changes that will make it easier to do in the future. The station only has problems because Helsby Parish, in the 80's, decided to allow permission for houses. It should have been left as it was until a time when rail demand needed it again. Keep open spaces preserved	Policy ETS2 supports continued employment use on existing employment sites, and will only permit redevelopment for other uses if it can be demonstrated that there is sufficient range , choice and quality of employment sites available to meet the employment needs of Helsby and the existing employment use is not longer viable and the site has been actively marketed for employment purposes for at least a year.	No change
33		Housing and Infrastructure NO	Helsby has become a mass building site of new estates and houses built on any spare plot of land. We don't need more houses. Historic buildings have been destroyed, in some cases to create new space. What's happened in the past is short sighted and sickening. We are Iron Age Village. Keep it that way please	The Neighbourhood Plan has to conform to National Planning Guidance with its presumption in favour of sustainable development. The plan would not be capable of being "made" (adopted by CWaC) if it sought to prevent any further development.	No change
33		Sport and Leisure NO	Does Helsby really need this. How many people will actually use it. I'm talking about the new Sports Club. Complete waste of money, could have been spent elsewhere. Parts need preserving and maybe more could be made of current paths. Lighting at night maybe used to stop it being used by youths in an anti-social way at night	Comment noted. Permission has already been granted for this development.	No change
34		Environment	V.G.	Support noted	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
35		Environment NO	There should not be any building on the Greenbelt. There should be no wind turbines because they would be too close to houses	There is a legal requirement that the Neighbourhood Plan be in general conformity with national planning policy. The National Planning Policy Framework says new buildings are inappropriate in the Green Belt, but lists exceptions to this including limited affordable housing for local community needs. This is why it has been necessary to include Policy HNP H4 in the plan. Criteria have been included to minimise the impact of any such development. Similarly the plan must conform to national policy on wind turbines. The plan cannot remove the permission already granted for the wind farm on the Marshes. Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms, Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines. Unfortunately this can only apply to future applications in the Neighbourhood Plan Area (the Parish of Helsby).	Amend HNP ENV8 to say that permission will not be granted for further wind turbines.
35		Housing and Infrastructure NO	There is too much building in Helsby already - old pub sites and old BICC site	The Neighbourhood Plan has to conform to National Planning Guidance with its presumption in favour of sustainable development. The plan would not be capable of being "made" (adopted by CWaC) if it sought to prevent all further development. There is nothing that the Neighbourhood Plan could do about existing planning permissions.	No change
36		General	All Policies supported - no comments	Support noted	No change
37		Environment	With regards to ENV8 I believe that the Planning consent afforded to Peel Holdings, with negate any future objections to wind turbines in any adjacent location to Helsby Village	Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines. Unfortunately this can only apply to future applications in the Parish of Helsby.	Amend HNP ENV8 to say that permission will not be granted for further wind turbines..
37		Employment, Transport and Shopping	ETS3 - Should read 'as increased managed parking'. The non management of Village parking already creates extreme difficulties for Villagers with less than full mobility	We agree that parking at the station is insufficient, and this is reflected in Policy HNP ETS3. The management of the existing car park is a matter for the owners and operators, and cannot be controlled through the Neighbourhood Plan or by CWaC or the Parish Council. The Neighbourhood Plan starts from where we are now, and tries to ensure adequate future provision.	No change
38		Environment	ENV1 -How do the travellers fit into this? Is it one rule for them and one for everyone else?	Green Belt Policies do apply to the Towers lane site. An application to extend the temporary permission was refused in 2014 by CWaC and together with enforcement notices is subject of an appeal to be heard at a Public Inquiry (date yet to be fixed at the time of writing). Support for other policies noted	No change
38		Employment, Transport and Shopping:	No mention of traffic calming measures. The speed of vehicles through Helsby is frightening and can only get worse as more housing is built	It is difficult to address existng traffic issues through a Neighbourhood Plan which is primarily concerned with future development, but it is one of the potential infrastructure issues to be considered as part of new developments.	Include reference to traffic calming in Explanation to Policy HNP H10.

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
38		Sport and Leisure	I would be very upset if the Community Centre and Library closed. I use the Library frequently and the Community Centre for various keep fit activities, weekly	Policy SL 6 resists the loss of community buildings. Support for this policy noted	No change
39		Environment	ENV8 - Turbines and Solar Panels should be located on the Mersey side of the Ship canal almost out of view	Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines. Unfortunately this can only apply to future applications in the Plan Area (the Parish of Helsby). The wind turbine development on the Marshes is outside the Neighbourhood Plan/Parish boundary and was given permission by the Secretary of State for Energy despite local objections, including from the Parish Council. The Neighbourhood Plan has no power to revoke that permission.	Amend HNP ENV8 to say that permission will not be granted for further wind turbines.
39		Housing and Infrastructure	There is some 'affordable' houses on Bates Lane but with inadequate off road parking - why not use some of the nearby pasture land for 'assigned parking only' or the garden land beside the Brow cottages	The Neighbourhood Plan process is intended to guide future development, and by proposing minimum parking provision aims to prevent this sort of situation from arising in the future. It is of course open to the owners of the dwelling in Bates Lane to apply for permission to create additional parking.	No change
39		Sport and Leisure	SL 2- Seems foolish, I cannot foresee it being used by rail services again	The preferred use would be for a footpath and cycleway, but to date Network Rail have been unwilling to release the line in case it is needed for future use, for example as freight line.	No change
40		Environment DNK	ENV2 - Too late	Comment noted	No change
40		Employment, Transport and Shopping: DNK	ETS1,2,3,4,5 -Helsby is already a 'car park'	Comment noted	No change
40		Housing and Infrastructure DNK	H etc. A parking issue yet again	Comment noted	No change
40		Sport and Leisure DNK	SL etc. No swimming pool SL5 Re OCR allotments - what about future burial requirements?	Not clear if the respondent objects to the idea of a swimming pool, or the lack of a policy in the plan. The position regarding a swimming pool is explained on page 32 of the plan. Provision for future burials has already been made by the transfer of part of the allotment site into the cemetery which is sufficient for the village's needs well beyond the period of this plan.	No change
40		General	Probably not still breathing by 2030	Comment noted	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
41		Environment NO	ENV1 - We do not want any building on Greenbelt - that was it's purpose ENV8 - We do not want wind turbines - they are too close to homes	There is a legal requirement that the Neighbourhood Plan be in general conformity with national planning policy. The National Planning Policy Framework says new buildings are inappropriate in the Green Belt, but lists exceptions to this including limited affordable housing for local community needs. This is why it has been necessary to include Policy HNP H4 in the plan. Criteria have been included to minimise the impact of any such development. Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines Unfortunately this can only apply to future applications in the Neighbourhood Plan Area (the Parish of Helsby). The plan cannot remove the permission already granted by the Secretary of State for the wind farm on the Marshes.	Amend HNP ENV8 to say that permission will not be granted for further wind turbines.
41		Housing and Infrastructure NO	H1 - We do not need any more housing - we have had a lot of new houses already	The Neighbourhood Plan has to conform to National Planning Guidance with its presumption in favour of sustainable development. The plan would not be capable of being "made" (adopted by CWaC) if it sought to prevent any further development.	No change
42		Employment, Transport and Shopping:	Traffic calming measures on A56 through the Village and on Lower Robin Hood Lane. Investigate further the need for a pedestrian crossing on A56 in Robin Hood area	It is difficult to address existing traffic issues through a Neighbourhood Plan which is primarily concerned with future development, but it is one of the potential infrastructure issues to be considered as part of new developments. The need for a pedestrian crossing has been investigated and deemed not to meet the required criteria by CWaC Highways.	Include reference to traffic calming in Explanation to Policy HNP H10.
42		Housing and Infrastructure	As Helsby is getting more housing / people expand the Health Centre onto the old care home site on Lower Robin Hood Lane	The Medical centre have been consulted about the impact of future development and feel that there is sufficient capacity in the existing facilities.	No change
43		Environment	ENV8 - Residents, businesses and community buildings should be offered a collective buy-in scheme at a discounted rate for energy should the wind turbines go ahead to offset any negative impact on property prices	Comment noted. This is an interesting suggestion, but not one that can be pursued through the Neighbourhood Plan as the turbines referred to already have permission.	No change
44		Environment NO	ENV8 is a joke. 13 wind turbines TALLER THAN Helsby Hill, the closest being less than 1km from the Village - will have an unacceptable impact and provide a negative energy contribution. The adverse effects on health have not been addressed	Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms, Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines Unfortunately this can only apply to future applications in the Neighbourhood Plan Area (the Parish of Helsby). The wind turbine development on the Marshes was given permission by the Secretary of State for Energy despite local objections, including from the Parish Council. The Neighbourhood Plan has no power to revoke that permission.	Amend HNP ENV8 to say that permission will not be granted for further wind turbines.

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
44		Employment, Transport and Shopping:	Reinstatement of the 'Halton Curve' and the tolls on the Mersey bridges will increase the parking problems at Helsby Station, several fold. Multi level parking will be necessary	Noted. Policy ETS3 refers to the need for increased parking provision at the station. Wording of explanation to ETSE can be strengthened to emphasise this point. Helsby Parish Council is seeking dialogue with CWaC about improving parking provision.	Amend explanation to HNP ETS3
44		Housing and Infrastructure NO	You are arranging the deckchairs on the Titanic. With the wind farm so close who will want to live here? Who will be able to sell their house? Council tax bands need reducing by 2 levels	Comment noted	No change
44		Sport and Leisure	No mention of the new Sports complex at the BICC site nor provision of a swimming pool	The Community Sports Club and the desire for a swimming pool are described on pages 31 and 32 of the full plan document.	No change
45		Environment	How does ENV8 square with ENV2 - view from Hill?	The explanation to Policy Env 2 makes it clear that it is concerned with development that might block views from the Hill. Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms, Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines Unfortunately this can only apply to future applications in the Neighbourhood Plan Area (the Parish of Helsby). The wind turbine development on the Marshes was given permission by the Secretary of State for Energy despite local objections, including from the Parish Council.	Reword Env2 to clarify intent. Amend HNP ENV8 to say that permission will not be granted for further wind turbines.
45		Employment, Transport and Shopping:	No mention of M56 issues - safety improvements, noise, impact on Helsby residents when M56 blocked	It is not clear what changes to the plan the respondent wants to see. Changes to the strategic highway network are beyond the scope of a Neighbourhood Plan, although it is recognised that the issues raised are important to residents.	No change
46		Environment ?	ENV 2 & 7 : An admirable objective but recent experience has shown that local concerns have no impact on decisions to grant permission- you are powerless. The Marshes are now lost to opportunists such as Peel Holdings, assisted by a remote naive government	The explanation to Policy Env 2 makes it clear that it is concerned with development that might block views from the Hill.	Consider rewording Env2 to clarify
46		Employment, Transport and Shopping: ?	No comment	Noted	No change
46		Housing and Infrastructure ?	H9: A recent complaint, by me, about the appalling state of the verges in Latham Avenue, caused by flagrant abuse of the parking on front gardens was 'dealt with' ineptly and indicates that the Council has no will to deal with these matters effectively. If you can't deal with existing problems a plan for the future is irrelevant	Policy H9 for the protection of verges only applies to new development - it cannot be retrospectively applied through the planning system. Existing, adopted highway verges area matter for CWaC Highways department.	No change
46		Sport and Leisure ?	No comment	Noted	No change
47		General	Very clear concise document. Well done	Support welcomed	No change
48		Employment, Transport and Shopping:	ETS3: Reintroduce trains to and from Liverpool to Helsby Station	The government has announced that this is to happen with the re-opening of the Halton Curve. It would be supported, but is not something we can include as a policy in the Neighbourhood Plan as the Halton Curve is not in Helsby	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
49			Supports all Policies - no comments	Support welcomed	No change
50			Happy with the Plan and thought the balance was good. She would like an adult/elderly outdoor gym area behind Lincoln Court (there are similar facilities at sites in Liverpool and Formby) and a pedestrian crossing outside Lincoln Court	Support welcomed. The former Sherwood Court site is a designated Green Space in the plan, and the Parish Council is actively pursuing funding for an outdoor gym. A pedestrian crossing has been requested, but the Highways Authority is not willing to support it at the present.	No change
51	The Coal Authority	General	Thank you for the notification consulting The Coal Authority on the above. The Coal Authority is a non-departmental public body which works to protect the public and the environment in coal mining areas. Our statutory role in the planning system is to provide advice about new development in the coalfield areas and also protect coal resources from unnecessary sterilisation by encouraging their extraction, where practical, prior to the permanent surface development commencing. As you will be aware the neighbourhood plan area is outside of the defined coalfield and therefore The Coal Authority has no specific comments to make on the Neighbourhood Plan. In the spirit of ensuring efficiency of resources and proportionality it will not be necessary for you to provide The Coal Authority with any future drafts or updates to the emerging Neighbourhood Plan. This letter can be used as evidence for the legal and procedural consultation requirements. The Coal Authority wishes the plan team every success with the preparation of the Neighbourhood Plan.	Comment noted	No change
52	The Friends of Helsby Quarry	General	As a representative of The Friends of Helsby Quarry I have read the consultation document and have no comments.	Comment noted	No change
53	West Cheshire Clinical Commissioning Group	General	Thank you for the opportunity to respond to the Helsby Neighbourhood plan. I understand how important it is to seek a range of views from across the community, and those with the interests of the community at their heart. I was very interested in reading the plan, but I was a little disappointed to see that there is very little reference to the provision of health and social care services in the document. The plan acknowledges that the Helsby population, in line with National trend, is an increasingly aged one. However, the plan does not make any explicit reference to responding to the health and wellbeing needs of that population. It is not clear that the plan recognises the need to consider the health and wellbeing of residents alongside the economic and geographical issues that need to be addressed for Helsby. There are one or two general references to the wellbeing of local residents, mostly through the consideration of new leisure facilities, but nothing specific about how to improve the health of the local residents. We would like to see that addressed. There a couple of positive points that I would like to highlight, and would support whole heartedly. I have set them out under the appropriate heading from the plan document for ease.	The CCG has been asked for further clarification of what Planning Policies relating to Health and Wellbeing it would like to see in the plan.	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
53		Housing and Infrastructure	<p>2.2.3. HOUSING AND INFRASTRUCTURE I was pleased to see that the vision for Helsby by 2030 contained specific reference to creating housing that is suitable for an ageing population. We would encourage that as much as possible. Our intention as a health economy is to help facilitate care of patients at home where possible and appropriate. Having houses that can help support older people staying at home instead of being treated in hospital, or elsewhere in the community, would be a big help to patients and their families. Obviously, any additional developments will place further strain on the infrastructure in and around Helsby. Our specific concerns would be about the capacity of the GP surgery in Helsby to cope with any significant increase in their patient lists.</p> <p>Your plan refers to the need for developers to provide the necessary infrastructure for an increased population. We would hope that the parish council would seek input from the GP practice to ensure that their voice is heard and reflected in any agreement with developers.</p> <p>The possible impact on the capacity of staff based at the GP Surgery would be significant, as is the capacity for the premises to cope with increased demand. Both of these issues would require significant investment to address and any financial agreement with developers should reflect that.</p>	<p>The GP surgery has previously advised that it has sufficient accommodation to meet the needs of the growth in population which is currently foreseen. Confirmation that this is still the case has been sought.</p>	No change
53		Sport and Leisure	<p>2.2.4 SPORT AND LEISURE We would hope that where the plan mentions development of a new site for community leisure facilities, proper consultation with local health services is undertaken. Any development of facilities that improved the health and wellbeing of local residents would very welcome. We would just want to make sure that full consideration was given to those services that would provide the greatest health benefits to patients, as well as those desired by residents. We would be happy to help inform any of those discussions; as well as offer any other support you felt it necessary.</p>	<p>The Community Sports Club has already been granted approval. The CCG has been referred to the approved plans and asked if it has any comments on them. It will be consulted as the scheme progresses.</p>	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
54	Highways England	General	Thank you for sending notification to the Highways Agency in relation to your draft Neighbourhood Plan. Because you will not have been contacted separately from this letter about the transformation of the Highways Agency into Highways England; we confirm this went ahead on 1st April 2015. Please note a change of contact details (this is confined to our e-mail address, pl see the footer information below. Recognizing that a section of the M56 motorway falls within the Neighbourhood Plan Area it is relevant to Highways England's interests in managing and operating this strategic link. We can confirm that there are no issues in relation to the land which is proposed to remain undeveloped and situated immediately to the north and south of this motorway.(Green Belt reasoning) This would be supported insofar as it would maintain a good separation between residential properties and the motorway from the point of view of safeguarding occupiers against the impact of traffic noise. It is noted that transport policies are set out in pages 43 – 46 of the Neighbourhood Plan report. We can confirm that Highways England have no comments to make in this regard.	Noted	No change
55		General	All Policies supported - no comments	Noted	No change
56		General	All Policies supported - no comments	Noted	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
57		General	<p>I thought this was a very well written structured report presented professionally. Hope you find these comments as constructive. Section 2.1 – Final bullet point page 16 Ideally, I would like to see a more proactive HPC on the subject of traffic noise from the M56. To me what is written seems a bit weak i.e. ‘would welcome measures’ I would propose instead --- and would actively seek measures to reduce the impact of traffic noise from the M56</p> <p>Section 2.2 - Top of page 19</p> <p>On the subject of noise, dust, odour, air pollution etc. HPC say they ‘will object to any proposal adding significantly to this impact’. This seems to apply to new proposals. I believe HPC should be more vocal about existing developments even if they are just outside the area covered by the Plan. This is because they still have a significant impact on the environment of the village. A good example is the continued illegal use of land at 4 Traveller sites close to us and others which might appear overnight.</p> <p>Section 2.2.3 Housing & Infrastructure page 27 Helsby has already done more than it needs to do to comply with STRAT 1 so why encourage more housing in the early years of this 15 year plan.</p> <p>The population of Helsby is approximately 5000 today so a further 346 units in 6 years we could easily mean a 20% increase in the demand on local infrastructure yet the Plan is silent on the ability of existing schools and community health care to cope with the population increases already in the pipeline.</p> <p>Until this is addressed we should not be encouraging additional housing. The village needs a 5 year break while existing sites are developed and the capacity of infrastructure expanded to match.</p>	<p>Section 2.1 comments noted. The west bound carriageway has recently been resurfaced with noise reducing material, and the east bound carriageway will get similar treatment during the next planned maintenance cycle. It is not clear what further practical measures can be applied. Section 2.2 - the plan can only affect new developments requiring planning permission and so cannot act retrospectively on existing permissions. The plan can only deal with development proposed within the plan area, and cannot set policies for areas beyond the parish boundary. Section 2.2.3 - Agreed that permissions in Helsby already meet and exceed the requirements of the Local Plan Policy STRAT 8. However, the policy is a minimum requirement, and national Planning policy is based on a presumption in favour of sustainable development. Therefore further development has to be allowed unless it contravenes other planning policies. The Neighbourhood Plan tries to set out the main criteria which would determine whether additional development should be allowed or not. With regard to infrastructure, schools and healthcare, CWaC conducted an appraisal of key service centres when preparing the local plan and concluded that the proposed levels of development could be accommodated. Service providers have been consulted on this Neighbourhood Plan. Policy HNP H10 makes it clear that the impact on social and physical infrastructure must be considered by developers, and adequate provision made.</p>	No change
57		General	<p>Section 2.2.3 Housing & Infrastructure page 28 We seem to have an excess of affordable units in the pipeline for >65 year olds and a shortage for <65 year olds but perhaps it is still not too late to press for this to be addressed within the 77 units already in the planning process rather than ‘maximise future developments’ in this category.</p> <p>Section 2.2.4 Sport & Leisure - bottom of page 30 I fail to see why Helsby needs an additional pub when 2 have closed in the last 5 years and we have an excellent tea/coffee shop already</p> <p>Section 2.2.4 Sport & Leisure - bottom of page 32 Logically a new skate park should be located at the new sports facility rather than use land close to residents</p>	<p>The 77 units have planning permission as part of the 'retirement village' at Mere's Edge and are now under construction, so it is not possible for the plan to change the nature of provision there. The reference to an additional pub is in a summary of public views received during earlier consultation. The plan does not allocate land for a further pub. Comments about skate park location noted, and will be considered at the appropriate time.</p>	No change
58		Environment NO	<p>ENV2 -How does the Wind Farm fit in with ENV2</p> <p>ENV8 - The Town Council rightly opposed the construction of Peel's Wind Farm. Wind Farms can never provide reliable energy generation for the UK. They are ugly and expensive. Thus the Parish Council should continue to oppose their construction in Helsby and on the Marshes</p>	<p>Noted. The wind farm has already been granted permission by the Secretary of State. Policy ENV2 is intended to prevent development blocking views from the Hill. Rather than controlling what is in view, and the wording may need clarifying. Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms, Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines. Unfortunately this can only apply to future applications in the Neighbourhood Plan area (the Parish of Helsby).</p>	Reword ENV 2. Amend HNP ENV8 to say that permission will not be granted for further wind turbines.

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
58		Employment, Transport and Shopping: ?	If you want people to use shops in Helsby and Frodsham need available parking. Introduce 2 hour parking limits by the shops	Helsby has already done this	No change
58		Housing and Infrastructure ?	Ensure new developments have adequate access and parking. Do not build on Green Belt under any circumstances	Noted. No development will be allowed on the Green Belt other than that permitted by national Green Belt policy. Legally, the Neighbourhood Plan cannot be more restrictive than the national policy	No change
58		Sport and Leisure ?	Need to build a Frodsham / Helsby swimming pool on plot at Helsby High - Top priority SL7 - I think there is a limit to the number of cafes we need	Noted. Building and running a swimming pool is very costly, and unless funding is available it would be misleading to include it in the plan policies at this time as explained on page 32 of the consultation draft plan. The policy on cafes reflects views offered during the earlier consultations.	No change
59		Environment	Whilst supporting some housing development, I continue to be disappointed that with the exception of a supermarket, the brown field land that formed the old BICC Works seems not to have been considered for industrial buildings. Many of us have to travel extensively in order to find employment in the field of our expertise. The village is slowly turning into the size of a small town with associated social problems. I fully support the clause to prevent back building.	Noted. Policy ETS1 supports employment development and ETS2 is intended to support the re-use of employment sites for employment unless it can be shown that there is no demand. Policy wording should be amended to make this clearer	Insert "only" before "permitted" in second sentence of ETS2
59		Employment, Transport and Shopping:	I fully support these proposals and would encourage the Council and local businesses to develop Brownfield sites in order to create local employment, the more high tech the better. One issue of concern is parking at the station. Whilst it is encouraging that new services to Liverpool are to be created via the Halton Curve, this will encourage more commuters and leisure travellers to park in the village.	Noted. See response re Environment about employment land. Agree with comment about station parking, which is reflected in ETS3. Explanation to policy ETSE can be strengthened re impact of Halton Curve. Helsby Parish Council I is seeking dialogue with CWaC about improved parking provision.	Amend explanation to HNP ETS3
59		Housing and Infrastructure	The social construct of the village is being harmed by the amount of houses being built. I would far rather have more industry in the village than housing.	Noted. See response to Environment comment.	No change
59		Sport and Leisure ?	I agree with the proposals.	Noted	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
60	Natural England	General	<p>Thank you for your consultation on the above dated 24 March 2015 which was received by Natural England on the same date. Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>The Helsby Neighbourhood Development Plan appears to promote development over and above the adopted Local Plan. We would query whether some policies in the draft plan (in particular HNP H1 and HNP H4) might have significant environmental effects that have not already been assessed at Local Plan level. Natural England advise that any policy in the Neighbourhood Plan that promotes or encourages additional development should include wording to the effect that only development that is in conformity with Local Plan policy ENV4 Biodiversity and Geodiversity will be supported. This minor amendment to policy wording should be sufficient to ensure there will be no significant environmental effects as a result of implementing the Neighbourhood Plan.</p>	<p>It is certainly not the intention to promote development over and above that in the Local Plan. The Local Plan policy STRAT 8 requires Helsby to accommodate at least 300 dwellings. The allocation is a minimum rather than a maximum as the Inspector made clear in his modifications. Existing planning permissions already exceed this requirement, which is why the Neighbourhood Plan does not allocate any more sites. However, given that it is a minimum figure, and that there is a presumption in favour of sustainable development in the National Planning Policy Framework (Para 14) and in the Local Plan Policy STRAT 1), it is not possible for the Neighbourhood Plan to restrict or prevent further sustainable development. Thus policy HNP H1 is worded to reflect this presumption. It does not seek to go beyond the local plan. The reasoning behind HNP H4 (Green Belt exceptions for affordable housing) is similar. National Green Belt Policy identifies exceptions to the presumption against new building in the Green Belt, one of which is limited affordable housing (NPPF Para. 89). Policy Strat 9 of the local plan reflects this (Para 5.76). Therefore since the Neighbourhood Plan has to be in conformity with NPPF and the Local Plan, it follows that affordable housing exceptions in the green belt may have to be allowed. The purpose of H4 is to provide a sequential test, and direct any such development away from the most sensitive parts of the Green Belt. It is likely that the steering group will amend the policy wording to include the word “limited” from the national policy.</p>	No change
		continued		<p>The reasoning behind HNP H4 (Green Belt exceptions for affordable housing) is similar. National Green Belt Policy identifies exceptions to the presumption against new building in the Green Belt, one of which is limited affordable housing (NPPF Para. 89). Policy Strat 9 of the local plan reflects this (Para 5.76). Therefore since the Neighbourhood Plan has to be in conformity with NPPF and the Local Plan, it follows that affordable housing exceptions in the green belt may have to be allowed. The purpose of H4 is to provide a sequential test, and direct any such development away from the most sensitive parts of the Green Belt. It is likely that the steering group will amend the policy wording to include the word “limited” from the national policy</p>	

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60		Environment	<p>Policy HNP ENV7 - Natural Assets</p> <p>We are concerned that policy HNP ENV7 of the draft neighbourhood plan is limited to safeguarding natural assets within Helsby and does not extend protection to development adjacent to or within proximity to designated sites that may damage the features for which the site is designated. We would like to see this policy modified to include safeguarding designated sites, which may include sites beyond the neighbourhood boundary. Many thanks for your emails of 14th and 18th May regarding our comments on the Helsby Neighbourhood Plan. We would like to see reference to ensure any development should accord with the environmental policies (policy ENV 4: Biodiversity and Geodiversity) from the Cheshire West and Chester Local Plan. If this is the case, this should be sufficient to ensure that no further environmental assessment is necessary.</p>	Comment noted, and policy HNP ENV7 to be amended accordingly.	Amend ENV7 to refer to include impact on designated sites outside the plan area.
60		Housing and Infrastructure	<p>HNP H1 - New Housing Development</p> <p>In accordance with the above, we would like to see some additional wording that ensures that only development in conformity with the environmental policy in the Local Plan ENV 4 Biodiversity and Geodiversity will be supported. We would also advise ensuring that the area's Best and Most Versatile agricultural land is conserved through making the links to policy STRAT 1 Sustainable development in the Local Plan. We would like to see this policy go further to conserve and enhance the natural environment, including making the links with neighbourhood plan policies HNP ENV2 and HNP ENV3 conserving the character of the landscape, HNP ENV6 conserving trees and woodland, and HNP ENV7 which seeks to conserve natural assets.</p> <p>Policy HNP H4 - Green Belt Exceptions for 100% Affordable Housing</p> <p>In accordance with the above, we would like to see some additional wording that ensures that only development in conformity with the environmental policy in the Local Plan ENV 4 Biodiversity and Geodiversity will be supported. We would also advise ensuring that the area's Best and Most Versatile agricultural land is conserved through making the links to policy STRAT 1 Sustainable development in the Local Plan. We would like to see this policy go further to conserve and enhance the natural environment, including making the links with neighbourhood plan policies HNP ENV2 and HNP ENV3 conserving the character of the landscape, HNP ENV6 conserving trees and woodland, and HNP ENV7 which seeks to conserve natural assets.</p>	Comments noted. For the avoidance of doubt, policies HNP H1 and H4 will be amended to cross reference the environmental policies as requested	Amend HNP H1 and H4 to include an additional criteria requiring conformity with CWaC Policy ENV4 and STRAT 1, as well as HNP ENV 1 to 7

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60a	Natural England		<p>Many thanks for your emails of 14th and 18th May regarding our comments on the Helsby Neighbourhood Plan.</p> <p>We would like to see reference to ensure any development should accord with the environmental policies (policy ENV 4: Biodiversity and Geodiversity) from the Cheshire West and Chester Local Plan. If this is the case, this should be sufficient to ensure that no further environmental assessment is necessary.</p> <p>With regards to best and most versatile agricultural land (BMV), while there is no detailed site specific survey information (i.e. post 1988 ALC survey data), both the Provisional ALC Map and the Strategic mapping indicate the potential for BMV to be present within the parish of Helsby. Provisional ALC data is available to download from the Magic website. The mapping is designed to give an indication of land quality at a strategic level. It does not show the breakdown of Grade 3 into Sub grades 3a and 3b, and it has a minimum map unit of 80ha. Further information on Agricultural Land Classification is also to be found in TIN049 (Edition 2).</p> <p>I trust this helps clarify, please feel free to get back to me should you wish to discuss this further.</p>		
61	Helsby Running Club	General	<p>Helsby Running Club, would like to extend its broad support to the draft plan, currently under consultation. The aims and policies supporting green space, the character of Helsby, as well plans for sport and leisure are in line with values dear to a club of our nature. Plans for the new sports centre are vital to the future of our running club (plus many other sporting activities) and the general health, wellbeing and fun of residents in Helsby and surrounding villages and communities. As a sporting club we also welcome the provision of increased cycle ways, if land and funding allows in the future. As a club, we can see no amendments are needed to the plan for the security of Helsby's' Sporting future. We would like to thank the steering committee and local councillors for all their dedication to the future of our village.</p>		No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
62		Environment	I'm still not happy with wind turbines	Many negative comments have been received regarding wind turbines, and in the light of changes to the national policy for onshore windfarms, Policy HNP ENV 8 has been revised to say that planning permission will not be granted for new wind turbines. Unfortunately this can only apply to future applications in the Neighbourhood Plan Ares (the Parish of Helsby.) The wind turbine development on the Marshes was given permission by the Secretary of State for Energy despite local objections, including from the Parish Council. The Neighbourhood Plan has no power to revoke that permission.	Amend HNP ENV8 to say that permission will not be granted for further wind turbines.
62		Sport and Leisure	Would like to see Helsby / Mouldsworth rail corridor opened as a footpath	Noted. Covered by policy HNP SL2	No change
63		Environment	Will the Parish Council's views carry much weight, following the disregard of loan views and wishes in granting permission to build the wind farm?	Noted. Once finalised, the Neighbourhood Plan will form part of the Development Plan for the area, and will be a "material consideration" in decisions on planning applications.	No change
63		Sport and Leisure	SL7 - We don't want too many cafes and restaurants in the Village, or none of them will do a viable trade. If, and I really hope not, the library closes, will this have any effect on the Community Centre?	Noted. The policy on cafes reflects views offered during the earlier consultations. It is for businesses to determine whether there is sufficient demand.	No change
64		Environment	ENV2 - Difficult to enforce what happens outside the Parish of Helsby	Noted	No change
65		Environment	ENV2 & ENV6 - There is still no mention of reducing nuisance trees which are overgrown or have become eyesores smothered in ivy. There are examples all over the Village where the usual guidelines are not being observed. Hedges between neighbours should not exceed 2 metres and the maximum height of a tree should be less than half the distance from itself to a house. A good example is the area surrounding the new house under construction on the Gully. The new residents view of the Hill will be restricted and the situation will gate worse if the trees continue to grow. They will also be deprived of natural light and sunshine. This situation already exists next door at 12 Crescent Drive and to a lesser extent, myself at number 10. Also number 14 where most of the trees are growing. 2 trees are so big are so big they could fall on top of 4 properties. This was first brought to the attention of Councillors in 2008 when Planning permission was first sought. Several other issues were discussed such as land ownership, and road safety. Most of which are resolved but the trees remain and Crescent Drive is hazardous. My letters of 3rd July and 14th August give details. Niel Lewis (Winsford) wrote, 15th August, stating that trees were not Planning matters. My next letter was 9th Feb. 2009 where the issue was raised again. My first communication on the Neighbourhood Plan was a questionnaire in 2012. This was referred to in Alison Armstrong's letter, 7th June 2013, with another questionnaire which I replied to 25th July yet again drawing attention to the trees etc. 'Details of Future Strategy' was issued 2014 with another questionnaire. This was returned, 25th July, with comments on view of Hill and trees. I also pointed out that the Council agreed to tackle this issue 6 years ago. I returned a questionnaire to Graham Evans MP on 14th June 2015 saying that the Council had not done enough. This will need to change for this Neighbourhood Plan to stand any chance of working	Noted. The maintenance of trees is not something that can be managed through the Neighbourhood Plan.	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
66		General	<ul style="list-style-type: none"> As I have said the authors must have a town planning background. This has resulted in various statements/objectives been written using planning phrases and jargon. They have to be read a number of times or are just difficult to establish what they mean. It is obvious that they have been written by people who know what they are talking about to be read by those who do not. One example is on page 25, under Background and key issues shopping (Therefore they may be a qualitative benefit etc). What does it mean? Key statements and objectives are quite often repeated throughout the document but this assists with continuity and reminds the reader of its purpose. I found the history of Helsby very interesting and informative. The various charts and maps are also informative but of course they are sourced at an as at date. What provision will there be for an ongoing update of relevant information. 	Noted. We will review the document. The passage referred to is a quote from a retail study, so it is not appropriate to change the wording.	No change to policies
66		Environment	When I read the draft I was concerned with ENV 2, which used the words (will not be allowed). My initial reaction was that a Parish Council was not powerful enough to not allow a development. My experience is that this prerogative rested solely with CWaC planning and they would take exception to be told whether an application should be approved or not. They have in the past ignored objections to an application as it ticks all the relevant building regulation boxes. However ENV 2 in the Plan softens the wording by saying that new developments should RESPECT views of the Hill. I had this opinion because like many others I did not realise the basic objectives of writing a Plan. I just thought it was a list of nice to have, wishful thinking ideas that were supported by residents. I now realise it is an official blue print and insurance policy for the future of the Village. Once objectives of this importance are cast in tablets of stone it will be difficult for CWaC to ignore them. The only problem we might have is if someone wants to build a property which is contrary to the Plan. Having been refused they may have the money to challenge the validity of the refusal in law. Should they be successful what then would be the status of this part of the Plan?	Noted. The neighbourhood plan will form part of the Development Plan for the area once completed and will carry weight in planning decisions and appeals. The right of appeal against a refusal of permission is embedded in the planning system, but an Inspector must have regard to all material considerations, including the Neighbourhood Plan.	No change
66		Housing	Policy HNP H8 – Residential parking. I have raised concerns in the past over housing developments adjacent to the A56 not having sufficient parking for residents and visitors. I think in the past the word maximum has been used in relation to spaces. The Plan is a step in the right direction as it states the minimum. However current Government policy on this subject may have changed. I think the levels in the plan should be revised. A one bedroom dwelling can easily have 2 cars. A 2 or 3 bedroom dwelling could have 4 cars. Our development of six 3 bedroom houses had at one stage a total of 18 cars. However 3 of the houses had only 2 occupants with 2 cars each. Luckily we have large drives and garages. The proposed development of the Horse and Jockey is far short of the off road parking levels contained in the Plan	Clear evidence is needed to support any policy. The parking requirements in the plan are based on a detailed study by Mott McDonald. A good deal of work would be required to justify different levels. In any event, since the plan was published for comment, the then Secretary of State for Communities and Local Government made a policy statement on 25 March 2015 that "Local Planning authorities should only impose parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network". We will therefore be reviewing HNP H8 to see if it conforms to that guidance. The high level of local concern about on street parking will be taken into account.	Retain residential parking requirements in H8 and mention local concerns in explanation

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
66		Employment Transport and Shopping	<ul style="list-style-type: none"> Policy HNP ETS 1 – Business development. It states that any parking must not have an adverse effect on the surrounding area. Perhaps it should state that adequate parking for employees should be provided within the site. At the moment 2 companies that provide employment have parking problems that lead to employees parking in the village adjacent to their workplace. 	Noted. Decisions need to take account of the precise circumstance in each case, including the number of employees, road conditions in the vicinity etc. Suitable provision on another site within reasonable walking distance would normally be acceptable. It is for these reasons that the policy is worded as it is	No change
67	Environment Agency	General	Thank you for consulting us with the above application which was received in this office 24 th March 2015. We have reviewed the plan and have no objections to no comments to make. Should you have any questions or queries please do not hesitate to contact me.	Noted	No change
68	United Utilities Water Limited	General	<p>Thank you for your consultation and seeking the views of United Utilities Water Limited in this process. We support growth and sustainable development within the North West. Our aim is to facilitate sustainable development whilst safeguarding our service to customers; assist in the development of sound planning strategies, to identify future development needs and to secure the necessary long-term infrastructure investment. We wish to build a strong partnership with all stakeholders to aid sustainable development and growth within the North West. We aim to proactively identify future development needs and share our information. This helps: and the protection of the environment. When developing your future policies you should consider the impacts on its community and</p> <ul style="list-style-type: none"> ☐ ensure a strong connection between development and infrastructure planning; ☐ deliver sound planning strategies; and infrastructure capacity is available ☐ inform our future infrastructure investment submissions for determination by our regulator. <p>Water and wastewater services are vital for the future well-being of your community and the protection of the environment. When developing your future policies you should consider the impacts on its community and environment and ensure infrastructure capacity is available. We would like to make the follow specific comments, to be included in further consultations and where necessary, the development of your future sustained economic growth plans and polices, to ensure that all new growth can be delivered sustainably and with the necessary infrastructure available in line with your delivery Our historical responses to your and Cheshire West & Chester Council's Local Plan consultations; planning applications; pre developer enquiries and planning policy liaison meeting comments are still valid and should be taken into consideration when developing your Neighbourhood Plan and supporting policies. We would like to be notified of your decision on whether to accept our comments and the future progress of your Neighbourhood Plan.</p> <p>If you wish to discuss this in further detail please do not hesitate in contacting me or Jenny Hope.</p>	Noted. Policy HNP H10 aims to make the link between development and infrastructure requirements. No specific changes to policies requested by United Utilities.	No change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
68		Housing	<p>Identification of underground utilities assets Your Policy HNP H7 - Backland Housing Development should include text to cover the identification and protection of underground utilities infrastructure assets The design, type, and/or location of any development; [its hard standings; landscaping; boundary walls etc.] should have consideration for their impact on underground utilities infrastructure assets; their on-going protection; operation and future maintenance This should not be limited to the service they provide to the existing property, but also the service they provide to the surrounding community and environment. Checks should be undertaken to identify the location of any underground utility infrastructure assets; a diversion may be required at the developer's expense; these can be expensive and could result in the development becoming unviable.</p> <p>The building over and/or construction activities near/adjacent to water mains or critical sewers will not be permitted and therefore may result in an abortive project.</p> <p>Please note:</p> <p>Following the recent transfer of private sewers to Water and Sewerage Companies in England and Wales, not all sewers are currently shown on the statutory sewer records.</p> <p>You should be aware that, on occasion, gaps are left between properties; this is due to the presence of underground utility infrastructure assets. We will not allow the building over or near to these assets and development will not be acceptable in these locations.</p> <p>Water and sewerage companies have a legal right of access to their assets; this can be for operational and/or maintenance activities; therefore we will not permit the building over of and/or to near of our infrastructure assets.</p> <p>Legal action may be taken to remove any obstacles [at the developer's expense] that prevent us from carrying out our statutory duties.</p>	Noted. These are matters for the land owner and developer to sort out with the statutory undertakers, and not appropriate for inclusion in the Neighbourhood Plan.	No Change
69	Cheshire West and Chester	General	Thank you for consulting the Council on the draft Helsby Neighbourhood Plan. I have consulted our various departments and they have the following comments to make.		
69		Environment	<p>Historic environment</p> <p>In addition to the list set out at Appendix 4.5, it may be useful to have a map of heritage assets – this would provide consistency with the maps of landscape assets included. (Historic Environment)</p>	It is difficult to show individual listed buildings on an A4 plan of Helsby, but a map can be included	Add map showing heritage assets.

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
69		Employment Transport and Shopping	<p>Policy HNP ETS1 – The term ‘adversely impact’ needs to be changed to ‘severely’ to tie in with what is said in the NPPF in terms of highway impacts. (highways)</p> <p>Policy HNP ETS3 Helsby Station – In terms of parking the Council have to work to guidance that seeks to exert downwards pressure on the provision of car parking.</p> <p>There is mention of change of use at the station buildings needing to be accompanied by a Travel Plan – the Council only seek travel plans where a site is over a certain size, there is guidance on this as set out in the Guidance to Transport Assessments and this is what the Council use when determining the need for a Travel Plan. (Highways)</p>	ETS1 - already refers to severe impact. The NPPF says 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'. ETS1 (a) refers to impact of traffic on amenity not the transport network or road safety, so it is felt that the test of adverse impact is appropriate. ETS1 (b) deals with road safety and congestion and so applies the 'severe impact' criterion. ETS2 - The policy of downwards pressure on parking was removed by the Secretary of State's policy announcement on 25 March 2015. The policy does not require a Travel Plan for a change of use of the station buildings, but it does ask for an assessment of the impact of proposals on transport and parking. The explanation refers to a transport statement appropriate to the scale of the development. This is considered reasonable in the local circumstances. To avoid confusion the explanation will be amended to refer to an assessment of impact rather than a transport statement.	Amend Explanation to ETS3 to replace 'transport statement' with 'assessment of impact'
69		Housing	<p>Policy HNP H7 – it says about resisting development if it brings about loss of parking or significant additional impacts – the same point about having a severe impact, as in the NPPF, needs to be made here. (Highways)</p> <p>HNP H8 Residential Parking - issue with this as the standards quoted, whilst sensible have no current policy backing. It is suggested that the policy be amended to say parking and cycle parking to be provided in line with CWaC parking standards. Minimums are quoted and whilst guidance states that there should not be a maximum there is also nothing to state that there should be minimums. This policy as it stands would not withstand the test of appeal. (Highways)</p> <p>HNP H9 – as previous comments, there is no policy backing for this. (Highways)</p> <p>HNP H10 – as previous comments (Highways)</p>	<p>HNP H7. Noted. The wording will be amended</p> <p>HNP H8 It is not clear what the CWaC parking standards are. The standards proposed in the Neighbourhood Plan are evidence based through the Mott McDonald study. They are justified in the light of local parking issues and the degree of concern expressed during consultation. If there is no policy on minimum standards, it follows that the Neighbourhood Plan cannot be found not to be in conformity with policy. This approach has been supported in the courts (Tattenhall). Until the March 2015 policy has been tested, it is difficult to say what would or would not stand the test of an appeal.</p>	Amend H7 to make clear that the criterion for additional traffic is severe impact on the transport network
69		General	This Neighbourhood Plan contains all that we would expect, and takes into consideration local needs, environment, heritage assets and economic growth (Housing)	Noted	No Change
70	Barrow, Elton, Little Stanney & District and Mollington Parish Councils	General	Thank you very much for consulting Elton Parish Council on your Neighbourhood Plan. Having read through the summary the Parish Council has no specific comments to make except to say that we agree with everything you have written. Overall the Parish Council was very impressed by the Plan. In the future, Elton would like to develop its own Plan – hopefully including its neighbouring parishes – and we would like it very much if we could call upon Helsby to provide some assistance in pulling together all the various strands using your expertise. We wish you all the luck for the future and hope that your Plan is accepted and goes on to become an important planning document for the area.	Noted	No Change

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
71	Network Rail	General	<p>The proposal area includes railway land and Helsby Railway Station within its boundary. Whilst Network Rail has no objection in principle to the Helsby Neighbourhood Plan, we are concerned developments within the boundary red line will not require planning permission. Network Rail is a statutory undertaker and as such LPAs consult our Town Planning Teams on a wide variety of proposals that may impact upon Network Rail land and infrastructure. We are consulted about proposals next to, near to, on, under or over the railway as well as schemes for stations, mining and mineral extraction and also proposals that might impact upon Network Rail access points, level crossings etc.</p> <p>We are concerned that the Helsby Neighbourhood Plan which includes railway land may result in proposals being undertaken near to or next to the operational railway / Network Rail land which may impact upon its safety and operation as we will not have had the opportunity (as via the current planning application notification process) to review and pass comments on vital asset protection measures to the council and developer / applicant. Equally we would be concerned if any Network Rail rights of access were affected by proposals, as these require unblocked access around the clock including emergency vehicles.</p> <p>In light of the above we would request that the Helsby Neighbourhood Plan group should contact Network Rail for any proposals within the area to ensure that:</p> <p>(a) Access points / rights of way belonging to Network Rail are not impacted by developments within the area.</p>	Noted. This is a Neighbourhood Plan, not a Neighbourhood Development Order, and so development within the red line boundary of the local plan area will continue to require planning permission in accordance with national policy requirements, and Network Rail will continue to be consulted by Cheshire West and Chester Council in relation to developments that may affect the railway. Fears that development may take place without consultation are therefore unfounded.	No change
71		General	<p>(b) That any proposal does not impact upon the railway infrastructure / Network Rail land e.g.·</p> <p>Drainage works / water features</p> <ul style="list-style-type: none"> · Encroachment of land or air-space · Excavation works · Siting of structures/buildings less than 2m from the Network Rail boundary / Party Wall Act issues · Lighting impacting upon train drivers ability to perceive signals · Landscaping that could impact upon overhead lines or Network Rail boundary treatments · Any piling works · Any scaffolding works · Any public open spaces and proposals where minors and young children may be likely to use a site which could result in trespass upon the railway (which we would remind the council is a criminal offence under s55 British Transport Commission Act 1949) · Any use of crane or plant · Any fencing works · Any demolition works · Any hard standing areas 	Noted	

Ref No	Organisation	Topic	Comment	Response	Change Made to Plan
71		General	We would very strongly recommend that the Helsby Neighbourhood Plan Area authority / group are made aware that any proposal within 10m of the operational railway boundary will also require review and approval by the Network Rail Asset Protection Team, and such schemes should be accompanied by a risk assessment and a method statement. We would request that the Helsby Neighbourhood Plan Area authority / group when submitting proposals for a development contact Network Rail's Town Planning Team and include a location plan and a description of the works taking place for review and comment. All initial proposals and plans should be flagged up to the Network Rail Town Planning Team London North Western Route	Noted	
71		General	We would highlight in the first instance that the LPA is requested to notify Network Rail of any planning proposal within 10m from our boundary. Also, any proposal that is on, over or under Network Rail land and the operational railway (including stations, freight or maintenance depots). Network Rail would draw the council's attention to the following (which applies to England only): The Town and Country Planning (Development Management Procedure) (England) Order 2015 Publicity for applications for planning permission within 10 metres of relevant railway land 16.—(1) This article applies where the development to which the application relates is situated within 10 metres of relevant railway land (2) The local planning authority must, except where paragraph (3) applies, publicise an application for planning permission by serving requisite notice on any infrastructure manager of relevant railway land. (3) Where an infrastructure manager has instructed the local planning authority in writing that they do not require notification in relation to a particular description of development, type of building operation or in relation to specified sites or geographical areas ("the instruction"), the local planning authority is not required to notify that infrastructure manager. (4) The infrastructure manager may withdraw the instruction at any time by notifying the local planning authority in writing. (5) In paragraph (2) "requisite notice" means a notice in the appropriate form as set out in Schedule 3 or in a form substantially to the same effect. Special emphasis should be placed on examining planning proposals in light of their potential to impact upon level crossings within the boundary	Noted	
72		Environment	ENV8 - Wind Turbines, the possibility, however remote, of a plethora of mini / micro turbines popping up like TV aerials may need consideration. We are already seeing increasing roof mounted solar installation which, to some eyes, are unsightly and a blight on the street scene. Could wind turbines follow suit? Re ENV4 - Green Space see SL5 below	Noted. With certain exceptions, solar panels on houses do not require planning permission. Certain micro turbines are also permitted development. The Neighbourhood Plan has to conform to these national policies.	No Change

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72		Sport and Leisure	SL 5 Allotments / ENV4 - Green Space GS9 The Council may remember the difficulties / arguments/ frustration associated with the existing Chester Road cemetery c. 10 years ago into the adjacent allotments, particularly in regard to covenants believed to have been made in the early 20th Century. Any possible repetition within the timeframe of this Plan should be avoided and a Policy formulated for the long term to cover the needs for additional burial space that may become necessary. This may require identifying additional land for allotments elsewhere in order to keep burial space consecrated	Provision for future burials has already been made by the transfer of part of the allotment site into the cemetery which is sufficient for the village's needs well beyond the period of this plan.	No Change