

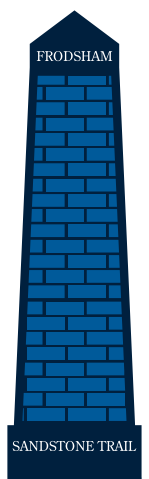


FRODSHAM

NEIGHBOURHOOD

PLAN

DRAFT 2022



PART 1 of 3

VISION & POLICIES

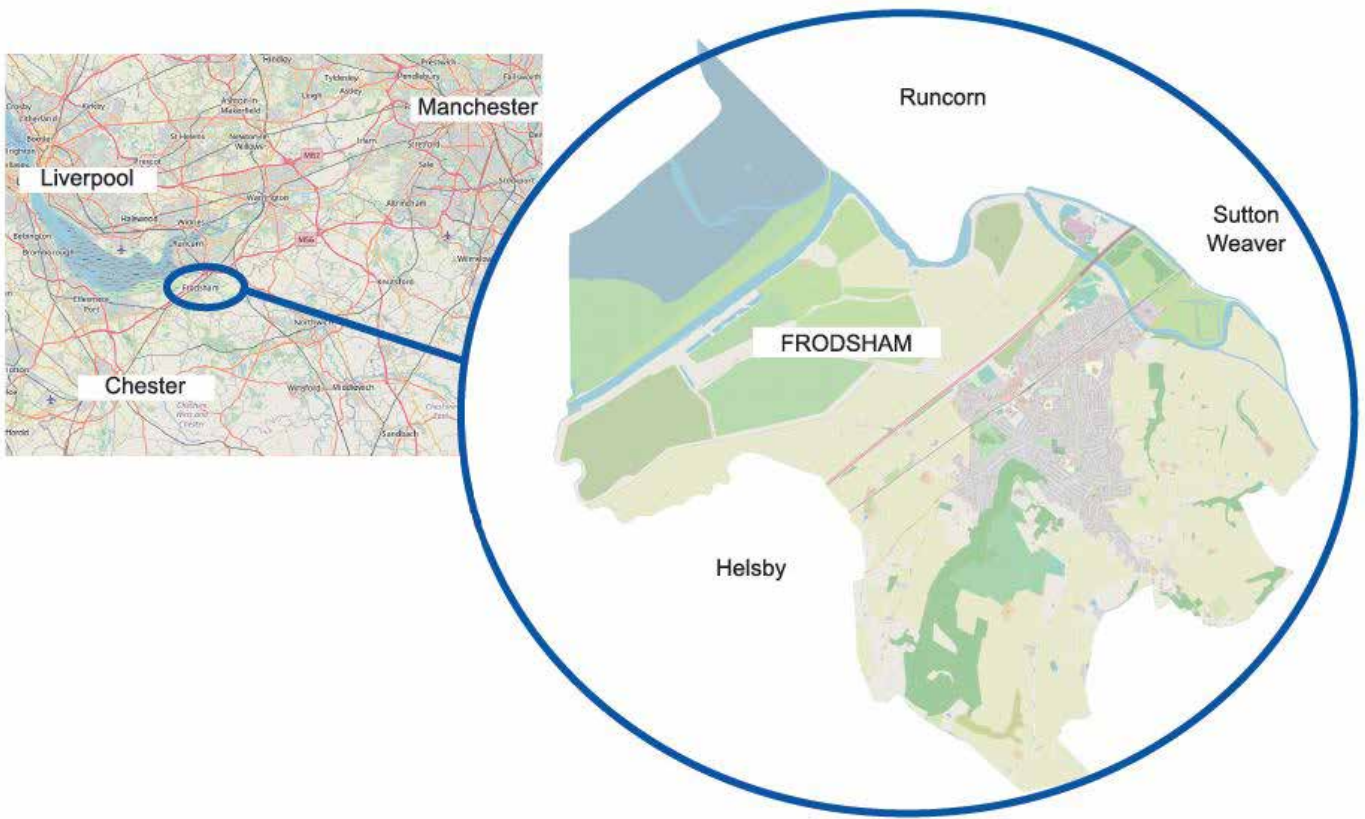


Fig 0.1 - Geographical Scope of the Frodsham Neighbourhood Plan Area

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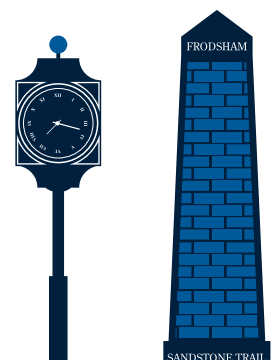
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Section 1

The Introduction



The Frodsham Neighbourhood Plan is comprised of 3 parts:

Part 1 Introduction, Vision and Policies (This document)

Part 2 Supporting Documents and Sources

External Source Material used in the development of the Plan. This includes all the main source material either commissioned by the Neighbourhood Plan Steering Group or provided by other bodies such as CWAC.

Part 3 Evidence

Basic Conditions Statement, Consultation Statement Documents and Evidence

The Basic Conditions Statement demonstrates that the Plan:

- Is appropriate having regard to national policy
- Contributes to the achievement of sustainable development
- Is in general conformity with the strategic policies in the development plan for the local area
- Is compatible with human rights requirements and the Consultation Statement provides:
 - ▷ Details of people and organisations consulted about the proposed Neighbourhood Plan
 - ▷ Details of how they were consulted
 - ▷ A summary of the main issues and concerns raised through the consultation process
 - ▷ Evidence presented in support
 - ▷ Descriptions of how these issues and concerns were considered and addressed

1.1 Frodsham Today

Frodsham is a Cheshire Market Town originating from the 13th century with a population of just over 9000. It has a compact town centre with many independent shops, pubs, and restaurants. Attractions include Castle Park Arts Centre; Foxhill Arboretum and Lady Heyes Craft and Antiques Restoration Centre. A street market takes place each Thursday

Frodsham lies within the North Cheshire Green Belt and is located at the junction of three environments: the Mersey Estuary marshes, the mouth and valley-side of the River Weaver and the uplands of the Cheshire Sandstone Ridge. The town is part of the Weaver Valley Regional Park and the 30 mile Sandstone Trail stretches between Frodsham and Whitchurch.

Frodsham has been accessible by both river and road and was connected to the railway network in 1850 and to the M56 motorway, 1971. The commercial core of the modern town occupies the site of the original Medieval Borough and its key roads are Main Street, High Street and the northern half of Church Street

The growth of the town has taken place in a few distinct phases (reference Frodsham Town Design Statement). Whilst the centre retains many of its historic characteristics, the wider town owes its character to a significant expansion that took place in the 1960s and 1970s with a variety of residential development on all sides, most extensively to the east and south. From the 1980s to the present day, there have been small areas of significant residential infill from single bungalows and houses on windfall sites to large apartment blocks on the sites of demolished property.

Frodsham has many historic assets featuring one Grade I, one Grade II*, and over 60 Grade II Listed Structures.

There are four Conservation Areas within the plan area, which generally join and cover the west part of the town:

- Frodsham Town Centre Conservation Area
- Castle Park Conservation Area
- Overton, St Laurence's Conservation Area
- Overton, Five Crosses Conservation Area

Several environmental designations have been established and there are also several Local Wildlife Sites located close to the centre, notably Frodsham Hill and Hob Hey Wood. There are two sites of Special Scientific Interest (SSSI) which include the sandstone exposures north-east of the railway station and the rock exposures on Howey Lane.

1.2 What is a Neighbourhood Plan and what does it do?

A Neighbourhood Plan is a planning document that provides a vision for the future of the Neighbourhood and sets out clear planning policies to realise this vision. It aims to provide a powerful opportunity for local people to ensure that they get the appropriate types of development for their community. Neighbourhood Plans must comply with Government Policy and be in general conformity with the strategic policies of the Planning Authority (the Cheshire West and Chester (CWAC) Council Local Plan). A detailed explanation of how the Frodsham Neighbourhood Plan fits within National and CWAC plans and policies is given in the Basic Conditions Statement.

1.3 How has this Neighbourhood Plan been formed?

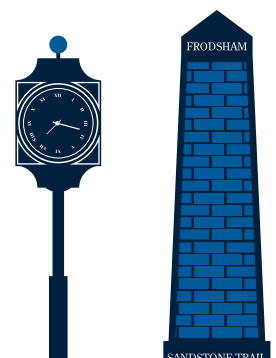
The Frodsham Neighbourhood Plan has been formed over the period 2015 to 2022 by means of several Public Events, Consultations, Questionnaires and Surveys within the Community and via the Plan's own website. The process by which it has been formed follows the formal procedure set out by the Government and this is detailed in the Basic Conditions Statement (see Part 3). All feedback received over the period of plan preparation has been fully documented and set out in the Consultation Statement (see Part 3). The guiding principle throughout has been to ensure that the Plan fully reflects the views of the entire community.

1.4 Who has authored this plan?

The Plan has been produced by a group of volunteers working at the invitation of Frodsham Town Council and coordinated by a Steering Group. Members of this Steering Group have developed the Plan Document with a view to creating a document representative of the wishes of the Community that also meets the regulatory requirements of a neighbourhood plan.

1.5 What area does this NP cover?

The area covered by the Neighbourhood Plan is the land within the formal boundary of Frodsham as shown on the map fig 0.1.





Section 2

The Vision for Frodsham



2.0 The Vision for Frodsham

From the initial consultation results (see Part 3) it was concluded that residents had the following vision of how they would like to see the town develop during the Plan period. The responses were summarised as follows and shared with the Community via the Neighbourhood Plan website and at several public meetings:

Frodsham will:

- **Be thriving and sustainable**
- **Value its community and heritage**
- **Encourage innovation, collaboration, and social cohesion**
- **Promote access to services**

Analysis of the feedback from these consultations indicated that the views of residents fall into four major categories and this has remained unchanged throughout the development of the plan. These categories are as follows:

- Housing
- Economic Development and the Visitor Economy
- Health, Wellbeing, Green Spaces, Recreation and Leisure
- Connectivity and Access

To maintain consistency with the consultation exercise, the remainder of this document is structured under these headings, and the policy statements are therefore grouped accordingly. The following introductory remarks against each of these headings prefaces the content of each section and highlight what residents particularly value about Frodsham:

Housing

Frodsham is regarded as a desirable place to live, with its rural feel, good transport links and range of services.

CWAC identifies a minimum target of 250 dwellings between 2010 and 2030 in its Local Plan, intended to meet Frodsham's current and future residents' needs.

Independent external reports conclude that Frodsham has the potential to meet this housing target up to 2030 without the need to build on Greenbelt land.

Economic Development and the Visitor Economy

The commercial 'health' of the town is strong, as evidenced by its many independent shops, service industries and a thriving night-time economy.

Over the plan period the business, retail and service sectors will have to adapt to an environment where people increasingly carry out activities on-line. Existing premises may be unsuitable and require development.

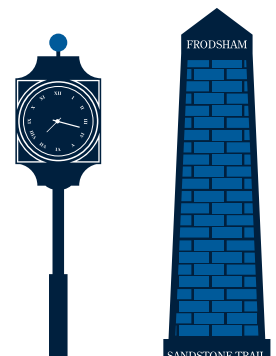
Many residents would prefer either to work within the Frodsham Plan boundary or to work from home to avoid increasingly difficult commutes to major centres elsewhere.

Health, Wellbeing, Green Spaces, Recreation and Leisure

The community value Frodsham's local Green Spaces and feel strongly they should be protected now and in the future.

Frodsham has over 200 clubs, groups, societies, and organisations covering a wide range of hobbies, pastimes, interests, and skill-based activities, some of which have been in existence for over 50 years.

The community create bespoke annual festivals for Frodsham including: a Christmas Festival, Open Art Competition, Weaver Words Literature Festival, Frodsham Festival of Walks and Festival in the Park.



Connectivity and Access

Most vehicle traffic from the M56 motorway to Kingsley, Norley and the Delamere Forest routes through Frodsham.

The need to promote and sustain Active Travel has been identified both through consultation and national policy.

A comprehensive network of Public Rights of Way (ProWs) criss-cross the town and these need to be improved and continually maintained to support the needs of an evolving demographic and technologies.

The existing cycle infrastructure within and around Frodsham needs expanding and improving.

The Policy Statements derived from this vision are set out in Sections 3 – 6.



Section 3

Housing (H) Policies



3.1 Introduction

This section relates to the development of land in Frodsham for residential use both redevelopment and new build. The policies address development land that is or becomes available and accessible for housing. The commercial and leisure aspects of built environment usage are addressed in the economic development and visitor economy policy. The Frodsham Design Code applies to all the built environment in Frodsham.

3.2 Background

Frodsham is regarded as a desirable place to live, with its rural feel, good transport links and range of services. A compact town centre with independent shops and a good range of restaurants and public houses attracts visitors and residents alike. The easily accessible green spaces and surrounding countryside enhance the towns appeal, and the conservation areas in Frodsham ensure the local character and architecture is protected. Housing in Frodsham is above the average price for Cheshire.

CWAC identifies a minimum target of 250 dwellings between 2010 and 2030 in the Local Plan. The Local Plan is intended to meet Frodsham's current and future resident's needs.

The CWAC Annual Monitoring Report for 2020/21 states that dwelling completions to 2020 are 180, sites with planning permission on brownfield land are 31, sites with planning permission on greenfield land are 5.

Independent external reports (see Part 2) identify that Frodsham has the potential to meet its housing needs to 2030 without the need to build on Green Belt.

Frodsham's desirability and current housing stock make it difficult for young people and families to find appropriate accommodation and/or get on the property ladder.

The Housing Needs Survey (see Part 2) identified a need for downsizing housing to release larger properties that are currently solely occupied. This would provide larger properties for growing families to occupy. The site adjacent to the medical centre is favoured by the community for the development of downsizing houses. A development in this location that focusses on the ageing demographic would be highly desirable due to its proximity to local services.

First homes and affordable housing is needed to balance housing supply. Social and rented or shared ownership housing is a priority if Frodsham is to encourage the 18 – 30 demographic to remain or return as identified in the Housing Needs Survey. This would help maintain and enhance our schools, shops and services into the future strengthening Frodsham's sustainability

3.3 Consultation & Independent reports

The following reports were used to establish a picture of housing and land within Frodsham.

- The Housing and Economic Land Availability Assessment (HELAA) undertaken by Cheshire West and Chester Council dated February 2017.
- A Frodsham specific Housing Needs Survey was commissioned by the Frodsham Neighbourhood Plan (FNP) and reported in January 2018,
- A "Call for Sites" conducted by the FNP in May 2018. This was designed to give an opportunity for any landowners or agents to have an independent assessment of any land they wished to develop.

A site assessment exercise building on these reports, commissioned by the FNP and carried out by urban planning consultants AECOM resulted in a Frodsham Master Plan report in May 2019.

This report included smaller sites that did not meet HELAA criteria and those appropriate sites that came forward in the Call for Sites.

A second AECOM report completed in November 2019, entitled Frodsham Design Code, assessed the style and type of buildings in Frodsham and identified criteria for future development:

Both AECOM reports rely heavily on the Frodsham Town Design Statement produced in July 2010. All these documents are contained within Part 2.

The sites detailed in this Plan address the identified housing needs of Frodsham over the Plan period. There may be other sites, not currently identified, that come forward for development in the future, often called "windfall sites".

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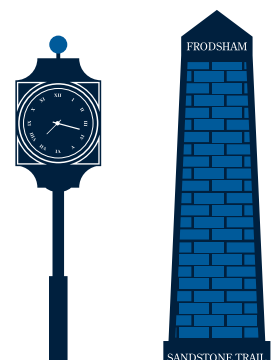
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3.4 Objectives & Policies

Aim	Objective	Policy no.
Be thriving and sustainable	To provide a mix of dwellings, that meet the needs of Frodsham now and in the future, and address the changing demographics and the towns sustainability	H3, H5
Value its community and heritage	To ensure the built environment fits in with the local character of Frodsham in terms of materials, scale, accessibility and sustainability	H2, H6
Encourage innovation, collaboration and social cohesion		H4
Promote access to services		H1

3.5 What Frodsham would like to see:

The Consultation Statement within Part 3 details all the responses received over 5 years. It is important to summarise at this point what residents identified as key ambitions for the future in respect of this section. This is intended to help the reader to understand what outcomes the policies aim to achieve.

The community identified the lack of lifetime homes for people wanting to downsize to a suitably adaptable residence close to all the facilities. It should be noted here that more than 25% of the population is over 65 years old. Adequate parking for properties was a recurring concern.

Residents commented that key services, such as shops, buses, train services, the library and the medical centre, are readily accessible and this is especially important for those who, for example, are either disabled or do not drive. Being able to walk into the Frodsham town was highly valued.

The policies themselves are as follows:

3.6 Policy H1: Location of Housing Development

Policy intention:

To provide a mix of dwellings, that meet the needs of Frodsham now and in the future, address the changing demographics and the towns sustainability. To encourage active travel (walking and cycling)

To ensure the built environment fits in with the local character of Frodsham in terms of design, materials and scale.

Policy; Residential development will be supported where they:

- Are on brownfield sites
- Are sites identified in the Masterplan document and under 'HBE1 Location of Housing Development' below (this allocates the proposed housing sites, providing detailed plans of each site, along with site-specific spatial requirements).
- Provide dwellings within the settlement boundary (see map) and
- As a preference to support active travel health and wellbeing and sustainability, dwellings are within 800m of the junction of Church St and Main St
- Create opportunities for Self Build.

3.6.1 Identified Sites

The nine identified sites below came forward from the HELAA and Call for Sites and have been assessed by AECOM for their suitability in their Masterplan report. (see fig 3.1)

Please note:

- At the time of writing the following sites were available except for sites FRO 0040 and FRO 0060.
- The site FRO 0060 Land off Ship Street Frodsham is currently unavailable for residential development, the plan is for it to become a community recreation facility to enhance Frodsham's lack of amenity green space – "The Green Gate Project"
- The site FRO 0040 Cheshire Cheese Pub has now been developed

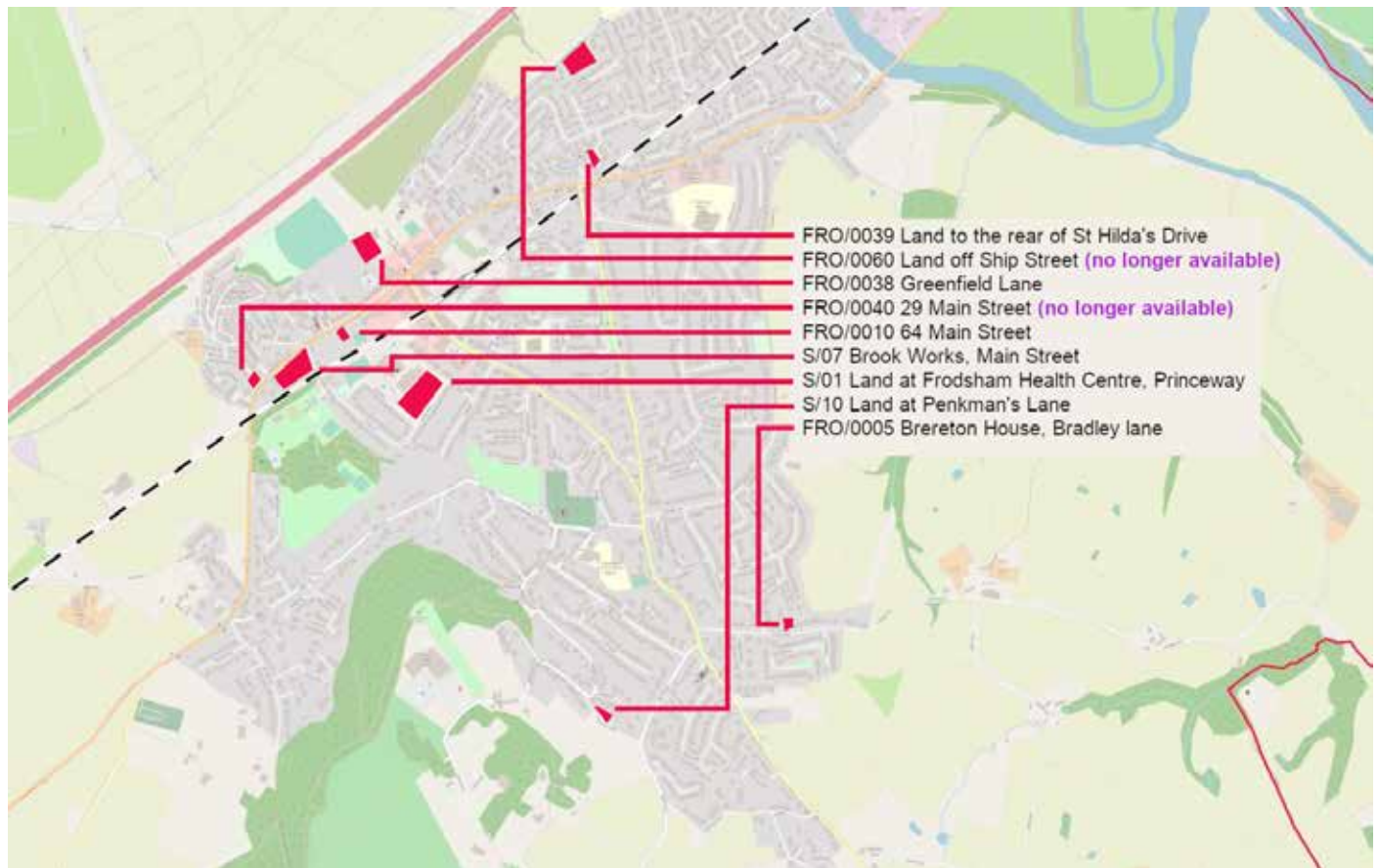
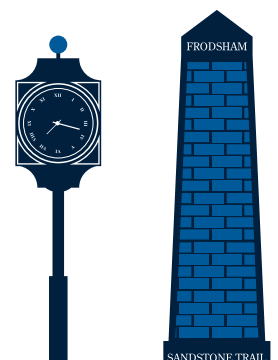


Fig 3.1 Identified Sites within the Frodsham Neighbourhood Plan Area



Policy: Housing on each of the following sites should be supported:

Site FRO/0005 Brereton House, Bradley Lane, Frodsham
Site Description: The site is located at the rear of a property in Bradley Lane. Currently a bungalow occupies the site. Rear gardens of existing two storey housing surround the site.
Current Land Use: Residential
Site Area: 0.1ha
Site Specifics FRO/005A: The site could support 2 units at a density of 20 u/ha
Site Specifics FRO/005B: Design Principles/requirements: <ul style="list-style-type: none"> · Two storey development is appropriate for new development at the site · The rear garden area of new developments should be located to the north to ensure they relate well to existing properties. · Parking to be provided within the curtilage of any property.
Site FRO/0010 64 Main Street, Frodsham
Site Description: The site is centrally located and fronts on to Main Street, the A56 main arterial route through the town centre. It lies within the Frodsham Town Conservation Area and is adjacent to the Grade II Listed building which is the entrance to the Army Cadet Drill Hall.
Current Land Use: Restaurant
Site Area: 0.1ha
Site Specifics FRO/0010A: The site would support a separate residential unit at a density of 10 u/ha
Site Specifics FRO/0010B: Design Principles/requirements: <ul style="list-style-type: none"> · The existing building should be retained and converted in the same scale respecting the existing character area and conservation setting. · Any work should minimise the affect on the Grade II listed building adjacent to the site. · The Commercial use of the ground floor should be retained while the conversion of the upper floor in to residential would be appropriate.
Site FRO/0038 Land off Greenfield Lane, Frodsham
Site Description: The site is located on the northern edge of Frodsham off High Street with the 3rd Frodsham Sea Scouts occupying the site.
Current Land Use: Frodsham Sea Scouts HQ
Site Area: 0.37ha
Site Specifics FRO/0038A: The site would support 10 units at a density of 27 u/ha
Site Specifics FRO/0038B: Design Principles/requirements Access to the site should be from Greenfield Lane with appropriate improvements to the road surface. Consideration should be given to the possibility of creating a one-way traffic system, exiting from Moor Lane or some other solution that overcomes the challenge of Greenfield Lane being very narrow, particularly by the Devonshire Bakery. Materials and architectural style should respect the existing character and conservation area setting. Good quality mature trees should be retained wherever possible. Front garden and courtyard parking should be integrated into any final design.

Site FRO/0039 Land to the rear of St Hilda's Drive, Frodsham
Site Description: The flat site is surrounded by the rear gardens of semi-detached houses to the north and west and a two-storey block of flats to the east.
Current Land Use: Scrubland
Site Area: 0.11ha
Site Specifics FRO/0039A: The site would support 5 units at a density of 45 u/ha
Site Specifics FRO/0039B: Design Principles/requirements <ul style="list-style-type: none"> · Development of the site is likely to be dependant on an agreement over access with a neighbouring property. · The frontages of all new development should face south/the access road · Careful boundary treatments between the new development and existing parking arrangements and rear gardens is essential and the creation of a private drive should be carefully considered. · Courtyard parking to be provided to serve the development

Site S/01 Land at Frodsham Health Centre, Princeway Frodsham
Site Description: The site is adjacent to the Princeway Health Centre with frontages to Queensway, Princeway and Martin Road. It is 200m from the prime shopping and service areas on Church Street and Main Street
Current Land Use: Brownfield (former school)
Site Area: 0.84ha
Site Specifics S/01A: The site would support 60-65 Units at a density of 50-75 u/ha
Site Specifics S/01B: Design Principles/requirements <ul style="list-style-type: none"> · Connectivity to the Princeway Health and the Leisure Centre should be ensured · Road access from Martin Road would help separate vehicles from the traffic entering the Health and Leisure Centres. · Positive streetscapes to be created on Queensway and Princeway. · Mature trees within the site should be retained wherever possible. · A higher density 50-75 u/ha is considered appropriate given the significant role the site can play in contributing to Frodsham's housing needs for the ageing population to assist in down-sizing. Part of the site could also assist in providing first homes for young families and affordable housing. · Parking including visitors to be thoroughly considered and not dominate the view from Queensway and Princeway. A landscaping corridor between car parking and the built area is highly desirable. · The slope of the site to be used to maximise the sites potential and 2-3 storeys is considered appropriate providing contextual scale and massing are respected.

Site S/07 Brook Works Main Street Frodsham
Site Description: This prominent corner site is located at the junction of Main Street and Fountains Lane. Brook House is a Grade II Listed building and the site is located within the Frodsham Town Centre Conservation Area.
Current Land Use: Residential and Business Use (small workshops)
Site Area: 0.32ha
Site Specifics S/07A: The site would support up to 12 residential units as well as Business use at a density of 38 u/ha



Site Specifics S/07B: Design Principles/requirements

- The Grade II Listed Building Brook House and locally Listed attached buildings should be retained. Any associated development with potential affects should be carefully considered and set back adequately from the pavement to assist in the management of pollution.
- The site sits within the Frodsham Town Centre Conservation Area and changes to the frontage to Main Street must be particularly well designed to improve and create a positive street scene. A tree lined buffer area should be considered and extend the tree line on Main Street.
- Management of access to and egress from the site and of access between residential and business uses should be carefully considered.
- Blended uses within the site should be encouraged whilst respecting the character of the area.
- The heights and materials to be used in any development should respect the existing setting and the Conservation Area.

Site S/10 Land at Penkman's Lane

Site Description: The site is a green field accessed from Penkman's Lane and edged with well managed hedgerows.

Current Land Use: Open garden land

Site Area: 0.1ha

Site Specifics S/10A: The site could support up to two dwellings at a density of 20 u/ha

Site Specifics S/10B: Design Principles/requirements

- Access from Penkman's Lane should be retained.
- Any development should be adequately set back from the street and provide key frontages to create a positive street scene along Penkman's Lane.
- Front garden/parking to be provided.
- A tree lined buffer to the adjacent cottages to be provided.

3.7 Policy H2: Housing Layout and Design**Policy**

All housing developments should have regard to and adopt the following principles:

1. Developments must respect views and vistas in Frodsham those identified on the map, Fig 3.5, page 24, in the Frodsham Design Code.
2. Developments should complement the area's green infrastructure, biodiversity and links to open countryside by ensuring that appropriate planting schemes including trees are included wherever possible.
3. Mature trees should be retained where possible
4. Developments adjacent to a main road namely, Bridge Lane, High Street, Main Street, Chester Road, Church Street, Red Lane, Vicarage Lane and Fluin Lane, where traffic is likely to queue should be set back from the road and provide a green buffer to reduce pollution.

3.8 Policy H3: Housing Mix and Type**Policy intention:**

Proposals for new housing should provide a mix of house types, tenures, and sizes taking account of the needs in the area.

Developments should provide appropriate communal spaces including play and leisure areas.

Priority will be given to developments that include:

- Provision of affordable/social housing.
- Provision of appropriate "downsizing" dwellings capable of adaption for resident's increasing health needs to meet the needs of older people
- Provision of first homes
- Provision of family sized homes

Policy :

- In developments over five dwellings the development must meet the Fields in Trust criteria for provision of play.

3.9 Policy H4: Affordable Housing – The Local Connection Test

Policy

Affordable Housing must adopt the following principles:

On sites that have a capacity of three or more dwellings or comprise an area of 0.1 hectares or above 30% must be Affordable Housing.

Affordable Housing should be provided in Perpetuity & for those with a Local Connection to Frodsham. The Local Connection test that will be applied to all Affordable Housing is as follows

Local Connection means people or households who:

- currently live in the parish (as defined in the map [fig 0.1] shown at the front of the Plan) and have been living there continuously for at least five years; or
- have permanent employment in the parish; or
- have close family members (defined as children, parents, siblings only) who have been residing in the parish continuously for at least five years; or
- people who have previously lived in the parish for a continuous period of at least 10 years.

3.10 Policy H5: Design and Character

Policy intention: To ensure the built environment fits in with the local character of Frodsham in terms of materials, scale, accessibility and sustainability.

Policy: New residential development will be required to demonstrate specifically how they have considered, and fully taken into account the design principles and detailed guidance contained within the Frodsham Design Codes report and the Frodsham Town Design Statement.

Architectural style and materials:

Materials & architectural styles applied must respect the existing character area & conservation areas. Development that includes extensions and alterations to existing dwellings should maintain the character of, and harmonise with the original building.

Building blocks, building lines, building heights and rooflines:

Development should ensure building lines and heights are appropriate for the areas existing development pattern in terms of block sizes, layout and structures.

Building's main façades and entrances should face public spaces allowing natural surveillance.

Vehicular and non-vehicular routes:

Developments must provide safe pedestrian access to the nearest walking/ cycling route.

3.11 Policy H6: Heritage assets

Policy Intention: New developments must take account of the desirability of preserving or enhancing designated and non-designated heritage assets and their settings or any features of special architectural or historic interest.

Policy: Development should protect or enhance both designated and non-designated heritage assets and the character and setting of areas of acknowledged significance. The special interest character and appearance of conservation areas must be retained. A list of heritage areas and buildings identified (both statutory and non-statutory) in the 2010 Town Design Statement (TDS) contained in Part 2. (TDS appendices 3.1,3.2 & 3.3)

Developments should maintain and repair existing sandstone walls, copings and gate piers using traditional materials.

Development should sensitively conserve and adapt redundant heritage assets for new uses.

Demolition and replacement of Victorian and Edwardian properties should be resisted. Where this is not viable, development should be sympathetic to the heritage of the site and incorporate features reflecting the original character and design.

For windfall sites that are controlled by public authorities and are highly visible in the community, priority should be given to developments that enhance the public realm, improve the attractiveness of the town, benefit the community and add to the visitor economy. Examples are sites at the entrances to Frodsham such as:

- The railway station,
- The stone bridge over the river Weaver,
- The old turnpike toll site at the junction of Howey Lane and the A56, and
- Five Crosses





Section 4

Economic Development and the Visitor Economy (EDVE) Policies



Section 4 - Economic Development and the Visitor Economy (EDVE) Policies

4.1 Introduction

This section summarises the importance of the town's business environment to the community, the needs of local businesses, the impact of the town's positive image on its attractiveness to visitors and resident's perspectives on the various services available to them.

4.2 Background

Although in recent decades, manufacturing activity in Frodsham has reduced, the commercial 'health' of the town remains strong, as evidenced by its many independent shops, service industries and a thriving night-time economy.

Along with many other town centres Frodsham faces many challenges over the plan period to 2030. The business, retail and service sectors will have to adapt to an environment where people increasingly carry out activities on-line. Existing premises may be unsuitable and require development. Businesses in the town will be seeking to offer visitors a good reason to make their journey.

The 2015 CWAC Local Plan (Part One) identifies Frodsham as a Key Service Centre and includes the following statements of relevance to this section:

"...Frodsham town centre shows signs of strong viability and vitality with a good balance of independent and national retailers. There is a consistently low town centre vacancy rate and provision of key local services including a supermarket, leisure centre, medical services and a thriving weekly market" ... Reference CWAC Local Plan 'Key Service Centre Background Paper' 2012"

"...To ensure that Frodsham maintains its important role as a retail and service centre for the local population including its strong independent retail sector, proposals should retain and enhance the existing range of shopping uses, including independent shops, whilst promoting choice and competition..."

In developing this section, use has been made of the surveys recorded in Part 2 along with the findings of a survey (see Part 3) of some 40 local businesses carried out in 2017/18

4.3 Objectives and Policies

Based on the vision and aims, there are 2 objectives and 3 specific Economic Development and Visitor Economy (EDVE) policies:

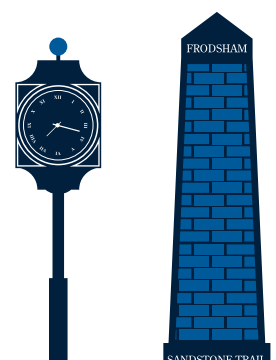
Aim	Objective	Supporting Policies
Frodsham will be thriving and sustainable and encourage innovation	To encourage the growth of current businesses and support new businesses in Frodsham	EDVE 1, 2 & 3
Frodsham will value its community and heritage and promote access to services	To encourage development of Frodsham's tourism and visitor economy.	EDVE 1, 2 & 3

4.4 What Frodsham would like to see:

The Consultation Statement (see Part 3) details all the responses received over 5 years. It is important to summarise at this point what business owners and residents identified as key ambitions for the future in respect of this section. This is intended to help the reader to understand what outcomes the policies aim to achieve.

Community feedback relevant to this section comes from three primary sources and has been used to inform the policy statements;

1. a survey of local businesses, which were not aligned with national chains. (reference Frodsham Neighbourhood Plan Business Survey)
2. an open survey of residents, which was initiated in 2015, at open meetings and continued online via the website until the current time. (see Part 3)
3. a series of surveys of young residents, aged between 6 & 18, in 2018 (see Part 3).



Business and employment

- There should be a flexible approach to consideration of planning applications that seek to: make alterations to the size, configuration and precise use of individual premises to ensure that they continue to be appropriate for economic use.
- Combine retail and residential uses in the same premises ('live-work') to keep the existing retail premises in active use and resist possible pressures to change their use to purely residential.
- Combine existing premises that are currently of an unhelpful size and/or configuration for desired future use to create larger units that can meet the need of expanding businesses; and, make smaller changes to signage and associated ephemera (that require planning permission) to improve visibility and marketability.
- Many residents would prefer either to work within the Frodsham Plan boundary or to work from home to avoid increasingly difficult commutes to major centres elsewhere.
- The countryside around Frodsham is much loved by Frodsham residents and there are significant pressures on the agricultural sector of the UK economy. The ability of farmers to diversify their activities to meet these challenges is important. The hovercraft enterprise and model aircraft clubs currently located on former agricultural land within the plan boundary are examples of this.

Tourism and the Visitor Economy

- There are some clear opportunities for Frodsham to develop as a tourist destination and benefit from the improved transport links offered by the Halton curve.
- The marshland area is a nationally significant ornithological asset which could bring increased visitor numbers with better marketing
- The development of other cultural activities should be strongly encouraged and facilitated by future developments; there are currently many lively groups in Frodsham, covering art, music and theatre. Local talent would greatly benefit if events of regional or national significance were to come to Frodsham

Retail and Services

- Frodsham already has a reputation for independent shops and services (largely located within the Town Centre Main Street / Church Street / High Street area), and residents see potential to promote Frodsham as a shopping destination.
- Residents also wish to see a wider variety and better quality of shops, and that restaurants & 'social eateries' should be considered for all future planning applications and developments.

The policies themselves are as follows:

4.5 Policy EDVE1: Business and Employment

Policy Intention: To preserve, protect and promote the growth of existing employment and support new business opportunities.

Policy: The development of new businesses and the expansion of existing businesses in Frodsham will be supported, subject to

- development respecting local character and residential amenity, and
- their cumulative impacts on highway safety and the local transport network (in combination with school and residential travel) not being severe; and
- alignment with the strategic policies of the local plan, particularly as regards Green Belt and countryside

Applications for the development of flexible workspace for small businesses that wish to expand (including incubation units and flexible light industrial units) will be supported.

Specific locations have been identified in the course of consultations, including those at Brook House on the corner of Fountain Lane and Main Street and the Weaver Light Industrial Estate (not an exclusive list).

Subject to meeting other relevant policies in the Plan, developments will be supported provided they align with the retail policies of the Local Plan and include:

- Incubation Units for new small and medium enterprises (SME)
- Flexible light Industrial Units
- Offices
- “Pop-up” shops, restaurants and markets
- “Working from home” business hubs
- Diverse activities on farmland

Explanation of Policy

Specific suggestions relevant to the Business Community from the Consultation Statement (Part 3) summarise the wishes of the Community and include:

- Provide a variety of sizes and types of premises to meet anticipated economic needs to 2030
- Frodsham must retain its important role as a Key Service Centre.
- Encourage a wider variety of businesses & shops
- Encourage more small business premises and a cinema.
- Develop unused premises and land for more offices
- Provide a hub and/or a Workshop for skills development.
- Undertake a sensitive development of the Goods Shed

4.6 Policy EDVE2: Tourism and the Visitor Economy

Policy Intention: To promote Frodsham as a visitor and a green tourist destination

Policy: Proposals that enhance and improve existing tourist attractions and facilities or that create new tourism opportunities will be supported where:

- this would benefit the local economy and
- be of a suitable scale and type for their location and
- wherever possible, developments should be accessible by a range of transport methods, including cycling, walking and public transport

Subject to their alignment with other relevant policies in the plan, developments will be supported where they:

- Enhance the existing visitor attractions
- Build on the existing attractions of Castle Park.
- Promote the future use of the marshes, the Weaver navigation and the adjoining riverside and the Sandstone Ridge
- Expand Frodsham’s cultural offering
- Provide additional tourist accommodation
- Any development needs to demonstrate that potential effects on biodiversity, noise and environmental impacts have been explored and avoidance and mitigation measures employed.



Explanation of policy

Residents identified further opportunities for Frodsham to develop as a tourist destination and benefit from the improved transport links offered by the Halton curve:

- The riverside area and the land up to the Weaver Navigation could be developed to attract tourist traffic and new visitors to the Town.
- The marshes area is a nationally significant ornithological asset which, with appropriate marketing, could bring increased visitor numbers.
- The historic Thursday street market
- Promotion of current festivals and further cultural activities

The accommodation options within Frodsham to take advantage of a future growth in tourism are currently limited.

4.7 Policy EDVE3: Retail and Services

Policy Intention: To preserve and protect all types of retailers and service providers in maintaining and developing both short and long-term businesses

Policy: Proposals for new retail (particularly for independent retailers) service and leisure facilities will be supported which: -

- enhance the viability of the commercial core; and
- respect the Conservation Area; and
- protect and enhance the local character of the commercial core as defined in the Local Plan; and
- are proportionate to the location in scale and type

Developments should be located within the defined shopping area and proposals should be of a scale and design which are sympathetic to the distinctive character of the historic core.

Subject to their alignment with other relevant policies in the plan, developments will be supported where they include:

- Provision of more independent shops and services across Frodsham.
- Improve the appeal of Frodsham as a retail shopping destination
- Enhance the existing night-time economy
- Any development needs to demonstrate that potential effects of noise and environmental impacts have been explored and avoidance and mitigation measures employed.

Explanation of policy

Residents and visitors value Frodsham's independent shops and services and would like future developments to be of a low impact, environmentally friendly nature that cherishes and does not destroy.

In this context residents and visitors want to see the variety of independent shop retailers and services preserved and opportunities taken to strengthen both the independent retail offering and the night-time economy with some additional venues.



Section 5

Green Spaces, Health & Well-Being, Recreation and Leisure (GS,H&W-B,RL) Policies



5.1 Introduction

Frodsham Green Spaces provide a range of social, economic and environmental benefits to the community. Green Spaces contribute to quality of place and make Frodsham an attractive place to live, work and spend recreation/leisure time. This section designates Frodsham's local Green Spaces. The policies support opportunities for residents and visitors to Frodsham to maintain and enhance their health and well-being by offering the provision of sports, recreation, cultural, leisure and play facilities that enrich their quality of life.

The policies will protect and enhance current amenities in Frodsham and encourage the development of facilities that support the present and future needs of the population. They will ensure that there are suitable and sustainable facilities for every resident and visitor.

5.2 Green Spaces Background

The community value Frodsham's local Green Spaces and feel strongly they should be protected now and in the future. They are seen as places where informal social interaction can take place. They provide pitches/facilities for sports and other physical activities; habitats for wildlife and natural paths/corridors through conurbations; flexible spaces for recreation, cultural events and performance; attractive settings and outlooks for surrounding residential and commercial properties and the essential character and setting of our historic buildings. Some areas around the town already have national designations e.g. Sites of Special Scientific Interest (SSSI), conservation areas, wildlife sites, registered parks and gardens and listed buildings. In addition, there are four allotment sites, several children's play areas, football pitches, tennis courts and fitness trails. Frodsham Green Spaces are used for a variety of activities from dog walking, sports activities, festivals and events to spaces for quiet contemplation. The town is also the Gateway to the Sandstone Ridge.

5.3 Recreation & Leisure Background

Frodsham has in excess of 200 clubs, groups, societies and organisations covering a wide range of hobbies, pastimes, interests and skill-based activities, some of which have been in existence for over 50 years. Membership of these clubs is well supported and contemporary health and fitness activities are constantly evolving. Frodsham's present facilities for leisure and entertainment provide many opportunities for residents and visitors to experience a wide variety of arts, recreational and cultural experiences.

The present Leisure and Sporting facilities are used regularly by large numbers from a diverse demographic of the community. Frodsham Leisure Centre, for example, has a membership of 930 people who pay a monthly subscription to use the building and its facilities (Source: Brio Leisure – October 2018). Their membership includes activities/classes for all age groups and for all client needs and levels of ability. Leisure Centre staff work in conjunction/partnership with the Princeway Health Centre to provide help and support for GP referrals. The introduction in 2018 of a Well-Being Co-ordinator across the practice has also enhanced the referral options that GP's can offer.

The community, with some external support, create bespoke annual festivals for Frodsham including: a Christmas Festival, Open Art Exhibition and Competition, Weaver Words Literature Festival, Frodsham Festival of Walks and Festival in the Park. The popularity and success of each of these ventures has been evident from the increasing numbers of residents and visitors who come into the town centre to experience and enjoy them.

The Green Spaces identified by CWAC and the local community (see Fig 5.1) are used by residents and visitors for a variety of formal and informal activities. The community was very clear that all Green Spaces should be protected and enhanced for the future. Recent campaigns have protected children's play areas in Townfield Lane and Green Gates in Ship Street.

5.4 Objectives and Policies

Aim	Objective/Intention	Policy Number
Frodsham will value its community and heritage	To designate and therefore protect all local Green Spaces. To prioritise developments that retain, conserve, maintain, protect and provide additional or new Green Spaces for community and social use.	GS,H&W-B,RL1
To be thriving and sustainable	To promote opportunities for residents and visitors to Frodsham to maintain and enhance their health and well-being by providing the provision of sports, recreation, cultural, leisure and play facilities that enrich their quality of life.	GS,H&W-B,RL2, GS,H&W-B,RL3, GS,H&W-B,RL4

5.5 What Frodsham would like to see:

Between 2015-20 the Frodsham Neighbourhood Plan (FNP) has carried out a number of public and specific 'demographically focused' surveys, (see Part 3) in order to understand, assimilate and reflect local opinion about all aspects of Frodsham's health, leisure, recreation and well-being activities.

The ongoing consultative work across the community has produced compelling feedback. The parks, gardens, recreation facilities and green spaces, are all highly valued and appreciated by the residents and increasing numbers of visitors. Their desire to keep and maintain them featured highly in the on-going community surveys.

The policies themselves are as follows:

5.6 Policy GS,H&W-B,RL1: Protecting our Green Spaces

<p>Policy Intention: To designate and protect all Frodsham's local Green Spaces</p>
<p>Policy: Priority will be given to developments that:</p> <ul style="list-style-type: none"> · retain, preserve, maintain, protect and provide additional or new Green Spaces for communal and social use. · identify, designate and protect additional/new Green Spaces within the Frodsham town boundary. · identify venues and 'ad-hoc' spaces for cultural and community activity · protect existing venues or provide suitable alternatives for all clubs, groups, organisations and associations that need these venues to function and operate · provide high quality broadband/internet access throughout the town, parks and green spaces
<p>Community Views and Explanation of Policy</p> <p>Green Spaces contribute to quality of place, together with buildings, urban spaces and the wider public realm. Quality of place is a key factor in attracting investment, jobs and growth to an area. It is also important in making an area an attractive place to live, work and spend leisure time. Green Spaces have real economic value to the surrounding area, in addition to supporting healthy lifestyles and community wellbeing.</p> <p>Individuals, local groups and organisations have been encouraged to register their land or buildings as Assets of Community Value.</p> <p>Fields in Trust registrations have been completed for Churchfields, Community Centre Fields, Overton Memorial Field, Park lane Play area, Townfield Lane Allotments, and Hob Hey Wood</p> <p>Local festivals and initiatives are encouraged to use green spaces and unusual locations such as St Lawrence Churchyard, top of Frodsham Hill, Castle Park and the Community Centre Field for ad hoc activity.</p> <p>Public demand for broadband and Internet access in public places will be an on-going priority nationally.</p>



5.6.1 Local Green / Open Spaces and their Community Usage:

The National Planning Policy Framework document published in February 2019 states:

The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs, and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated and be capable of enduring beyond the end of the plan period.

The Local Green Space designation should only be used where the green space is:

- a) in reasonably close proximity to the community it serves
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- c) local in character and is not an extensive tract of land.

Policies for managing development within a Local Green Space should be consistent with those for Green Belts.

The Neighbourhood Plan seeks to designate the following Green Spaces. Detailed below is a table of Frodsham’s Local Green / Open Spaces, showing how the above Community Usage Criteria are met:

Notes to accompany Table in Fig 5.1

Criteria 1: Reasonable Distance – close proximity to the community it serves
Criteria 2: Special Character – Tranquillity includes Quiet Contemplation and Star Gazing
Criteria 2: Special Character – Recreational Value includes Formal Recreation (Sport), Informal Recreation (Walking, Dog Walking, Photography, Growing Veg/Crops, Horse Riding and Events)
Criteria 3: Local in Character and not an Extensive Tract of Land
Map Ref: A – Please refer to the CWAC Interactive planning map B – Please refer to the Frodsham Pond Trail

GREEN OPEN SPACE	Map Ref.	LOCAL GREEN SPACES CRITERIA					CRITERIA 3: LOCAL IN CHARACTER AND NOT AN EXTENSIVE TRACT OF LAND
		CRITERIA 1: REASONABLE DISTANCE	CRITERIA 2: SPECIAL CHARACTER				
			Beauty	Historical Significance	Rich in Wildlife	Tranquillity	
COMMUNITY / PRIVATE ALLOTMENTS							
Ashton Drive Allotments	1	✓			✓	✓	✓
Kingsway Allotments	2	✓			✓	✓	✓
London Road Allotments	3	✓			✓	✓	✓
Townfield Lane Allotments	4	✓	✓		✓	✓	✓
COMMUNITY							
Crowmere Lake	5	✓	✓		✓	✓	✓
Marshlands Tree Garden	6	✓	✓		✓	✓	✓
Castle Park	7	✓	✓	✓	✓	✓	✓
CP Arts Centre Garden & Courtyard	8	✓	✓	✓	✓	✓	✓
FORMAT RECREATION							
Bowling Green - behind the Conservative Club	9	✓				✓	✓
Bowling Green - behind Overton Memorial Hall	10	✓				✓	✓
Red Lion Bowling Green	11	✓				✓	✓
Cricket Pitch	12	✓				✓	✓
CEMETERIES							
Tarvin Road Cemetery	13	✓	✓		✓		✓
St. Laurence Cemetery	14	✓		✓	✓		✓
COMMUNITY ORCHARDS							
Ship Street Community Orchard (Adj. to Fire Station)	15	✓				✓	✓

Townfield Lane Play Area	34	✓				✓			✓										✓
Churchfields Recreation Area	35	✓							✓										✓
London Road Playing Field	36	✓							✓										✓
Community Centre Field	37	✓							✓										✓
Greengates Field	38	✓							✓										✓
Land/Field behind the Leisure Centre adjacent to their Car Park Extension & bordering Alvanley Terrace	39	✓							✓										✓
Weaver Navigation Swing Bridge Footpath 13+19 - Daniel Adamson Mooring	40	✓							✓										✓
All Ponds detailed in the Frodsham Pond Trail	B	✓							✓			✓							✓

The following smaller green areas, identified in the Town Design Statement of 2010, make a contribution to the look of the townscape and, whilst being too small to be designated above as green space, they should be protected as they enhance the built environment and maintain a sense of space:

- Coronation Drive
 - Ashton Drive both ends
 - Waterside Drive
 - Quayside
 - Bridgewater Close
 - Oakdale Avenue
 - Springbourne
 - Bradley grass verges
 - Doric grass verges
 - Manley Road mature trees and grass verges
 - Ashlands & Fieldway
 - Junction of Fluin Lane & Red Lane
 - Willows - Fluin Lane verge, Lime trees
 - Howey Lane
 - Carriage Drive
- TA-04 Photo 04:8
 - TA-04
 - TA-05 Photo 05:3
 - TA-06 Photo 06:14
 - TA-06
 - TA-08
 - TA-08 Photo 08:4
 - TA-08 Photo 08:5
 - TA-08
 - TA-09 Photo 09:9
 - TA-11 Photo 11:3
 - TA-11 Photo 11:5
 - TA-12 Photo 12:5
 - TA-15 Photo 15:7
 - TA-15 Photo 15:10

5.7 Policy GS,H&W-B,RL 2: Maintaining our Green Spaces

Policy Intention: To support developments that retain, maintain and protect existing green and open spaces for communal and social use.

Policy: Priority will be given to developments that:

- Provide land for food production/allotments
- Encourage local produce outlets and pop-up initiatives
- Harvest rainwater within our green spaces
- Enhance community gardens and orchards
- Create recycling facilities that meet the needs of residents and visitors both now and in the future

Community Views and Explanation of Policy:

In support of local food production across the community, there are well-established Council owned allotments. The Town Council provides 27 allotment plots on three sites: Ashton Drive – 7 plots (with mains water supply), Kingsway – 10 plots (with recent connection to mains water), and London Road – 10 plots. In 2011 a private allotment facility was made in what was once an agricultural field off Townfield Lane. The site has since expanded from 30 plots to over 60 full & half-plots. Membership of the ATFA (The Association of Townfield Allotments) is around 70 people. The Frodsham Town Allotment Association for the 3 FTC sites was formed in 2012. Allotments, both council and privately owned, have been financially supported to enable rainwater harvesting to operate across some of them.

Community Orchards have been financed and established by Frodsham Transition Initiative on land owned by Frodsham Town Council. Frodsham residents are encouraged to harvest the crops from these trees across all sites. (see Fig 5.2 below)

In 2010 Frodsham residents were canvassed in a town questionnaire about the location of the Recycling Centre. When the temporary planning permission expired in mid-2018, the decision was made by residents at a public meeting, not to allow the requested 5 years, but to give temporary planning permission in order to encourage a focused approach to finding a solution.

Local resident support for ‘green’ community projects was demonstrated in Spring 2018, by the establishment of the Hob Hey Wood Friends Group and then the Friends of Castle Park in 2019. Manley Road Copse was also enhanced by the Frodsham WI and members of the community during this period. These new voluntary groups are now learning self-maintenance and management skills to develop and protect these valued local assets.

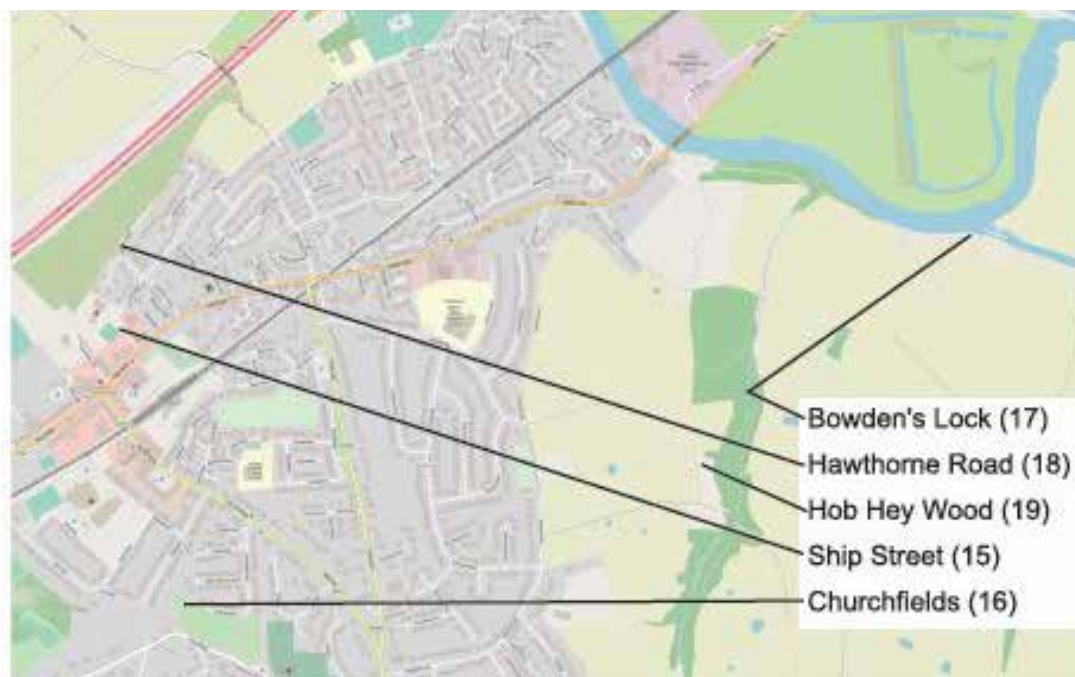


Fig 5.2 Frodsham Community Orchards

5.8 Policy GS,H&W-B,RL 3: Developing Existing and New Activities

Policy Intention: To encourage developments that maximise opportunities for activities enhancing recreation, sport, leisure, and mental well-being.

Policy: Priority will be given to developments that:

- Embed physical activity into all aspects of everyday life
- Enhance and extend Frodsham’s Cycle Paths/Routes for All
- Provide public exercise equipment in parks and green spaces
- Provide public classes in green and open spaces
- Provide spaces for quiet contemplation
- Provide additional locations for activities not currently catered for - particularly facilities for under-represented groups

Community Views and Explanation of Policy:

In May 2018, Frodsham was selected as a ‘pilot’ town for Active Cheshire (a CWAC wide initiative to embed physical activity into all aspects of everyday life by 2040). The ‘pilot’ status has allowed us to examine how physical activity can be incorporated into everyday activities within the town and its surrounds.

Frodsham’s existing Play Strategy identifies sites that are available for active and passive play, informal and structured games, and equipment-based play.

Family friendly Outdoor Gyms exist in Castle Park, and more recently, in Park Lane play area. Feedback has shown that further sites across Frodsham would be welcomed.

5.9 Policy GS,H&W-B,RL4: Creating New Green Spaces

Policy Intention: To encourage developments that create or develop additional green community/recreational spaces.

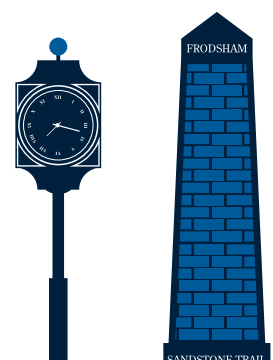
Policy: Priority will be given to developments that:

- Restore the Marshland Nature Reserve to an SSI
- Restore and renovate historic buildings for local business and community use
- Develop leisure facilities/activities along the water courses of the River Weaver, Weaver Navigation and Frodsham Quayside/River Side

Community Views and Explanation of Policy:

More protection for Frodsham Marshes has resonated with residents for many years. It is already regarded as a significant and unique bird sanctuary with local groups recording and preserving all species and habitats within this designated area. The site attracts large numbers of NW based amateur birdwatchers and ornithological societies across the UK. Planning consent was given in October 2012 for the building of a Wind Farm on Frodsham Marshes. This consent was subject to conditions relating to a Habitat Creation and Management Plan (HCMP) which was only achieved by consistent pressure from the RSPB, and members of CAWOS (Cheshire and Wirral Ornithological Society).

Protection of heritage properties e.g. Goods Shed. This wish was demonstrated by recent community reaction to the potential loss of the Goods Shed at Frodsham Railway Station. Continued local pressure resulted in the demolition order being withdrawn in September 2019. Its future is presently being evaluated.



5.10 Health and Well-Being Background

A snapshot of Frodsham shows there are more than 200 clubs, groups, societies, and organisations covering a wide range of hobbies, pastimes, interests, and skill-based activities, some of which have been in existence for over 50 years. Membership of these clubs is well supported, and contemporary health and fitness activities are constantly evolving.

Frodsham's present facilities for health, well-being, leisure, and entertainment, provide many opportunities for residents and visitors to experience a wide variety of arts, recreational and cultural experiences. The present Leisure and Sporting facilities are used regularly by large numbers from a diverse demographic of the community. Frodsham Leisure Centre, for example, had a membership of 930 people in 2018. There is a monthly subscription to use the building and its facilities (Source: Brio Leisure – October 2018). The membership includes activities/classes for all age groups and for all client needs and levels of ability. Similarly, family friendly Outdoor Gyms exist in Castle Park, and more recently, in Park Lane play area. Feedback has shown that further sites across Frodsham would be welcomed. The condition of the building however, and the facilities within the Leisure Centre, remain a concern to the community. Leisure Centre staff also work in conjunction/partnership with the Princeway Health Centre to provide help and support for GP referrals. The introduction in 2018 of a Well-Being Co-ordinator across the practice has enhanced the referral options that GPs can offer. For many years residents have expressed a strong desire, and support for, a local public swimming pool to be built. This would benefit our entire community and all visitors to Frodsham who currently have to either pay to join a private health club or travel to a municipal pool.

The community, with some external support, creates bespoke annual festivals for Frodsham including:

- a Christmas Festival
- Open Art Exhibition and Competition
- Weaver Words Literature Festival
- Frodsham Festival of Walks
- Festival in the Park.

The popularity and success of each of these ventures has been evident from the increasing numbers of residents and visitors who come into the town centre to experience and enjoy them.

The Covid pandemic inspired many Frodsham businesses and residents to come together and collectively undertake some remarkable acts of kindness and generosity for the most isolated and vulnerable people living in our community. Some examples are:

- In early March 2020 a group of Frodsham residents, together with Churches Together and Frodsham Town Council came together and formed Frodsham and District Open Hands. Their main objective was to ensure that nobody living in Frodsham, and surrounds, should be left feeling isolated or without support.
- Similarly, Frodsham Bee Friends, another local voluntary group, started to take shape in 2018 with the purpose of increasing awareness of loneliness and social isolation in Frodsham, Helsby and Elton. Working with support from Cheshire West NHS Integrated Care Partnership, the Castle Park Trust, and the CWAC Rural Localities team, they re-purposed the former Café and Bowling Green Pavilion in Castle Park, to create a Well-Being Hub for Frodsham and surrounds. The building, now known as The Hive, hosts a variety of established and new well-being activities, together with a cafe.
- Castle Park Arts Centre relocated its café into the adjacent courtyard and provided 'Elevenses in the Park'. This initiative offered free music from volunteer performers throughout the subsequent months and provided a safe, social space for people who might otherwise have been isolated, but particularly the 25% of residents who were over 65 and had already been adversely affected by the pandemic.

Many of these Covid – inspired community initiatives continue to flourish across the town and surrounds.

As the country began to emerge from Covid restrictions, the A56 Corridor Project Group was set up by Cheshire West and Chester (September 2021) with the aim of developing draft options to provide an improved health and wellbeing, leisure, and library service for Frodsham and Helsby.

5.11. Policy GS, H&W-B, RL-5: Enhancing Health and Well-Being in the Community

Policy Intention: To encourage developments that maximise opportunities for activities enhancing recreation, sport, leisure, health, and well-being, both now and in the future.

Policy: Priority will be given to developments that:

- Embed physical activity into all aspects of everyday life
- Provide additional locations for activities not currently catered for - particularly facilities for under-represented groups
- Provide public green and open spaces for community activities
- Provide spaces for quiet contemplation, health and well-being activities
- Provide public exercise equipment in parks and green spaces
- Enhance and extend Frodsham's Cycle Paths/Routes for All

Further Information & Community Views

In May 2018, Frodsham was selected as a 'pilot' town for Active Cheshire (a CWAC wide initiative to embed physical activity into all aspects of everyday life by 2040). The 'pilot' status allowed us to examine how physical activity can be incorporated into everyday activities within the town and its surrounds. Despite the discontinuation of this initiative, the ambition of the idea continues to remain essential for the community. The effects of the pandemic have reinforced the concern for, and focus on, health and wellbeing across communities. Both the local population and visitors value the green spaces in Frodsham and the easy access to the surrounding countryside. This was one of the five most valued things about Frodsham when the Frodsham Community were asked "what mattered to them?"

Several other policies within this Plan contribute to enhancing health and wellbeing, in particular:

Improving air quality for a cleaner ambient environment. (see Connectivity & Access Policy).

Protecting and maintaining green spaces (ref: Green Spaces Policy and Economic Development & Visitor Economy Policy).

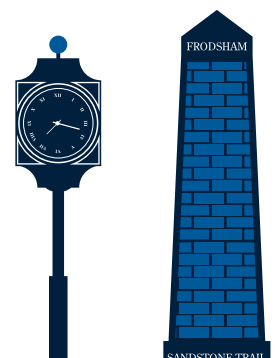
Encouraging working from home hubs (ref: Housing Policy).

Implementing Active Travel (ref: Housing Policy and Health & Wellbeing Policy).

Encouraging safe pedestrian routes and introducing cycleways (ref: Access and Connectivity Policy and Housing Policy.)

Repurposing redundant buildings for Community use. (ref: Housing Policy)

Frodsham's current play strategy identifies sites that are available for active and passive play, informal and structured games, and equipment-based play. Local Community groups were formed to safeguard three of the towns play areas - Park Lane, Townfield Lane, and Green Gates on Ship Street.





Section 6

Connectivity and Access (CA) Policies



6.1 Introduction

To specify surface access infrastructure associated with development.

To specify site-specific locations for new infrastructure from development levies, with particular focus on the promotion of Active Travel, accessible infrastructure to support the needs of an ageing population and infrastructure to help the Local Authority meet 'net zero' targets.

6.2 Background

The town of Frodsham has had two significant phases of growth in the last 100 years. The population today is a little over 9000 and overall has an ageing demographic. Each major growth phase of the town has seen a consequential increase in road traffic volumes without any significant improvements to the 3 primary access routes to support the growth. Additionally, most vehicle traffic from the M56 motorway to Kingsley, Norley and Delamere routes through Frodsham.

Vehicle pollutant levels have led to an AQMA (Air Quality Management Area) being designated at the junctions of Fluin and Bridge Lanes.

Frodsham is well catered for with Public Right of Ways (PRoWs). A comprehensive and well used network of PRoWs criss-cross the town and provide public access to nearby leisure assets including the Weaver Valley and Sandstone Trail. Some important routes are poorly maintained and have fallen into a state of disrepair. Some roadways, generally historic routes such as Tarvin and Manley Roads have no separate pedestrian provision. Despite the growth in the town's population and increase in road traffic there has been little improvement to the footway and footpath network over the last 30 years, and little consideration has been given to the needs of an ageing population or future demands from new vehicles such as e-bikes, e-scooters and mobility scooters. Over the course of the Coronavirus pandemic active travel has been encouraged and this has put additional pressure on the existing highway and right of way infrastructure due to increased usage and greater presence of non-motorised activities.

Dedicated cycle infrastructure within and around Frodsham is poor. A separate report, 'A Cycle Strategy for Frodsham' produced by Cycle North Cheshire details a number of findings and recommendations to complement this policy and support the core theme.

The policies for infrastructure improvements within this document are written to align with the CWAC Local Cycling and Walking Infrastructure Plan (LCWIP) with the necessary local detail specified, along with the addition of proposed cycling routes toward Delamere and along the Weaver Valley. The need for a key pedestrian-friendly route through Frodsham connecting the Station with Castle Park is independently supported in the Active Design Ready Assessment (ADRA) 2017 produced by Active Cheshire (Part 2).

6.3 Neighbourhood Plan objectives / Connectivity and Access policies table

Aim	Objective (Intention)	Supporting Policies
Be thriving and sustainable	To encourage sustainable transport and reduce congestion and vehicle emissions.	CA1, CA2, CA3
Value its community and heritage	To ensure new pathways and signage are in a style sympathetic with those existing and compatible with the Conservation Area.	CA1
Promote access to services	To ensure connections within the town and to adjacent areas facilitate easy and safe access for pedestrians and cyclists and are designed for the needs of an ageing population.	CA1



6.4 Community View and Aspirations:

A town-wide consultation exercise completed in 2014 identified walking and footpath access as the highest priority for outdoor activity. This was followed by cycling and improved cycle facilities. Additionally, a number of additional pedestrian crossing points were identified as needed.

A subsequent series of public events were held in which areas of pedestrian infrastructure the public viewed as inadequate or dangerous were identified and mapped, all of which could benefit from the application of S106 funds through development for improvement.

The conclusions reached in the Active Design Ready Assessment (ADRA) summary provided by Active Cheshire supported the need for a key pedestrian route through Frodsham connecting the station with Castle Park including safe road crossings.

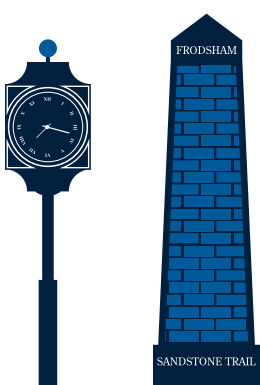
Consultations completed in conjunction with Helsby High School highlighted the need for a safe cycle network connecting all parts of Frodsham with the High School. Additionally, discussions with local Frodsham schools indicate the desire to have safe routes for children of primary school age to use. The greatest demand for improved cycle access to employment, education and leisure facilities was identified along the A56 corridor from Helsby through to Halton and to Kingsley and Delamere. The need for safe cycle routes to the station was also identified.

Many reports have been noted, both directly to the council and also via social media of areas where footways and footpaths are in a state of disrepair or overgrown thus hindering mobility, especially for the elderly, those with reduced mobility and less-able. Where development occurs adjacent or connecting to the proximate footway the relevant policies will apply. Town Centre traffic congestion, vehicle emissions, vehicle speed and general town centre layout were cited as issues by the community. Congestion and vehicle emissions can be, in part, addressed with sustainable transport alternatives.

In the process of community consultation much feedback was received over aspects of the town centre configuration, traffic flows and car parking. In particular the recycling centre, although a facility valued by the community, was felt inappropriately located, leading to congestion by tip users and service vehicles (HGV's), and presented an unsightly welcome to the town for those arriving by train or parking nearby.

Traffic congestion, both in the Town Centre and on connecting roads was cited as a major issue and this is reflected in both extensive queuing at peak times and in air quality monitoring data. Although electric vehicles contribute to emission reductions they do not reduce congestion or journey times, thus alternatives must be sought.

Any future re-configuration of traffic flows to one-way systems, adjusting priorities and implementing lane restrictions on specific roads will require extensive and holistic modelling to understand the benefits and consequences.

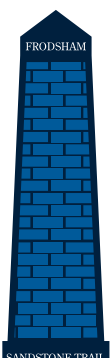


6.5 Policy CA1: Infrastructure with development

Policy Intention: To ensure development provides infrastructure fit for the future.

Policy: Developments will be supported where the following infrastructure provision is incorporated:

- Access roads within development.
 - ▷ All developments that include new roadways will ensure all parking provision in accordance with Housing Policy is provided for off the roadways.
- Footway connections.
 - ▷ Any development or land use initiative must connect to the nearest existing footway and the connection must be in sympathy with the local style. In determining specifications for the connections, in addition to current DfT guidelines, A Cycle Strategy for Frodsham shall be referenced and usability must be scoped in for wheelchairs and mobility scooters.
 - ▷ -Development off roads where no footway is currently provided shall, where feasible, contribute to a footway creation to connect with the existing footway network.
 - ▷ Conformity of supporting infrastructure (signage and street furniture).
 - ▷ All policies pertaining to development of existing or new routes assume supporting infrastructure, such as signage, is not only implemented in accordance with DfT guidance but utilises current 'good practice' guidelines as set out in the ADRA summary (e.g. with respect to journey times rather than distance) and conforms to existing styles when implemented within the Conservation Areas.
- Ease of access of footways.
 - ▷ The alignment and specification of any new footways created as a result of development will be determined by conformity of ease of use by both wheelchair and mobility scooter users and also by reference to A Cycle Strategy for Frodsham.
- Electric vehicle charge points.
 - ▷ All development will include provision for charging points for electric vehicles in accordance with the following schedule: Charge Points and outlets will conform to the technical specifications detailed in Appendix 1 of Parking Standards Supplementary Planning Document (updated Feb '22) (CWAC).
 - ▷ In addition, charge points and outlets will be provided at a minimum rate of: 1 charge-point per dwelling in the case of new residential buildings, residential buildings undergoing major renovation and buildings undergoing material change of use to create a dwelling that have an associated parking space. Additionally, for residential development with 10 or more unallocated parking spaces, 1 charge point per 5 spaces.
 - ▷ 1 charge-point per 5 parking spaces for staff parking in the case of new non-residential development and non-residential buildings undergoing major renovation with 10 staff parking spaces or more.
 - ▷ For new or re-development of existing non-residential buildings for leisure, retail or public services (e.g. The Medical Centre, supermarket); for the associated car park there shall be at least 1 charge-point per 15 parking spaces.
- Car Parking development of new or existing car parking will include the following features:
 - ▷ Car parks for public use will include safe pedestrian access (in accordance with the specifications above) to the nearest roadside footway or footpath network and will be to a standard as required for the use of a wheelchair or mobility scooter.
 - ▷ All car park development will include lighting systems that comply with CWAC specifications. Any car park re-configuration will allow for disabled bays to be located closest to the services the car park is designed for (e.g. Station car Park / proximity to platforms).
- Parking on Primary Routes:
 - ▷ Development on the marked-up areas of the primary routes (Fig 6.0) will accommodate all vehicle parking requirements on the development site.



Explanation

Connectivity for new and re-developments must account for the evolving demographics thus future infrastructure must cater for all intended users with segregated provision for vehicles, cycles and pedestrians wherever possible.

All developments can make a valuable contribution to nearby schemes; either through direct contributions (Section 106 agreements / Community Infrastructure Levy) or improvements to adjacent or connecting infrastructure.

The growing use of electric vehicles (EV) brings additional demands for the supporting infrastructure. Recommendations for EV charge points are specified in CWAC Parking Standards Supplementary Planning Document and the DfT, in response to the Road to Zero strategy, recently outlined a list of proposals to support the goal that all new cars and vans will be 'zero emission' by 2040.

The stated goal of the CWAC Frodsham Air Quality Action Plan in response to the Frodsham AQMA is to reduce emissions, therefore the recommendations detailed in government and local authority guidance have been strengthened.

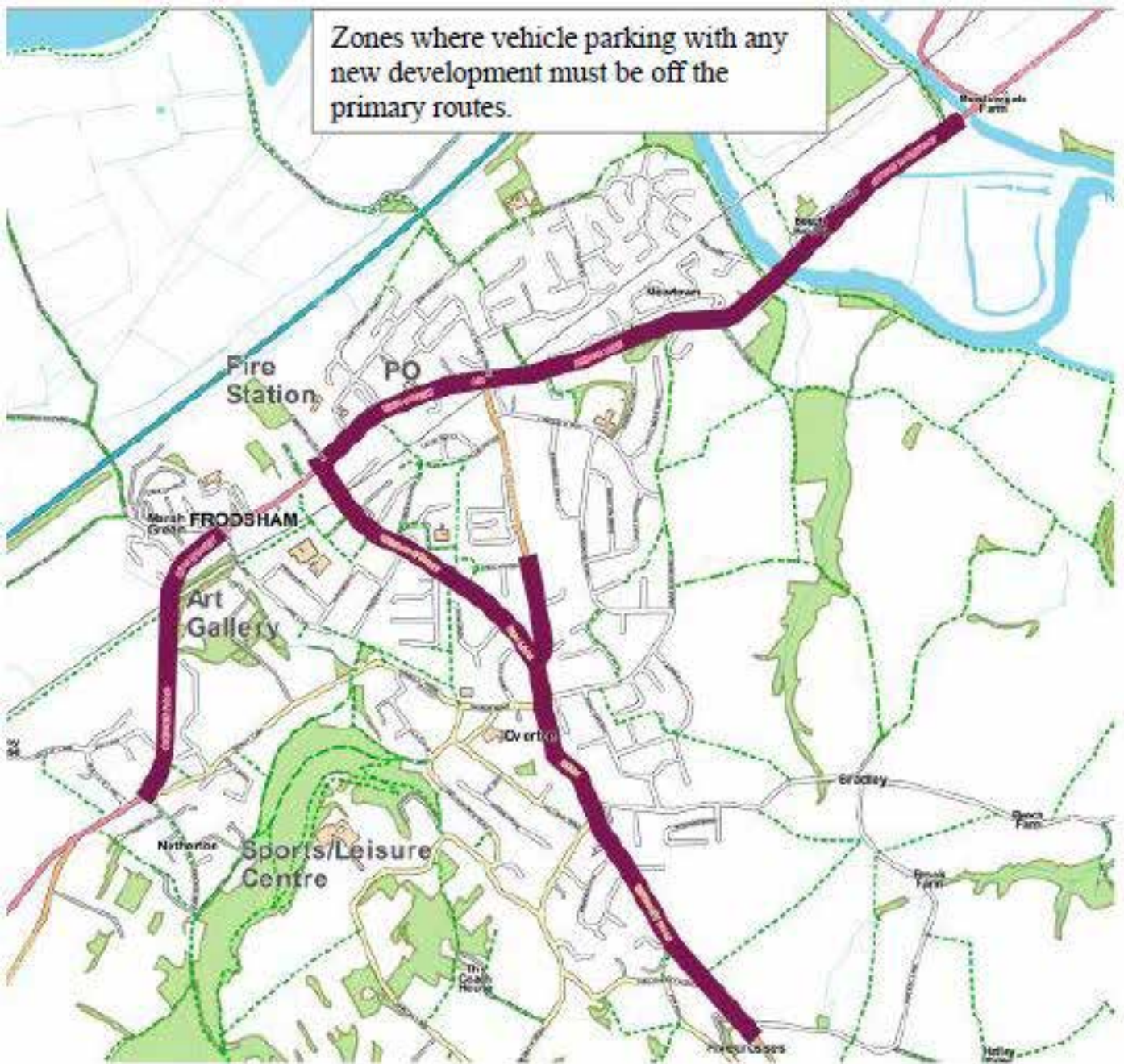


Fig 6.0 Vehicle Parking on Primary Routes

6.6 Policy CA2: Cycle access and connectivity

Policy Intention: To enable Frodsham to be a cycle friendly town supporting the needs of cycling for education, commuting recreation and leisure.

Policy: Developments that implement the recommendations as set out in A Cycle Strategy for Frodsham will be supported. Feedback through consultation indicates the priorities for implementation of cycle schemes outlined in A Cycle Strategy for Frodsham are as follows:

- Education: Safe routes from all areas of Frodsham to join the A56 cycleway to Helsby High School.
- Leisure: A safe and easy route from Frodsham to Delamere.
- Employment: A safe route following the alignment of NCN5 from the Chester Greenway through Frodsham to connect with the Runcorn Cycle Network, Halton and The Heath.

Explanation

CWAC Cycling Strategy recommendation: “Encourage local communities who are preparing Neighbourhood Development Plans to consider cycle facilities, provision and access to cycle routes in their documents.”

Improvements to cycle infrastructure are seen as of particular importance in the area and also connections to adjacent schemes, notably the Chester Greenway and Runcorn Cycle Network. The development of safe cycle routes from all areas within Frodsham to Helsby is seen as of paramount importance, especially given the development of leisure and recreation activities along the A56 axis.

A Cycle Strategy for Frodsham details how cycling infrastructure should dovetail with adjacent schemes, fulfil the requirements set out by CWAC and provide a convenient menu of schemes from which improvements to cycling infrastructure can be prioritised.

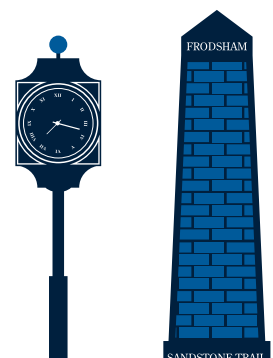
6.7 Policy CA3: Application of funding agreements through development.

Policy Intention: To target Community Infrastructure agreements with developers to improve pedestrian and cyclist infrastructure at specific sites.

Policy: Through infrastructure levies developers will help address specified infrastructure deficiencies as detailed in 6.7.1 and assist the implementation of A Cycle Strategy for Frodsham.

Explanation

The Local Planning Authority must have a clearly defined set of locally prioritised schemes to help determine Community Infrastructure agreements with developers.



6.7.1 Site specific schemes.

Intention: To protect and improve pedestrian connectivity, including wheelchair and mobility scooter access, both within Frodsham and to surrounding communities.

Key pedestrian routes have been identified in Frodsham that lack effective connectivity either due to poor layout or inadequate infrastructure. An ageing demographic necessitates safe and effective pedestrian connectivity to services, safe connectivity to schools incentivises walking and cycling as do good connections to leisure and recreation areas. Opportunities to improve access routes in the Town Centre encourage increased footfall and benefit businesses.

Safe road crossings are an essential feature of pedestrian connectivity; they give pedestrians the confidence to plan journeys by foot, especially so for those with impaired mobility and children. Road crossings and pedestrianised zones provide fire breaks in the traffic flow and help regulate speed.

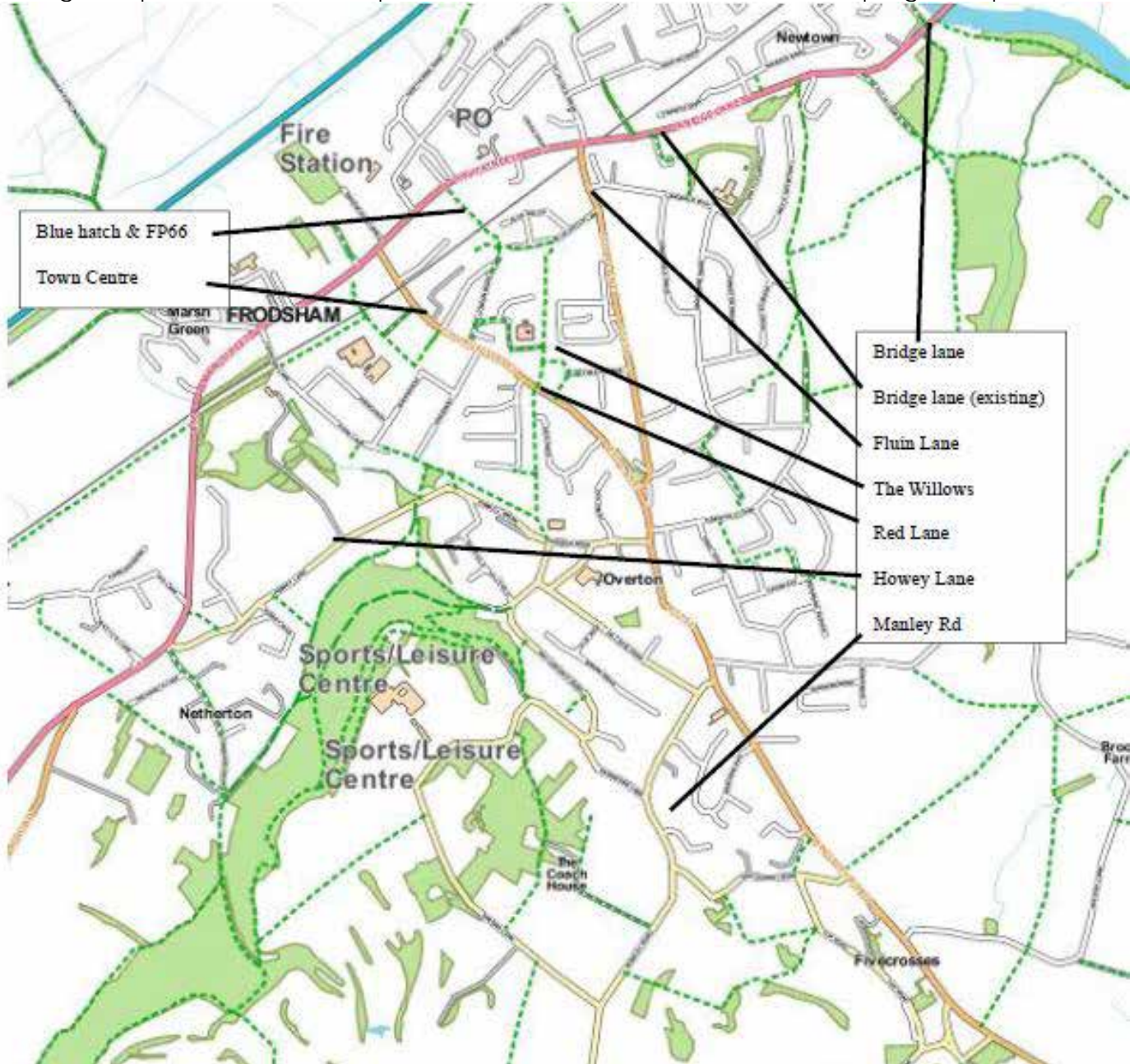


Fig 6.1 Overview of site specific improvements to support policy objectives

6.7.1.1 Town Centre

Any new or re-development on, or adjacent to the core Town Centre route identified on Fig 6.2 should contribute to the upgrade of the route to enable easy wheelchair access from the Station to Castle Park via the Medical Centre.



Fig 6.2: Town Centre improvements

Specifically:

1. A crossing over Church St
2. A dropped kerb where Kydd's Wynt meets Alvanley Terrace.
3. Surface improvements along Kydd's Wynt.
4. Improved protection for users of the ramp connecting the Station with Church St.
5. Include future pedestrian connectivity schemes with the re-development of the land behind the Medical Centre.

6.7.1.2 Connecting the Town Centre with Blue Hatch, The Willows and the Lakes Estate.

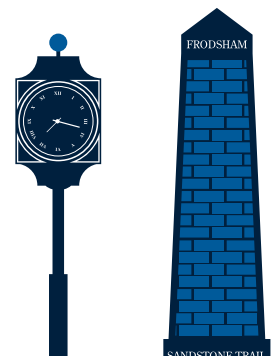
Please refer to Fig 6.1 - Specifically:

1. Upgrade of the route from the Station Car Park to FP110 and Blue Hatch including adequate lighting.
2. Upgrade of FP66 from Blue Hatch to Main St to include an all-weather surface and adequate lighting.
3. A crossing at the junction over Fluin Lane.
4. A pedestrian ramp to connect The Willows with FP61 behind St Luke's school.

6.7.1.3 Connecting The Lakes Estate with Waterside across the A56.

Please refer to Fig 6.1 - Specifically:

1. A pedestrian crossing on Bridge lane connecting Quayside with the footway on the south side of Bridge Lane and FP5 (Weaver Way).
2. Upgrade of the existing crossing at Bridgewater Close.



6.7.1.4 Netherton to Overton and Red Lane.

The lack of a footway along Howey Lane has frequently been cited as a pedestrian safety issue. The creation of a footway on Howey Lane itself would necessitate the imposition of carriageway restrictions. Such a solution would also necessitate extensive traffic modelling and consideration of Howey Lane's designation as a High Sided vehicle Bypass Route in the event of M56 closures.

Detailed options are considered in A Cycle Strategy for Frodsham.

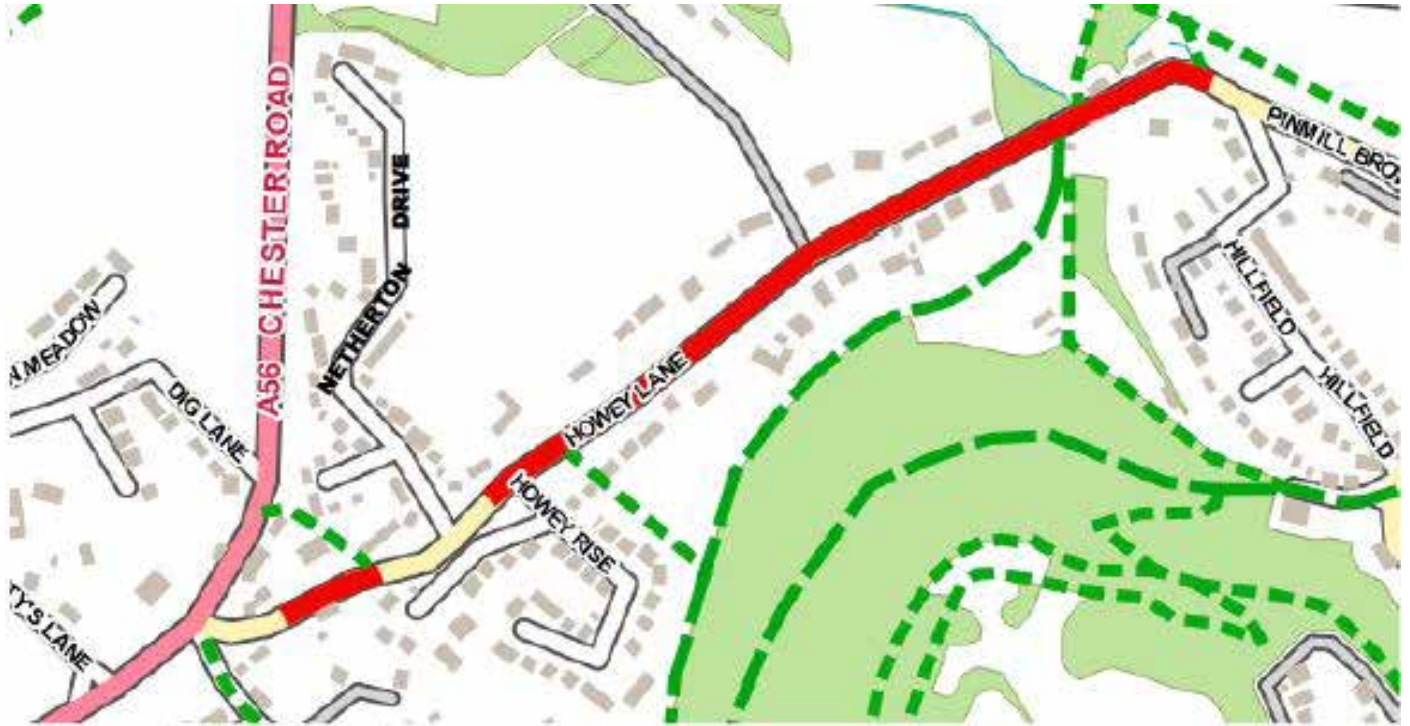


Fig 6.3 Netherton to Overton and Red Lane

Specifically:

1. A pedestrian route for Howey Lane (fig 6.3)
2. A pedestrian crossing over Red Lane (fig 6.1)

6.7.1.5 Connecting to Newlands Close, Hazlehurst Rd and Newton

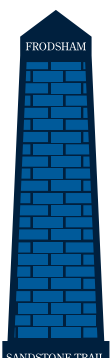
Residents of Newlands Close, a 1970's development, have lobbied for a safe pedestrian connection to Frodsham. A Shared Use path on Manley Rd would provide safer access to Delamere and Kingsley for walkers and cyclists. (ref: Cycle Strategy, The South)



Fig 6.4 Connecting to Newlands Close, Hazlehurst and Newton

Specifically:

1. A footway connecting the Hillcrest Residential Home with Hazlehurst Rd (fig 6.4).





Section 7

Supporting Documents and Glossary



7.1 Supporting Documentation

Supporting documentation and sources are contained in Part 2 and include:

- Frodsham Town Design Statement
- A Play Strategy for Frodsham
- Cheshire West and Chester Local Plan, Part 1
- Cheshire West and Chester Local Plan, Part 2
- Cheshire West and Chester Play Strategy
- Frodsham Masterplan, AECOM
- Active Design Ready Assessment (ADRA) Summary
- Strategic Environment Plan for Frodsham
- Housing Needs Report for Frodsham (Parish)
- A Cycle Strategy for Frodsham
- Frodsham Design Code, AECOM
- Strategic Environmental Assessment (SEA)
- Fields in Trust Statement

Supporting evidence gained through meetings, events and surveys is documented in the Frodsham Neighbourhood Plan Part 3 and includes:

- Consultation Statement (to follow)
- Basic Conditions Statement (to follow)
- Call for Sites document
- Launch Event - 28th March 2015
- 5 likes and 2 things to improve Survey - 2015 and then online
- Helsby High School Cycling Survey - 2015
- Wishing Tree Luggage Labels Comments - Feb 2017
- CWAC 'Your Voice Matters' Residents Survey (Frodsham Specific) - Feb 2017
- Youth Association - 10th Mar 2017
- Business Survey - Mid 2017 to April 2018
- Festival in the Park Consultation comments - July 2017
- Green Spaces Event in the Library (specific) - 1st Feb 2018
- Green Spaces Event in Costa Coffee (specific) - 2nd Feb 2018
- Green Spaces Event in Kash 22 (specific) - 4th Feb 2018
- Green Spaces Events (additional comments) - 1st, 2nd and 4th Feb 2018
- 4th Scouts - 16th Feb 2018
- 4th Brownies - 15th March 2018
- 2nd Guides - 28th March 2018
- Green Spaces Online Survey (specific) - Q2 to end of 2018
- Online Policy Comments Survey - July 2018 onwards
- Festival in the Park Consultation comments - July 2019
- Helsby High School 6th Form Survey - Oct / Nov 2019

7.2 Glossary

ADRA - Active Design Ready Assessment
 AECOM – A group of urban planning consultants that have produced a number of reports for the FNPSG
 AQMA - Air Quality Management Area
 CA – Connectivity and Access
 CAWOS – Cheshire and Wirral Ornithological Society
 CIL – Community Infrastructure Levy – a levy allowing Local Authorities to raise funds from owners or developers of land undertaking new developments in their area.
 CWAC – Cheshire West and Chester
 DFT – Department for Transport
 EDVE – Economic development and Visitor Economy
 EPDB - Energy Performance of Buildings Directive
 EU – European Union
 EV – Electric Vehicle
 FIT – Fields in Trust
 FNP – Frodsham Neighbourhood Plan
 FNPSG – Frodsham Neighbourhood Plan Steering Group
 FP – Footpath
 GP – General Practitioner
 GSLR – Green Spaces, Recreation and Leisure
 HCMP – Habitat Creation and Management Plan
 HELAA - Housing and Economic Land Availability Assessment
 HGV – Heavy Goods Vehicle
 H&WB – Health and Well Being
 NCN – National Cycle Network
 NP – Neighbourhood Plan
 NPPF - National Planning Policy Framework
 PROW - Public Right of Way
 RSPB – Royal Society for the Protection of Birds
 S106 – Planning Obligation under the Town and Country Planning Act 1990 in the form of a developer contribution to mitigate the site specific impact of a development.
 SSSI - Sites of Special Scientific Interest
 TDS – Town Design Statement
 UK – United Kingdom

