

Supplementary Information 2 - Submitted comments summary with responses

ID Ref	Comments	OCP Reference	Response
W20	Business section should recognise importance of the environmental economy to the wellbeing of the overall economy.	B&I	The One City Plan recognises the opportunities within energy and environmental sectors. (Business and Investment: Action 4, page 34).
W37	Employee numbers have reduced as a result of the reduction of large companies in the Chester hinterland - adverse impact on Chester's economy.	B&I Action 1	Actions to invest in the city's business infrastructure and the intentions for the Business Quarter will, if implemented as hoped, increase numbers of business professionals and employees.
W11	Need to include importance of making it easy for businesses to invest in the city and a targeted approach to investment is required.	B&I Action 2	The One City Plan promotes the need for a co-ordinated and targeted approach to business support and to increasing investment. This is one of the intentions for the Business Hub concept.
W21	The city should go for any investment and pitch itself for all sectors (e.g. manufacturing) rather than focus on the financial sector only - by doing the latter, it leaves it vulnerable and exposed.	B&I Action 2	The One City Plan supports the need for the city to identify and target emerging growth sectors beyond the existing economy. But the strengths of the city in professional and financial services must also be exploited to their full potential. There should be an investment strategy and targeted approach.
W26	The proposals for the redevelopment of the Boughton Retail Centre have the capacity to address a number of the Business objectives.	B&I Action 2	Noted. The ambitions for the Boughton Retail Centre are acknowledged in the One City Plan.
W5	Prime focus should be on economic generation - this will have a number of facets, the most important being championing the city centre and the creation of a business quarter.	B&I Action 2	Noted. The economic ambitions and growth are key focuses of the One City Plan.
W36	Business and Investment is the key driver to Chester's success - critical to this is a clear, integrated, accountable and fully co-ordinated leadership and governance structure. Engagement should be focused around creative innovation with the purpose of generating and sustaining a strong business hub.	B&I Action 3	Noted. This is part of the delivery framework within the One City Plan.
W5	Essential that the One City Plan has strong leadership to ensure it is delivered and this must include Vision, empowerment, deliverables and accountability.	B&I Action 3	The details of the delivery mechanisms and structures have been further developed. Leadership is a key part of this.
C2	Chester should diversify its economy away from relying too heavily on the financial services sector.	B&I Action 4	The One City Plan acknowledges that Chester needs to diversify its economy but that the financial and professional services sector remains important and should continue to be a target.
R70	It is important that we support the business community by helping to reduce costs and levels of bureaucracy.	B&I Action 4	Noted. The One City Plan recommends exploring mechanisms to establish if there is anything missing currently that could be introduced.
R01	Need to provide education in schools to help provide for business and investment.	B&I Action 4	It is an action within the People and Communities chapter to target skills and learning towards neighbourhoods and enable communities in these suburbs to benefit from the economic and educational potential of the city (People and Communities Action 4, page 30).
R06	There is a lack of facilities for small business start ups and growth, especially for creative and media sector.	B&I Action 4	The emergence of new digital and ICT sectors is an opportunity for Chester identified in Business and Investment Action 4 (page 34).
W21	The city needs to prevent loss of businesses to elsewhere.	B&I Action 4	Noted, there will always be some movement but concentrating on providing high quality flexible business accommodation is an action for the City (Action 6, page 35) and the Business Quarter is a key component of the solution.
W21	The city should be seeking to accommodate any growth and market itself to occupiers unable to find accommodation elsewhere in the region.	B&I Action 4	The One City Plan promotes the need to target and clarify inward investment opportunities.
W21	There appears to be sufficient office supply (although recognise not the right product).	B&I Action 4	The issue is type of product -much of the supply is historic floorspace. Challenges of accessibility, sustainability and flexibility limit the attractiveness of the offer. New accommodation proposed within the Business Quarter would add something new and complement the existing offer.
W47	Disappointed with continued reliance on inward investment - which leads to a vulnerable situation with branches of offices/factories and where decisions are made remotely from the city. The emphasis should be on locally embedded entrepreneurs and culture, especially over the longer term. CWaC should look at a regional stock exchange idea.	B&I Action 4	Investment is key for the city's economic future success. Local entrepreneurs and businesses are also a very important part of the economy. A strategy to support both is needed.
R12	Concern that Chester's population will become transient with an increasing University presence. Believe plans should reflect character of the people who live in the city with personalities, character and value.	B&I Action 5	The One City Plan recognises the important role that all communities and sectors play in the diversity and mix of the city.

R33	Lack of engagement of HE and FE sector with the rest of the city.	B&I Action 5	Building relationships and a joint approach between the city, its communities and the educational institutions is vital to enable all to live and work together successfully.
R34	The University should be a significant asset to the city and as such has an important contribution to make within the One City Plan - it has a duty to ensure it is recognised as a strong academic provider and should focus on offering top class tuition and research in major academic disciplines.	B&I Action 5	The University has contributed to the One City Plan through engagement and with the Urban Land Institute initiative. It is recognised as a key organisation in the city.
R35	Disagree with placing 'education at the heart of the city' physically. Student accommodation, clubs, pubs and bars should be kept to the periphery of the city centre so that the historic core is attractive to all (students, tourists, employers, workers and shoppers).	B&I Action 5	The University and College is part of the city centre core and there are values to this.
R50	It is not acceptable for the Plan to state that the university will simply establish itself in and as part of the city centre. Must acknowledge the potential impact of the existing residential community and the need to balance this aspiration with other commercial and residential considerations. Also needs to acknowledge the Council's commitment to review the need for the provision of student accommodation.	B&I Action 5	The University is recognised as a key organisation and educational institution within the city. The need to fully understand the impact of both the university and the college is now acknowledged in the plan (Business and Investment: Action 5, page 34). The review of student accommodation is noted.
R50	Comment within Appendix 1 'City of Now' on page 40 is one sided and biased in favour of the University and does not balance it with the needs of the inner city residential population that is increasingly adversely impacted upon by the University's expansion.	B&I Action 5	Noted this concern. This particular page in the City of Now document is addressing the role and input of the high and further education sector in the city. The presentation of the action in the One City Plan is Action 5 in the business and investment chapter (page 34) and it recognises the need to fully understand impacts on the city.
W18	Support key issue for the city to retain graduates.	B&I Action 5	Noted.
W40	Support for acknowledgement of the role of the University and 'university quarter' in the supporting documentation. Request for further discussions on how the 'quarter' can be more clearly represented in the plan.	B&I Action 5	Noted. Although the geography of the One City Plan does not go as far as the University campus, the location and role of the University is acknowledged in the document. Further discussions are a key part of the ongoing engagement.
W11/R33	Support for investing in the city's business infrastructure.	B&I Action 6	Noted.
R06/W51	Lacking an IT strategy for high speed communications, which is vital.	B&I Action 6	The city will adopt a strategy that provides the high quality IT infrastructure and Broadband to match growing/changing demand (Business and Investment: Action 6, page 35).
W36	The One City Plan should present opportunities for business presence in the city centre to dramatically increase. That the business 'offer' provides for a dynamic mix of space to enable successful succession planning and effective networking. Such an offer has the potential to re-establish Chester as a vibrant business centre with a strong focus on culture, arts and heritage creating a unique conjunction.	B&I Action 6	The One City Plan promotes the need to diversify and intensify the business activities in the city centre. The city should establish and promote itself as a place 'open for business'. Development proposals for the Business Quarter are an important part of increasing and enhancing the offer of business space.
R22	Question fit between attracting retail brands and promoting distinctive qualities of Chester.	B&I Action 7	One needs to complement the other. Chester will be seeking high quality within new retail opportunities.
R25/R30/W50	Chester should have a competitive advantage due to its compact and pedestrianised centre and the Rows as a unique feature. Need to ensure growth of diversity of small shops (offering differentiated products) with a support programme and ensure good access for shoppers by alternative modes. Small units such as those on the Rows provide opportunity for small businesses to grow, offers opportunity for graduates to start up ideas and encourage innovation.	B&I Action 7	Agree, investment in the Rows is a key project and exploring feasibility and developing options is a priority identified within the 3 year delivery programme for the One City Plan. A support programme to encourage use and occupancy will be part of the options analysis.
W50/C2	Constraints to small retailers are covered in the plan except for high rents and business rates. Expenditure needs to fall for businesses. Do not consider how these levels can be justified. Small Business Rate Relief should be looked at and the threshold reviewed.	B&I Action 7	The Council will explore measures, including new opportunities through Business Rate Retention. Rents are driven by the market demand and this will need to be factored in.
R30	Idea to support small niche retailers with a central sales, marketing, financial and logistics package.	B&I Action 7	Noted. Constraints and opportunities will need to be further explored.
R40/R44	Closure and loss of shops to satellite towns is a concern.	B&I Action 7	Noted. One of the principles for a new retail scheme is the ability to provide the right size and quality of floor plates to meet demand.
W11	Call for a clear retail strategy to support targeting to future retailers and small independents	B&I Action 7	Agree but this will be driven by retailers' own requirements.
W11	Call to increase shopping hours and car park hours.	B&I Action 7	Noted. Trials have been run recently but there is a cost-benefit analysis to consider carefully.
W21/W37	Retail growth out of the city centre is concerning and damaging to confidence among investors. Need to prevent the decline of the city centre high street. Future is to diversify.	B&I Action 7	Noted.
W26	Key challenge for the city centre is that it does not have a suitable site capable of accommodating a significant foodstore development. Close proximity of the proposed development on the former Boughton Retail Centre and opportunities for relationship between the locations to be improved is important.	B&I Action 7	Links between the proposals in the east of the city including the site of the former Boughton Retail Centre and the city centre is a key component of the infrastructure changes highlighted.

W35/W50	Concern that there is not enough emphasis in the plan on supporting retailers and businesses, especially small independent businesses, and that there is too much on the 'visitor experience'.	B&I Action 7	The role of a proposed Business Improvement District (BID) and City Centre Management (CCM) are highlighted as key mechanisms for supporting the management and investment in the city centre for retail.
W37	Clearly competition from surrounding cities is a factor but main reason for fall in retail position is due to poor destination marketing.	B&I Action 7	Competition has had an impact and marketing is one of the functions in the delivery structure.
W37	Chester should focus on increasing spend amongst its visitors and not footfall (quality argument).	B&I Action 7	Agree, quality and distinctiveness are key to the vision and objectives of the plan.
W47	'Comprehensive' and 'specialised' retail offers are contradictory - what is the focus?	B&I Action 7	They need to be complementary to each other.
W50	Extend opportunities for 'alfresco' to help the evening economy by encouraging businesses and people to stay open and use the city.	B&I Action 7	Noted and this will need to be explored as part of public realm projects as well.
W23	Reverted from the 'Mall' to the 'Grosvenor Shopping Centre' - gives a strong recognised brand that reinforces individual character and place within Chester.	B&I Action 7	Noted.
R49/R30	Support for the development – comments submitted which see this as a key priority.	BQ1	Noted.
R55	Recognise sustainable location and the advantages of this.	BQ1	Noted. This is one of the key underpinning reasons for development in this location.
W39	Key role in economic future of Chester – business hub, strong reputation.	BQ1	Noted.
W39	Important to link with wider economic policy and strategy i.e. the LEP.	BQ1	Noted - wider economic relationships with the Cheshire and Warrington LEP, North East Wales and wider LEPS are identified.
R49/W5	Importance for facilitating business start up and 'head room' for businesses.	BQ1	This is an important aspect of business infrastructure discussed within the plan and there are opportunities across the city centre to help deliver this.
W24	Importance of maximising waterside location and should make positive contribution to the canal – pedestrian/cycle route importance.	BQ1	Noted.
W21	Some concern over deliverability based on 'hidden away' location.	BQ1	Disagree that this site is 'hidden away'. The site is on the doorstep of the railway station and on a main corridor into the city centre. The existing layout prohibits the link with the railway station being made the most of but it is a fundamental need within the development to reverse this.
R35	Bellway Development is inappropriate, stark in contrast to more sympathetic developments at Wharton ock. Early indications are that proposals for the Chester Central Business District will be similarly large scale and contemporary in style, detracting from the area's canalside charm.	BQ1	The specific design detail is to be determined, note these views.
R59	Cycle and pedestrian routes through the development are important.	BQ1	Noted and the vision is to develop routes and public spaces within the development.
W5	Seen as opportunity to accommodate medium size businesses.	BQ1	Likely to attract this type of occupier.
W38	Impact for Station to be understood – any proposals which reduce parking provision would not be supported.	BQ1	Noted.
W39	Important Station is improved further as a key gateway.	BQ1	Noted.
W39	Important to improve public realm linkages with city centre.	BQ1	Noted. Key pedestrian routes linking it with the city centre should be improved.
W45	Provides ideal opportunity for companies to promote the benefits of a sustainable public transport infrastructure supporting their commercial investments in the city. The five railway corridors radiating from Chester serve the whole compass of commuter opportunities.	BQ1	Agree, this sustainable location is a major strength and opportunity.
R14	Is it possible to incorporate a roundabout at Boughton/Hoole Lane junction?	BQ2	This is not part of the current proposal.
W26	Details that Waitrose are preparing to submit as planning application for the mixed use development should be reflected.	BQ2	The One City Plan recognises the private sector retail led mixed development. It is not appropriate to be more specific than this.
W26	The regeneration of the Boughton Retail Centre site represents a major private sector investment in the City which will deliver a number of substantial benefits including areas of high quality public realm and the enhancement of the local environment, including the Boughton Canal. This is a high profile regeneration project, providing substantial investment, with the potential to act as a catalyst for further improvements and investment in the City and as such the opportunity should be reflected more fully in the Plan.	BQ2	The site is recognised in the Development Opportunities as a private sector retail led mixed development including new pedestrian bridge over the canal. (Boughton Retail Park Development: BQ2, page 58)
W33	A concern that text in One City Plan suggests a pre-empting of the planning decision on the site.	BQ3	Disagree, the One City Plan refers to a residential scheme being in design for this site and refers to its current forlorn state (Page 60).
C3/W19	Welcome suggestion that a separate footbridge would greatly improve experience for pedestrians and cyclists.	BQ4	Noted.
R59	Access from the far north is also important (through BQ4 on west of Hoole Bridge).	BQ4	Noted
W47/R52	Former Enterprise Centre site would be a better location for the gateway car parking.	BQ4	Noted, however, constraints would need to be fully explored.
R56	Support for interchange facility – increasing connections with buses/cyclists/pedestrians.	BQ5	Noted.
W3	Provision of long stay car parking is important – would not support reduction of car parking for station users.	BQ5	Noted.

R23	Frequent, fast and free City Rail Link Bus service should be extended to serve other parts of the city centre.	BQ5	This service has recently been taken over by a commercial operator and this will need to be considered as part of any ideas.
W19	Issue of station car parking seems not to have been dealt with.	BQ5	At the time of finalising the One City Plan, the likelihood is that the current West Car Park will remain as rail parking in the future, and will be considered as part of the city wide car parking strategy.
R59	Access on north side to Post Office Sorting Office needs addressing for cyclists.	BQ5	Noted. This should be part of a cycle plan for this area.
W3	Maintenance depot required by Network Rail for operational uses for foreseeable future.	BQ5	Noted - there are no proposals for this site.
W51	Major concern over parking of buses denoted on City Road.	BQ5	This is no longer highlighted as the bus stops are already existing at the railway station end of City Road.
R23	Transport interchange is chaotic at present.	BQ5	Will continue to explore opportunities to improve interchange and links to bus services. (Chester Railway Station Transport Hub, page 62).
R35/R31	Station is a big disappointment, despite money spent so far.	BQ6	There is a need to continue to improve the railway station as the major gateway (BQ6: Chester Rail Gateway Ongoing Improvements, page 62).
	Quality of visitor information is not good, especially leaflets.	BQ6	Noted. Visitor welcome is an investment area (page 62).
R62/W47	Concerns expressed over proposals for multi storey car park (subsequently rejected by CWaC Strategic Planning Board).	BQ6	Noted. The planning application was refused by Strategic Planning Board in November 2011.
	Station appearance is spoilt by redundant structures.	BQ6	Noted, however, the majority of these are listed as part of the overall station listing.
W52	Welcome images and banners from the Station along the approaches, potential to develop Welcome Envoys Programme.	BQ6	Noted. Visitor welcome is an investment area (page 62).
W45	The Gateway Partnership has worked hard to develop significant improvements to the station worthy of its listed status.	BQ6	The investment to date is noted.
R25/R34/W13/W27/W41	Need to seriously address bus station facility and strong case to create a new central bus interchange as a means to keep the city accessible but remove buses from some of the more sensitive streets e.g. Northgate Street . Current facility is not ideal access and egress for buses and unattractive by modern standards. Suggestion to move it. Retain market/facilities and bus station together. Counter argument to retain where it is as ideally and conveniently located and at the rear of the Library as key requirement for the success of the theatre and the cathedral for those without cars. Positive views about current facility include drive in/out stands, able to park vehicle fully onto a stand, integrating timings and stand times, combined groups of routes at the same stands. Gorse Stacks option has poor access to city centre attractions and therefore not considered as a like for like replacement.	Bus Strategy	The bus strategy will explore all of the opportunities and challenges for 'hubs' and a central interchange facility at a location such as Gorse Stacks. No decisions have yet been made as to what final option will be pursued.
R04/R47/R63/W11/W4/W41/W19	Suggestions to address bus strategy received mixed views. Some suggest buses should be removed from some streets e.g. Northgate Street. Some want stops at more convenient points/appropriate for attractions. Opposition to removing buses from Eastgate Street/Frodsham Street. A comprehensive bus strategy should be focused on providing solutions for local residents who use the public transport network regularly. This should include communities on the immediate fringe of the city . Some support for the introduction of cross city connectivity with a number of bus hubs being created in key locations. Request for clarity on routing strategy to support aspiration for cross city connectivity. Counter view that it cross connectivity services will not benefit users - unreliability and bad timing. Proposals to better integrate buses with the railway station supported.	Bus Strategy	The bus strategy will focus on solutions for local residents who use the public transport network every day. At the initial stages of consideration, cross city connectivity and a multi-hub solution are considered feasible. The overarching principle is to improve bus provision in the city with new more suitably located facilities and connectivity around the city. At present the volume of traffic along Frodsham Street/Foregate Street impacts significantly on the pedestrian experience. If it is possible to enable buses to access the core of the city by providing better located and improved bus facilities then it may be feasible to reduce the volume of traffic on these roads and enable greater space for pedestrians.
W52/W13/R25/R34/R07/W27	Consider a coach strategy. Improve facilities for coach drop off/pick up and clearly mark them. Need to include space for National Express coaches in bus facility. Need booking facilities and real time departure screens. The recently grassed area of the former Hunter Street NHS Building suggested as location for Coach/Car Park. Opposing view to remove the Coach pick up/drop off from Hunter Street (opposite the Odeon site).	Bus Strategy	Noted. Plans for bus facilities will include consideration for tourist/visitor drop off and pick up. The Bus Strategy recognises the importance to separate clearly the various bus uses in the city (Bus Strategy, page 50).
R70/W23/W36/W50	Availability of high quality, low cost parking is important to the prosperity of Chester. Should be used as one of the main tools to boost the city centre.	Car Parking Strategy	Quality and pricing will be elements of the car parking strategy. The need to increase the quality of facilities is recognised.

R70/R15/R35/R04/R06/W21/W37/W47	Concern One City Plan proposes closing car parks - Little Roodee, Castle, Kaleyards, Gorse Stacks, and Northgate. Concern that current numbers of car parking spaces will not be retained and momentum generated in 2009 has been lost. Will be damaging for the city.	Car Parking Strategy	To clarify, the One City Plan does not state closing these car parks. The Little Roodee is considered provision as an outer city centre car park whilst the Castle, Gorse Stacks and Northgate are gateway car parks (page 51). The One City Plan does promote some other function of the Kaleyards than a car park ne. However, the current provision of disabled car parking and shopmobility are very important and would need to be considered as part of the development process.
R70	City centre car parking is important for disabled residents and to the convenience of residents impacted upon by commuters and shoppers parking in residential streets.	Car Parking Strategy	The One City Plan recognises that it is vital to offer a choice of how far into the city drivers wish to go depending on their needs, and for some it is necessary for provision to be made in central locations.
W39	Support for an effective parking strategy - including well signed facilities, and strategically located gateway car parks.	Car Parking Strategy	Noted.
R40/R42	Parking charges are too high.	Car Parking Strategy	Pricing will be an element of the car parking strategy.
W27	Parking strategy should also consider park and ride routes. Option to serve major employers outside the city centre.	Car Parking Strategy	Noted. The Park and Ride will provide the outer level of car parking provision.
W29	Recommendation to maintain existing quantity of Blue Badge parking provision and additional Blue Badge parking provision elsewhere in the city centre to meet future demand. Should be more information in the Car Parking Strategy relating to future provision of Blue Badge parking in the city centre.	Car Parking Strategy	One of the actions within the Movement and Accessibility chapter is to 'provide appropriate car parking in accessible locations for blue badge holders in close proximity to supporting services i.e. shopmobility.' (Page 42).
W29	Recommendation to maintain Shopmobility premises within the city centre in close proximity to a sufficient number of Blue Badge car parking spaces.	Car Parking Strategy	One of the actions within the Movement and Accessibility chapter is to 'provide appropriate car parking in accessible locations for blue badge holders in close proximity to supporting services i.e. shopmobility.' (Page 42).
W35	Car parks have not always been underused - once Chester is benefitting from the One City Plan development and is busier, it will need more car parking spaces.	Car Parking Strategy	The strategy promoted is to reduce the actual volume of private cars entering the city centre while ensuring that the number of people coming increases by making alternative modes more accessible and attractive.
W35	Why is there no mention in the plan of the potential of the racecourse commercial huge open space to be used for car parking - a cost effective solution.	Car Parking Strategy	This has not been considered as part of the car parking strategy to date.
W35	Chester should welcome car users.	Car Parking Strategy	The One City Plan recognises that it is vital to offer a choice of how far into the city drivers wish to go depending on their needs, and for some it is necessary for provision to be made in central locations. The One City Plan promotes the need for people to access and move around the city centre in a sustainable way and to offer a real choice of mode.
W36	Concern for the impact to the evening economy if cars were precluded from the city centre car parks.	Car Parking Strategy	The One City Plan recognises that it is vital to offer a choice of how far into the city drivers wish to go depending on their needs. The intention is not to preclude cars from city centre car parks in the day or evening.
W47	Thought should be given to how entry and exit to car parks such as Little Roodee and New Crane Street can be improved.	Car Parking Strategy	Noted.
W52	Car parks should be clearly signed, with strong wayfinding and information and potentially renamed (e.g. to reflect historic values).	Car Parking Strategy	Noted. This will be considered as part of the car parking strategy.
W52	Flexible payment methods should be introduced.	Car Parking Strategy	This will be considered as part of the car parking strategy.
W23	Grosvenor Shopping Centre car park is 'Park Mark' approved and open 24 hours a day serving the Grosvenor Hotel as well. It therefore contributes to the offer and vitality and viability of the city centre. Welcome recognition as a gateway car park in the plan.	Car Parking Strategy	Noted.
W23	Should rename 'The Mall Precinct' car park the 'Grosvenor Shopping Centre' in the City of Now Access and Movement diagram.	Car Parking Strategy	Noted.
R20/R62	Little support for the Theatre on the site.	CG1	The option to locate the Theatre on the Little Roodee has been rejected by CWaC and therefore reference to it removed from the One City Plan.
W47	An assessment is needed of the number of cultural facilities Chester can support.	CG1	A cultural masterplan and a heritage asset review for Chester will be undertaken - this will enable this assessment (Living City - Action 5, page 40)

	Support for landscape project in roofed structure for coach parking and parking facilities.	CG1	Noted. Any proposals such as this will be tested and analysed in details before any practical implementation. The specific reference to the type of structure has been removed but facilities for car and coach parking in this area are stated. (The Little Roodee, page 64)
W19	Concerns for how landscaped roof structure for coach parking will work practically.	CG1	Any proposals such as this will be tested and analysed in detail before any practical implementation. The specific reference to the type of structure has been removed but facilities for car and coach parking in this area are stated (The Little Roodee, page 64)
R27	Little Roodee is an important car parking facility for the City	CG1	The Little Roodee is identified as an outer level car park for the city centre (page 51).
W19	Little Roodee will remain the key site in the City for tourist coach parking (unless another location can be found within the city centre).	CG1	The planning of the Little Roodee area will include coach parking provision (CG1, page 64).
W21	Feel that Little Roodee is not central enough location to be redeveloped as an entertainment venue.	CG1	Noted concern, however the One City Plan highlights the need for the area to be reconnected to the rest of the city so that residents and visitors get maximum benefit of this area. Its location should therefore not prevent cultural uses.
W9	Little Roodee includes areas of flood risk - sequential approach to site layout should be considered with development on lower areas of flood risk.	CG1	Noted as a key feasibility consideration.
W25	Setting of the Castle and important views on approach to the city should be protected.	CG1	The site of the Little Roodee demands three strong design responses, namely the river view, Castle Drive and Grosvenor Bridge (CG1, page 62).
W25	Desk based archaeological assessment should help inform decisions on future use.	CG1	Noted - this will form part of any development proposals.
R38/W19/W33/W37	Want to see much more made of the Castle including easier access and better promotion of what is there and its historical and architectural significance – feel that this will add greatly to telling the story of Chester and to the visitor economy. Need to breathe life back into the redundant buildings. Call for bringing back the beating retreat on Castle Square.	CG2	The importance of the historic and heritage assets of the Castle complex is now fully stated in the One City Plan. Opportunities for an exciting visitor attraction and complementary commercial activities are promoted in the document. Opportunities for temporary appropriate events will also continue to be explored in liason with key parties. (Chester Castle, page 64).
W22	Suggestions for using Castle Square as a public space as appropriate are welcomed but also recognise the important car parking facility the space provides e.g. for St Mary's Centre	CG2	An interlinked transport and parking strategy is referred to in order to achieve the full potential of the Castle Gateway. (The Little Roodee, page 64). This will also be fed into the city wide Parking Strategy.
W33	Need a balance between removing the cars and temporary events, which could increase clutter within the space.	CG2	Reference to the planning of some parking in the area is stated and the point is made that the massing of this needs to be carefully considered. (The Little Roodee, page 64). Specific references to the events in Castle Square have been removed.
R48	Include references to the significance of the architecture of the Castle Complex	CG2	The historic and architectural importance and value is now recognised in the One City Plan. (Chester Castle, page 64).
R23	Increase awareness of the Castle and Walls to the 'passing public' - genuinely still don't know how to get near to the actual castle, if it is actually open to the public or what it contains of interest.	CG2	Increasing the awareness of the Castle complex will be one of the key considerations in promoting its heritage and visitor appeal.
R59	Need careful planning of cycle and pedestrian access to reduce car travel.	CG2	There is and is likely to remain a significant provision of gateway car parking in this area. It is recognised as one of the key gateway locations. However, a longer term aspiration within the One City Plan is to improve connectivity for predestians and cyclists to the Castle Gateway area. (Grosvenor Roundabout, page 64/65).
W37	Investigate applications for funding from EU and private sector sources to help resolve.	CG2	The delivery chapter states a number of sources and funds that could be considered to achieve a number of development projects in line with the overall vision and objectives of the One City Plan.
R42	Former St Martin's Lodge site for residential use.	CG4	The One City Plan supports the building being retained and returned to a use. (Former St Martin's Lodge, Nuns Road, page 64). The specific use must be determined through the planning process.
W19	What plans are there for Grosvenor Museum?	CG5	Investment in Grosvenor Museum is planned for the short to medium term and this will help to secure its position as the flagship museum telling the story of Chester. (CG5: Grosvenor Museum, page 64).

W47	Grosvenor Roundabout is visually more attractive than the other two roundabouts because of the scale and quality of the surrounding buildings and the trees in the middle.	CG6	Noted, however it is also considered to be a pedestrian and cycle barrier between the historic core and Castle Gateway.
R31/R48W16/R37/W47	Chester is tatty, scruffy, dirty and unkept - pavements, grass, trees, steps, Rows, cabling, boarded up buildings, market area in particular etc. The city needs a 'make over' to look manicured. Need for simple maintenance in number of areas across the city. Applies to public and private areas that are visible and part of the environment.	City Clean Up	Strong views on these matters were noted and consideration given to them as part of the review of the final document. A 'We Love Chester' campaign has subsequently been launched with the involvement of the voluntary and education sectors. Initial clean up days are being rolled out.
R40	Princess Street car park environment very poor.	City Clean Up	Noted. This will form part of proposals in the northgate area.
W36	Importance of 'basic housekeeping' is stressed to improve civic pride and credibility.	City Clean Up	Noted. The 'We Love Chester' campaign is engaging local residents and volunteers to help build local capacity and pride in the city.
R60	The Garden Quarter - a community to be proud of and a community to protect. The people who live, work and study in the Garden Quarter are justifiably proud of their neighbourhood, and especially of its tangible sense of community. It is a living example of the Big Society. Already witnessed effects of diminished community pride. Neighbourhood is also a 'walk through' for people from the wider area going to/from the city centre and increasingly area is a victim to the 'night time economy'. It seems that the rights of local families, children and young people to have safe outdoor local play areas and to take part in sports is continually overlooked - canal, City Walls, water tower gardens and racecourse do not constitute real local green space - not least as access to the park and racecourse is often prohibited.	CP1	The process of consultation highlighted some key issues and challenges being faced by the residential communities in the Garden Quarter. These need to be addressed through various departments and projects and whilst the geography of the One City Plan does not include this area physically, it is considered that the One City Plan has raised more attention to the existence of these issues.
R60	The Vision of the Garden Quarter as a neighbourhood worthy of celebration and protection should be formally incorporated into the One City Plan and accompanied by strategic and planning processes to support it. The Garden Quarter can continue to build on its contribution to enriching Chester in return. It and other local communities must not be sidelined in the Regeneration process - they are essential to it. A means of addressing this would be the establishment of a Neighbourhood Plan.	CP1	The geography of the One City Plan does not include the Garden Quarter physically but neither does it preclude any neighbourhood planning processes in such urban areas. It would support such an approach and would encourage further opportunities for engagement as the One City Plan is implemented.
W24	Support for aspiration to improve pedestrian links between the canal and river. However, development sites with the potential to enhance the protection of the waterside are limited. With this in mind it may be appropriate to identify other potential development areas (e.g. Land adjacent to Scout Hut, Home Guard Club)	CP1	Links between the River Dee and Shropshire Union Canal are promoted in this part of the document. Further potential development areas are noted and would be valuable additions should they be brought forward.
C4	Disagree with incorporating student housing into the development. Do not need more student flats without on site parking facilities - already a severe parking problem in the Garden Quarter.	CP1	The One City Plan does not specify types of residential accommodation but emphasises the need for these to be appropriate.
R35	Current development at Tower Wharf is inappropriate in its style and disproportionate in its scale.	CP1	Noted views.
R52	Building family accommodation on the final major plot of land at Tower Wharf is going to cause problems - Telford's Warehouse with a late license would create a terrible clash with families living with small children. It would be better to put family housing on the Upper Cambrian Road plot (CP2) and put student accommodation at Tower Wharf, with parking provision. It would be even better to build studio flats, which could in the event that student numbers fail, give an opportunity for people to get on the property ladder. Feel must consider everyone in the neighbourhood - business, private home owners, landlords, council tenants, students...the lot.	CP1	The One City Plan proposes delivery of further appropriate residential development on this site, and does not specify type.
R53	Site comprises approx 35% of the Garden Quarter - therefore impact on rest of Garden Quarter is significant. At present approx 40% of the residential stock is made up of HMOs and flats (occupied by students from the University). Permanent residents in the area are united in the belief that any increase in part-time residents will have a detrimental effect on what is now considered to be one of the most successful communities within the city of Chester. Urged to reconsider the provision of further student accommodation in the plan.	CP1	The One City Plan proposes delivery of further appropriate residential development on this site, and does not specify type.
R53	Believe the site would be ideal for 12-14 town houses, bringing families with children into a neighbourhood with extremely good school facilities. The Grade II listed building could be converted to office space if there was a need for such, although the parking problem would prove a factor.	CP1	Noted this suggestion. It will be for the developer to propose a scheme of housing on this site should they wish to. The One City Plan does propose delivery of further appropriate residential development on this site, but does not specify particular type.
R59	Cycle parking and two way cycling on Garden Lane should be referenced and implemented.	CP1	Noted but this is beyond the geographic area of the One City Plan. This should be fed into a cycle plan in this area.
R52	Proposals for 2 large blocks of residential accommodation on this site is utterly inappropriate. It is not part of the Tower Wharf development site in reality, it is a separate space adjacent to an isolated residential areas confined by the canal on the east, a steep hill on the west and the back of a developed street of houses to the north.	CP2	The draft One City Plan for consultation (May 2011) was not clear in the area it was proposing for residential accommodation. To confirm, this was not the Former Bluebird Garage Site, but the Tower Wharf Scheme (CP1). In response, this is now made clear in the final version and CP2 is a separately identified area called 'Former Bluebird Garage Site'. Low density family housing is supported on this site. (Former Bluebird Garage Site, page 78).

R25	Overall magnitude of costs for main elements, and approximate phasing should be given. An indication of what parts of the costs should be council funded or other public sector funding should be stated.	Delivery	This is noted as key tasks within the delivery of projects, but is too specific for the One City Plan as a strategic framework.
R54	Progress should be sooner than 2027.	Delivery	The One City Plan has adopted a 15 year timeline to coincide with the Local Plan timeframe. This does not mean that there will not be any progress before 2027. On the contrary, a 3 year priority programme is set out and a number of projects and developments will come forward much before 2027.
W20	It is recommended that more detail is included on the monitoring and review of plan performance. It is important that the plan should identify a range of indicators with appropriate targets to cover key areas of the natural environment.	Delivery	The information gathered and analysed during the development of the One City Plan provides a foundation from which to build a performance monitoring framework. This framework will be developed and put in place over the coming months.
W47/W53	Plan warmly welcomed. Particularly reassured by the democratic process it provides for the delivery of this vision. The proposition of a single document rather than, a series of sometimes seemingly unconnected initiatives were welcomed. However, its treatment of the subject matter is uneven in detail, and in its desire to be visionary it fails to 'grasp the nettle' in spelling out the contradictions between existing plans or the implications of new ones. Proposal of priorities is premature and needs a critical appraisal of projects and a 'decision tree' showing how schemes logically depend on one another. Concern that there is a tension between a document that sets out to create a vision and one that is action-orientated to the extent of setting out a timetable for implementation. The latter needs to spell out the contradictions between existing plans and the logical dependence of one decision on another. Too much emphasis on aspiration, and too little on detail.	Delivery	The One City Plan has attempted to address some key debates for example economic progression through development and celebrating the unique historic environment. However, some of the arguments are very complex. Through the delivery framework, have continued to explore opportunities to appraise projects and have developed a project proforma to capture key outputs, risks, actions etc.
W53	Once the Plan has been approved it should be adhered to, and therefore be no need for further new plans in the future.	Delivery	The One City Plan recommends three key strategies should be developed - Transport Strategy/Implementation Plan; Waterways Strategy and Cultural Masterplan. It is intended that the One City Plan will be the overarching framework and will be monitored, reviewed and updated annually.
W51	There should be primary organisation with a simple name like "Destination Chester " to act as a catalyst for change and prevent unnecessary duplication of resources.	Delivery	The Chester Renaissance name will continue.
C2	Need to determine who does the monitoring review exercise - suggestion it should be the Council.	Delivery	Reviews will be completed by Chester Renaissance in close consultation with the Council. It will take account of the annual monitoring duties undertaken by the Council's Spatial Planning team (page 94).
C2	Must understand ownerships - buildings not in public ownership are more difficult for the public sector to influence e.g. Castle and Cathedral.	Delivery	This is a key consideration of delivery and included within the developing project proformas.
W1	Need to understand how projects will be delivered and need more detail of this.	Delivery	This is part of the delivery framework within the One City Plan.
W19	The One City Plan must lead to real action on the ground. Many documents and words have already gone before it, with the same deliverability intentions.	Delivery	The delivery chapter of the One City Plan has been strengthened and advanced and a delivery framework sits behind it. Delivery is a key principle of the One City Plan and the need to demonstrate and prove deliverability is fully recognised and understood.
W21	Question how deliverable some of the opportunities are as appear to be very ambitious and a little too prescriptive.	Delivery	The delivery chapter of the One City Plan has been strengthened and advanced and a delivery framework sits behind it. Delivery is a key principle of the One City Plan and the need to demonstrate and prove deliverability is fully recognised and understood.
W33	Need clarity on when the review process of the One City Plan will happen and what will trigger this.	Delivery	The review process is intended to be undertaken annually. It will reflect any major changes that impact on the feasibility and deliverability of any of the projects within it.
R22	Suggest transparent approach testing projects suitability, acceptability and feasibility.	Delivery	This has been part of the Delivery Framework and a proforma for projects has been created to capture these types of considerations.
R43	Hydroelectric station on Weir should provide our basic electricity, and not be suggested it could simply illuminate the Walls.	G1	The feasibility study suggests that the hydroelectric station could certainly be used for contributing to basic electricity supply. Reference on page 66 'The energy produced could be targeted towards specific uses and projects.'
W9	Environment Agency and Natural England will need to be involved in the proposals to re-introduce a hydroelectric station on the Weir	G1	Noted. Key agencies and partners will be fully engaged in the project.
R14	Excavation of the rest of the amphitheatre and restoration of Dee House presents a difficulty if both are to be shown to their best.	G2	Noted. Consideration has been taking place for some time and a decision will need to be taken by the Council on the approach to be followed.
R14	Look at other examples e.g. Acropolis Museum, Athens - glass floor to expose the ancient remains while creating a beautiful building on top.	G2	Noted. Other examples of best practice should be part of the considerations.

R18	Appreciation for mural painted on 20th Century 'dividing' wall but feel it would be better to continue to excavate over a number of years - especially to expose the Western Gate.	G2	The One City Plan acknowledges that the Amphitheatre is somewhat of an anti climax and could become a must see historical, educational and cultural attraction.
R20	Liking of work done on the Amphitheatre.	G2	Noted.
R23	Amphitheatre still feels like a land-locked island and having Dee House overshadowing it does not help the overall appeal.	G2	Noted. The One City Plan acknowledges that the Amphitheatre is somewhat of an anti climax and could become a must see historical, educational and cultural attraction.
R23	Why do later extension and associated outbuildings of Dee House need to be retained? They act as a visual barrier to the Roman Gardens.	G2	Dee House is a listed structure. A decision will need to be taken by the Council on the approach to be followed.
R23	Roman Gardens feel fenced off and there could be a better 'flow' around Pepper Street, across Souters Lane and down the the River.	G2	It is noted in the document that Souters Lane and the Roman Gardens need to work better together and enhancing permeability through the Roman Gardens provides a key route to the River Dee.
R25	Amphitheatre is an attraction people visit because they are in Chester, it is not something that people specifically come to Chester for. To suggest it could become a 'world class' attraction is wildly optimistic and plans should be abandoned to achieve this.	G2	Whilst the One City Plan acknowledges the challenges with the Amphitheatre, it has been improved through recent projects and it could become a must see historical, educational and cultural attraction because of its very presence and status.
R44/R58	Would prefer excavation of complete amphitheatre space and then to be used for theatre, displays (including museum artifacts), and exhibitions. Untapped potential of our Coliseum - want to see Dee House demolished.	G2	Noted view. However Dee House is listed and this is a major consideration.
W19	Anticlimax is an understatement and we need to desperately decide what to do with Dee House and get on with it!	G2	Agreed and acknowledged.
W33/W47	Need to clarify proposal to consider established arena seating - whether this means infrastructure to enable seating or if seating will be permanently there. The Scheduled Status could prevent this. It would render impossible the appreciation of what little does survive of the Roman Amphitheatre.	G2	Any proposal for more permanent seating would need to be fully worked up in detail including the constraints noted by the respondents.
W36	Area around the amphitheatre and towards the river provides an alternative location for a lively artisan quarter. Provides inspirational location with opportunity to create strong links with River, and then allows Commonhall Street to provide business space.	G2	Unsure of the space that would be available to be developed for such an artisan area in this location and consider the area is more suitable to cultural and leisure activities because of its nature and assets within it.
R62	Demolish the Gergian House and re-build the half that was destroyed.	G2	Noted view. However Dee House is listed and this is a major consideration
R62	Improve the year-round displays of the flower beds in Grosvenor Park.	G3	A major scheme of refurbishment is planned for Grosvenor Park that will include the flower beds.
R62	Promotion of the Groves would benefit all businesses.	G4	Noted. The River Dee Waterfront is a project within the One City Plan (G4: River Dee Waterfront, page 71).
W29	Routes to the River and Groves need to be accessible for all.	G4	Noted. The secured funding to deliver the Grosvenor Park major improvements will result in a more accessible route being provided.
R55	A clear map should show how near Amphitheatre is to the heart of the city centre (Eastgate Clock) and show pedestrian movement down St John's Street and priority pedestrian crossing of the reduced traffic (Vicars Lane/Pepper Street).	G5	Noted. This will be fed into the wayfinding project.
R31	Both sides of the River should be in the One City Plan.	General	The physical focus of the One City Plan remains bounded by the River Dee.
R10	More emphasis on needs of disabled people in the document.	General	Noted and this has been developed in the Movement and Accessibility chapter (page 42). It is also highlighted as an aim of the One City Plan (page 28). Recognise that more references can be included but that the document has many themes and subjects to balance and include.
R01	Need to address reasons why retail and commercial premises are empty.	General	The economic recession and period of recovery is a key reason. The actions developed in the Business and Investment chapter are intended to help promote/support Chester's growth.
R35	Concerned that One City Plan proposes interventions in planning processes.	General	The One City Plan does not have the status of being a statutory planning document. It's intention is to be a material consideration in the planning process but will not have statutory weight.

R35/R04/R59/R06/W21	Concerns that Chester Renaissance is unelected, not transparent and unaccountable - with no local community representation.	General	Chester Renaissance Board has Local Council Member representation as well as local business/resident representation and has moved to publicise its minutes. It acts as the interface between the Council, Renaissance, partner agencies and wider stakeholders. To maintain a participatory relationship, a One City Forum and specific topic related Advisory Panels are proposed to engage with the Renaissance Board to develop new ideas and review progress.
R11	Chester Renaissance should be a public development company.	General	Noted view.
R70	Disagree with statement that 'Chester is standing still' but there is room for improvement.	General	Noted view, however analysis and discussion supports the statement as a view of the majority.
R01	Retail and recreational needs are medium to long term goals in current financial climate.	General	Noted view - however these are key elements of the city's economy.
R01/R55	More communication through local press is needed and would like to see detailed maps in the press and regular surveys of residents, visitors, organisations.	General	Noted. Communication through a number of channels, including local press is a key part of ongoing engagement.
R11	Concerns about lack of delivery by the Council.	General	Noted view. Delivery is a focus for the Council and its partners.
R03	Against plans to remove subsidised transport for students.	General	Noted and will pass to Transport Services as outside remit of the One City Plan.
R31	Let the projects speak for themselves, rather than propaganda.	General	Intention to do this through press and media channels.
R39	Concerns about increases in rubbish at end of University term times.	General	Noted. There is an education programme in place and 'on the spot' fines have been introduced to help reduce the problem of abuse.
R48	Reduce numbers of street buskers.	General	Noted, however this remit sits with Licensing. Will pass views on to the relevant team.
R52/R62	Greenbelt is important and there are Brownfield sites that could be used more effectively. We owe it to future generations to protect the Greenbelt. Low Growth Strategy should be implemented to protect the Green Belt.	General	As more evidence is gathered about the future growth needs of Cheshire West and Chester, the availability of land becomes an increasingly important issue. The amount of housing and employment land is critical to ensure the borough continues to prosper in the coming years. However we must also consider whether the land we have available is the right sort of land and in the right location to meet our needs. Much of the land across the borough is subject to development constraints. We may have to examine these constraints and see if they are acting in the best interest of CWaC. The most important designation affecting the location of development in the borough is Green Belt. This national designation serves an important role ensuring the countryside is protected from encroachment, preventing urban areas from merging and retaining the special character of the rural area. The questions being raised will be given thorough consideration during the preparation of the CWaC Local Plan.
R59	Third sector should be actively involved in the One City Plan's implementation.	General	Noted. A presentation was made to a well attended third sector during the consultation period. Engagement and involvement of the city's communities and neighbourhoods highlights increasing the role of the third sector specifically (People and Communities: Action 6, page 31).
R62	There is a lack of public toilets.	General	Noted.
R62	Disagree with any proposals to turn City Road into a boulevard - where will traffic go?	General	There is no intention to close City Road to vehicular route because of the link with the railway station. The improvement of the public realm along it is a key aspiration.
R08	Would like to see a city centre 'spiritual care space' welcoming to people of all faiths.	General	Noted and would support groups wishing to pursue this idea.
R09	Any realistic plan should take into account the projections for little or no growth in the UK economy for at least the next decade.	General	Noted.
W1	Sport and well being should be highlighted. Participation in the city as residents and voluntary opportunities, community engagement and the power of that as part of the process to becoming active citizens.	General	Noted. Actions 1 and 2 within People and Communities chapter highlight these areas. (Page 29).
W11	Visitor experiences are required across the city.	General	Noted.

W11	Chester should invest in market intelligence and segmentation to understand markets better and communicate in a more effective and targeted way.	General	Noted. This will be part of the performance monitoring framework also. A number of organisations should take part in it.
W15	Are other reports being suppressed as a result of the One City Plan? What about recommendations in other reports? E.g. Local Distinctiveness Study.	General	The One City Plan has not replaced all of the existing active documents, but rather joined them together into this one overarching strategy. The existing documents will continue to play a key role in delivering specific projects or actions. (Introduction, page 7).
W17	Major concern that there is no mention of current or planned disabled facilities in the Plan.	General	Being accessible for all is a key aim of the One City Plan although specific measures are not included.
W19	Need to be clear that this is not a statutory document or formal 'Policy'.	General	Noted. This has been further clarified and set out in the introductory pages (pages 5 and 8).
W19	City of Now section is a good analysis of the current conditions. Two statements have particular resonance - 'Chester is standing still and by doing so is neglecting the assets it fiercely seeks to protect' and 'the city centre offers limited continual and permanent cultural amenity and activity'.	General	Noted.
W21	Geography of the plan should be widened to include the University campus, Business Park, Cathedral and Zoo.	General	To clarify that the Cathedral Quarter is included within the historic core. The relationship of the city to the University, Zoo and Business Park is recognised, but the focus for projects is within a tighter geography as pointed out by the respondent.
W21	The sites identified are the same as previously highlighted and the document is treading old ground.	General	Noted. However, the One City Plan is taking a co-ordinated approach that the city's strategic documents have not done previously.
W21	Criticism is that the plan is a vehicle for 'vested interests' and ignores wider community and wider development opportunities.	General	Noted the concern expressed. However, the One City Plan encompasses a wide community input and numerous development opportunities, including those of the private sector.
W21	This document is simply another regulatory planning tool in waiting and consider it will be used by the Council in determining planning applications. LDF (Local Plan) should be principal tool.	General	The One City Plan is a non-statutory framework. The Local Plan is the statutory planning document, which will guide future growth across the borough. The aims and objectives of the One City Plan will form an evidence document within the emerging Local Plan.
W21	Call to see a response to the ULI report.	General	The One City Plan is a direct response to the need for a single clear co-ordinated strategy as recommended by the ULI. The Council has issued separate communications in response to the ULI findings (see press archive).
W21	The city will and must accommodate growth but it is for the LDF process to identify suitable locations.	General	Noted and agreed.
W21	Chester could learn from larger cities how to pitch and place itself.	General	Noted, however Chester must focus on its distinctiveness.
W21	There is a body of experience and talent within the city through professionals that have engaged in the past, but have seen little empowerment in return. Many see this plan as another episode in taking a well trodden path. Solutions are on the doorstep and engaging consultants in this exercise is not supported.	General	The One City Plan promotes an ongoing participation on specific topic related areas such as business and property through Advisory Panels, this will ensure these experiences and talents are engaged again moving forward.
W29	Graphics and font used for the document should be more accessible and in line with the 'See it Right' RNIB guidelines.	General	Noted. Improvements have been made in the final presented version.
W29	All new developments should include a Changing Places facility. The main benefit of providing this facility is that they enable disabled people to visit a particular place for longer periods.	General	Noted. This is recommended to be passed to planning policies.
W31	Interested in wider relationships with Cheshire and the North West, especially for funding and marketing opportunities.	General	Relationships and opportunities within the LEP area, neighbouring LEP areas and with North East Wales are highlighted.
W33	There are differences in the wording relating to different proposals - some suggest implementation whilst others are caveated with feasibility testing etc. The Plan needs to acknowledge the constraints that will need to be considered as part of the development process. The document should reference the process which all proposals will need to go through.	General	The purpose of the One City Plan is not to preclude development or constrain new opportunities but sets a framework at the current point in time. It does not interfere with the statutory planning process, which is references on page 6 of the document. The wording of each of the projects has been developed to reflect the opportunity as accurately as possible.
W33	The document should cover small scale projects as well as large ones, as cumulatively they will have an equally dramatic impact on the city. E.g. maintenance of buildings, advertising strategy.	General	The purpose of the document has been to focus on the key development opportunities otherwise the document would become unmanageable. However, smaller scale projects are noted and form part of day to day programme management.
W36	The Eaton Estate has a critical mass and scale and being close to the city centre creates a key opportunity in relation to the urban-rural interface.	General	Noted and opportunities to develop this interface should be actively explored.

C2	Car parking in this area results in increasing numbers of car park users parking for free in the streets of Newtown - causing distress to local residents.	GS1	Noted. This is a management issue raised with Car Park Services.
R59	Transport drop off points need to be linked in this area.	GS1	This will be fed into the Transport Strategy/Implementation Plan as well as considered as part of the specific Gorse Stacks options.
R30	With the effective severing of the southern link of the Inner Ring Road, Gorse Stacks could become the transport hub for the remaining 'horseshoe'. It could be both a green open space and a bus exchange.	GS1	Part of Lower Gorse Stacks is currently being considered as an option for the location of a future bus facility. The One City Plan recommends that this is developed as part of a wider scheme and tested as part of a masterplanning process. This could include open space provision. (Lower Gorse Stacks and Cow Lane, page 77).
R30	If it takes in the whole area (up to and including Delamere Street) it could host regional, national and park and ride services and serve a continuous flow of free 'hop on - hop off' shuttles. This would require all current planning permissions on Gorse Stacks to be withdrawn - this is the biggest challenge.	GS1	The One City Plan is not able to recommend withdrawal of existing permissions or schemes on the upper part of Gorse Stacks. The focus for the One City Plan is on Lower Gorse Stacks and Cow Lane, which can be influenced (Lower Gorse Stacks and Cow Lane, page 77).
R30	An OCP guidebook for developers would be useful - particularly for Northgate and Gorse Stacks.	GS1	It is not a One City Plan guidebook, but the intention for the Manifesto for Contemporary Design is to inform high quality development by all parties. (Living City - Action 2, page 37).
W24	Support for relocation of the bingo hall and for commitment to secure active ground floor retail/leisure uses adjacent to the canal. This will be essential to ensure development interacts with the canal corridor and encourages activity and animation on the waterside.	GS1	Noted.
W24	Opportunities may exist to improve visitor mooring facilities adjacent to Cow Lane Bridge to encourage more use by boaters.	GS1	The One City Plan now specifically recognises that opportunities to promote the canal and its integration with canalside developments and surrounding areas are extensive and should be fully realised. (Living City - Action 4, page 39). In addition, a statement referring to the city as a 'must see' destination for waterways users has been included. (City of Now - Access & Movement, page 24).
W24	The area of amenity space between the canal and the City Walls would benefit from improvement, in order to encourage pedestrian movement between the canalside, City Walls and city centre. At present it is uninviting and underused.	GS1	The canal side amenity must be maximised to its full potential in this location by introducing signage and developing a mixed use scheme that includes residential with active ground floor retail/leisure uses fronting onto the canal. (Lower Gorse Stacks and Cow Lane, page 77).
W47	Reformatting Hoole Way roundabout might give opportunity to repair part of the 'shatter zone' around that section of the Inner Ring Road, and especially restore some continuity to the Frodsham Street - Brook Street axis.	GS1	The reorganisation of the Hoole Way roundabout is identified as an opportunity as GS4. Improving the link between Brook Street and Frodsham Street is a particular element that is noted. (St Oswald's Way and Brook Street, page 78).
W47	Redevelopment of Gorse Stacks need to be considered as a whole and ideas about a bus facility there need to be resolved at an early stage.	GS1	Part of Lower Gorse Stacks is currently being considered as an option for the location of a future bus facility. The One City Plan recommends that this is developed as part of a wider scheme and tested as part of a masterplanning process. (Lower Gorse Stacks and Cow Lane, page 77). The feasibility/masterplan process is taking place this year (2012).
W15	Gorse Stacks Development Brief should be referenced.	GS1	The One City Plan has set out to join together current documents including Development Briefs. This is still relevant and has informed the preparation of the One City Plan.
C2/W19/R52	Strong views against relocation of the market to the Kaleyards. Shopmobility and disabled car parking facilities in this location are highly valued.	GS2	Noted these concerns. The relocation of the market to the Kaleyards is no longer considered a viable option. The importance of car parking and shopmobility is recognised and would need to be considered as part of the development process.
R52	Strongly against a two storey proposal.	GS2	Noted. The relocation of the market to the Kaleyards is no longer considered a viable option.
R31	The Walls have not been properly assessed - need to protect their views and appreciation of these defences.	GS2	This must be part of any development proposal in this location.
R44	Kaleyard gardens/green space would be extension to Cathedral Quarter. A section could be retained for shopmobility and parking. Utilise for open air markets etc.	GS2	Noted this idea. The connection with the Cathedral Quarter is recognised in the document.
W47	View that present condition of the Kaleyards leaves considerable room for improvement.	GS2	Noted. The One City Plan supports exploring appropriate options for improvement.

R12/W19/W30	The proposed relocation of the Northgate Arena is concerning - where else in the city can be so easily reached by all forms of transport?	GS3	Noted concerns. This will be analysed as part of Leisure Review and development strategy.
W47	What are the facilities that might be displaced redevelopment of Gorse Stacks?	GS3	This is to be determined from detailed analysis and proposals for lower Gorse Stacks and is as yet uncertain.
W47	What sites are being considered for the relocation of Northgate Arena? These locations could impact on other parts of this plan.	GS3	This will be analysed as part of Leisure Review and development strategy.
R39	Increases in costs were not consulted.	GS3	This is not within the remit of the One City Plan but has been raised with Leisure Services.
R25	Demand must be proven, otherwise risk simply increases in vacant premises.	H1	It will be a prerequisite that market demand is undertaken as part of a scheme's development.
R25/R62/R38/R44/V2/W47/W42	New market within the scheme would work better than on Kaleyards and should be a priority, including need for more signage – indoor market should be in Market Square/retained behind the Town Hall. Invest in current building.	H1	This will be considered as an option as the proposal is developed.
R25	Any new market facility should aim to gain small, upmarket stalls to appeal to a wider range of potential customers (as well as the present types of vendors).	H1	The aspiration is to improve the quality of the market.
R22/R55	The original idea of the Northgate scheme locating the market behind the façade of the library is supported. Also, support for Northgate to include other offers e.g. improved library, performing arts venue, new traditional Chester market, interchange facilities and car parking.	H1	Noted.
R52	Worry about impact on rest of the retail area – that it will draw investment and trade away from other areas.	H1	Noted. It will be a prerequisite that market demand is undertaken as part of a scheme's development.
R30/R62/W37	Chester should be about independents that offer something distinctive – worry Northgate will lead Chester to being a 'clone' city.	H1	Scheme will seek to ensure that market demand is met. The aim is for the scheme to be of a high quality and complementary to the remainder of the city centre's offer.
W37	Northgate delay has exposed damage to Chester enterprise. Not able to offer certainty to local entrepreneurs. The rundown of Chester Market is an example of this.	H1	Acknowledged, every effort is being made to improve the position in the current economic climate.
W37	Concern about impact on Chester's retail offer if the Northgate scheme goes ahead in terms of disruptions during what will be a major build. Smaller piecemeal projects may offer better alternative.	H1	The scheme has to be viable. Efforts will be made to ensure disruption is minimised - these details will need to develop when scheme is further advanced.
W37	Concerned about delay with Northgate scheme, increasingly overshadowed by the Liverpool One scheme. Concerned that retail strategy based around department store (House of Fraser) is past.	H1	Northgate scheme is required to arrest Chester's falling position in the retail rankings. A 'Retail Capacity Study' will address appropriate size/nature of retail mix.
W36/W25	Must integrate with rest of city and should link with other areas e.g. Cultural Quarter around Town Hall Square. Must complement the Rows and connect with historic core.	H1	Noted. A masterplan is being initiated to ensure this integration is achieved.
R35	Foregoing other opportunities to regenerate this area in shorter term – no one will want to invest in The Forum, Bus Exchange or Gateway.	H1	Noted, however Chester needs a step change in its retail offer that will be provided by the Northgate scheme.
W21	Offers opportunity to develop as a centre for culture, heritage and leisure – time for retail and residential has passed.	H1	Northgate will be a mixed use scheme but it must be viable.
W47	Should be a bus station or at least a drop off point in the development.	H1	Intention is that there will be some bus provision and penetration into the scheme.
R59	Cycle permeability study for the site should be implemented.	H1	Cycle permeability will be addressed on a city wide scale as part of the Cycle Strategy and integrated into the Transport Strategy/Implementation Plan.
C1	Northgate scheme needs to bring something new to Chester such as Harvey Nicholls.	H1	Agree. However, this will be driven by the retailers' own requirements.
W15	ULI references Cathedral and Northgate scheme as important but not the more northerly part of Northgate Street.	H1	Northgate Street is identified as a project within the One City Plan (H7: Northgate Street, page 57).
R23/W33	General agreement that the Square is in need of improvement including removal of clutter.	H2	Noted.
W25	Should link to Cathedral Quarter public realm.	H2	Noted. The reference to Town Hall Square also includes the adjoining public realm as part of neighbouring schemes and areas (H2: Town Hall Square and adjoining public realm, page 56).
W33	Already a well used space, but could be improved to enhance its use.	H2	Agreed - ambition is to improve it as a place for people to meet, use and enjoy.
R34	Dean's Field needs securing to prevent current miss-use.	H3	Noted. Use of Dean's Field will be explored in the short term as part of the Cathedral's portfolio.
R35/R04/R52/R62/W37/W47	General support for protecting the grassed areas and concerns for removing green space with any public realm scheme from St Werburgh Street - view that it contradicts objective of increasing tree planting and developing new green space. St Werburgh Street is and always has been a distinctive area - considerations should be given to making it greener and more secluded.	H3	Noted. The public realm proposals for St Werburgh Street are no longer active. Any plans for the future of the quarter will provide a framework to include high quality landscape design.
W22	Proposals for the interior of the Cathedral should focus on enhancing the Cathedral as a venue for large scale musical performances.	H3	Noted. The Cathedral provides one of the key cultural venues in the city. (Living City - Action 5, page 40).
W15	Concerns that Cathedral brief is not included in the document nor is visible and that Cathedral monopolises resources in that part of the city.	H3	The Cathedral Quarter opportunity has been informed by the communicated vision and future plans and proposals taking a comprehensive approach to future regeneration of the area as a whole.

W19	Would like to see emphasis on what can be achieved in the Cathedral Quarter as a whole.	H3	The Cathedral Quarter opportunity is set out more holistically on page 56 and as part of the Action on page 40.
R28/R38/R52/R62/W47	Support for Odeon as theatre site. Complement existing venues and have maximum benefit to surrounding businesses.	H4	CWac has confirmed decision that the new theatre will be based in the former Odeon Cinema and adjacent buildings.
R38/R39	Should explore cinema as part of a theatre/cinema complex.	H4	Noted. Specific details for the theatre are under full consideration.
R43	Should be addressed quicker than in current timeline (completion in 4 years).	H4	It is intended in the development programme for the theatre that it will complete in 2015.
R62	Restaurants and hotels by the Odeon site would work well together.	H4	Noted. There are a number of interfaces and relationships that will be considered.
W25	Evaluate the archaeology and internal features of the site.	H4	Noted. This will be a key part of the design development stages.
W37	Theatre should be small 'boutique' in size.	H4	Options/feasibility study for the Theatre concluded that Chester can accommodate up to c.800 seats facility. (Theatre, page 56). The proposals for the Theatre are also considering small studio facilities for smaller events and community use.
R48	Plan for the theatre in 2011 proposal 'Chester in Concert Friends Newsletter September 2011' addresses all the requirements of the city centre, buses, library, cinema.	H4	Detailed plans for the theatre will be progressed over the coming months. This is not the intention of the One City Plan.
W19	Support for ideas for Artisan's Quarter in this area. Long-neglected part of the City, which would greatly benefit from a new vision embracing high quality housing and small scale industries.	H5	Noted.
R30	Artisan Quarter is in line with the 'quirky, boutique' feel envisaged by the ULI report.	H5	Noted.
W25/W47	Area has potential for suggested use. Any development needs to take account of the fact that the area contains largely unexplored archaeology.	H5	Any archaeological exploration would be undertaken and the results fully understood including identifying constraints. Archaeology remains are part of safeguarding and investing in Chester's rich history (Living City - Action 3, page 38).
C2/W47	Some debate about family housing being practical – need for infrastructure to support it (children's play space, schools with walking distance, space for car parking). Some preference for 'living over the shop' type accommodation.	H5	Commonhall Street has the potential to become a lively quarter of the city providing some mix of high quality housing, however specific references to family housing are removed. (Commonhall Street Area, page 56).
W33	Concerns over practicalities of achieving rejuvenation of heritage based skills.	H5	The activities in the Quarter should provide for the rejuvenation of traditional, skilled and heritage based trades linked to the Guild Crafts, as this is one type of business/trade activity that the idea of the Quarter seeks to attract. Reference is made to 'contemporary small intimate spaces that can be used for artisans to sell their goods'. (Commonhall Street Area, page 56).
W19	Support for rejuvenation of the Rows.	H6	Noted.
W36	Acknowledge constraints but significant unique opportunity.	H6	Noted.
W33	General maintenance of the Rows is important.	H6	Noted as important. However, the Council cannot enforce maintenance upon private owners. Part of the feasibility work will be identifying and working with individual owners to promote the aspirations and improvements.
W53	Viability challenges, complex ownerships and constraints around significance of the historic environment of the Rows should be made clear in respect of any ideas for schemes e.g. Hotel use in upper floors.	H6	Noted these constraints - part of important feasibility stage.
W53	Identifying owners and developing joint management proposal is supported but is a challenge.	H6	Part of the initial feasibility work will be identifying and working with individual owners to promote possible ideas.
W36	Accessibility and lighting are key issues – should consider sacrificing retail unit to gain much better access.	H6	Noted this idea and should be explored as part of feasibility and option development.
W14/W15	Needs discussing as specific area in OCP. Rufus Court, Quarry and Northgate Street should be identified for development. Northgate Street be identified as an area for development extending back from its frontages.	H7	Northgate Street is now identified as development opportunity H7 within the Historic Core (page 57).
W14	Regret Northgate Street has been ignored by the One City Plan and that the street and the derelict and run down areas, many owned by the Cathedral, are not prioritised by the Council for attention and development.	H7	Northgate Street is now identified as development opportunity H7 within the Historic Core (page 57). The Cathedral Quarter is also an opportunity area identified (H3).
W14	Plans to retain Northgate Street as traffic artery should be abandoned.	H7	Opportunities for removing traffic and increasing pedestrian priority will be fully explored as part of the Transport Strategy/Implementation Plan for the city.

W14/W15	Northgate Street should be pedestrianised, outside of servicing times.	H7	Opportunities for giving priority to the pedestrian will be fully explored as part of the Transport Strategy/Implementation Plan for the city.
R55	Seriously consider pedestrianisation of Northgate Street as part of Chester Transport Strategy.	H7	Agreed. Opportunities for giving priority to the pedestrian will be fully explored as part of the Transport Strategy/Implementation Plan for the city.
W14/R34/W15	Support for removing buses from Northgate Street. Suggestion that buses use St Martin's Way to access Princess Street from George Street. Buses can easily access a super-bus stop at the rear of the Northgate development from the ring road.	H7	Opportunities for removing traffic and increasing pedestrian priority will be fully explored as part of the Transport Strategy/Implementation Plan for the city. The Bus strategy will consider options for improving routing with a key objective being the desire to reduce traffic on some of the key shopping streets (page 50).
R63	Against plans to pedestrianise Northgate Street. Enough chaos and condemnation when buses moved to Gorse Stacks as part of the gas works. It is a long enough walk from Gorse Stacks car park to the Northgate Area without being forced to do this again.	H7	Noted this view. This will need to be considered as part of the Transport Strategy/Implementation Plan for the city.
R34	High number of Blue Badges evident on double yellow lines on Northgate Street at any one time. Needs monitoring to ensure there is no abuse.	H7	Noted.
W47	Poor quality 1970s buildings on east side of Northgate Street should be recognised for redevelopment.	H7	Noted. Existing occupiers and owners will be consulted in any proposals.
W14	Area should be branded and marketed to give sense of place – food and arts (food markets) in line with the Locum Report 'Place Shaping'.	H7	Noted. The Locum Report is familiar and noted within the plan.
W15	The unique selling point ascribed to Northgate Street by place marketing experts, Locum Consulting, continue to be ascribed to Northgate Street and not arbitrarily attached to Commonhall Street. Alternatively, what USP and public funds to support it can be ascribed to Northgate Street?	H7	The Locum report sets out that the aim will be to create a 'bohemian feel' with a strong sense of place and this is noted in the One City Plan. The Commonhall Street proposals do not detract from that. It is not the purpose of the One City Plan to ascribe funds to projects or programmes.
W14	Pavements towards university should be widened to enhance links.	H7	Noted aspiration.
W15	Northgate Street has been the historic centre of markets and food, and has some strong food brands currently. This should be recognised in the Plan.	H7	Arts and Food are both noted within the plan (page 57).
W15	The Northgate Street referred to in comments is the street from the Dublin Packet to the ring road. The section from the Dublin Packet to the Cross has a multiple retail flavour of a totally different kind.	H7	Noted.
W15	Suggest a 'ceremonial walkway', to be used every day, from the George and Dragon, down the centre of the road, across the roundabout and through the gate (still in the centre of the road) into what is hopefully a largely pedestrianised street. There is plenty of road space to make this feasible, and it would be stunning as the commencement of parades.	H7	Any specific proposals such as this need full consideration and testing as part of the overall network.
C2/C4/R26	Not supportive of moving the police from the Town Hall – central location seen as being very important.	H8	Noted. Any new location must be to more suitable accommodation in an accessible city centre location (H8, page 57).
W47	Need for joined up thinking about cultural uses considering viability and location.	H8	Noted. This is a reason for the need for a cultural masterplan and heritage asset review.
R22	Suggestion site could be used for car parking to serve the university Riverside campus (and possibly relocate parking to free up Castle Square).	H9	This has not been considered a viable use for the site to date.
W47	Support for active uses along Lower Bridge Street with family housing at the back.	H9	Noted.
W47	Concern about upper floors being successful for family housing.	H9	Noted - although residential uses could still be promoted.
W47	Welcome ideas to improve junction for pedestrians.	H10	Noted.
W47	Suggestion to mark south gate of the Roman Fortress as part of the works.	H10	Noted this aspiration.
W27	Junction with Watergate Street should be more pedestrian friendly.	H11	Noted.
W47	West gate of the Roman Fortress could be marked in some way.	H11	Noted this aspiration.
R18	Would propose a large Conference/Exhibition/Events Centre at the Linenhall car park. It would be possible to construct a 2 level car park surmounted by an iconic conference centre, which could feature open spaces with views towards the Welsh Hills.	H13	Residential uses on the site are supported but alternatives such as the Conference Facility might also be considered by the owner/developer.
R25	Disagree that Chester can be a leader in this area without excessive cost and effort. Instead, should be supportive of national initiatives and ensure not 'left behind' other towns and cities.	LC Action 1	The city is part of national and regional schemes and initiatives, however, it is also important that it seeks to be a leader in elements of sustainability where it has the skills, opportunities and expertise.
R35	Concern over how some proposals for sustainable development are inappropriate developments within historic setting.	LC Action 1	All proposals will need to be assessed individually.
W16/W20/W36	Welcome commitment to support low carbon economy. Chester has opportunity to be an exemplar in trying to address challenges around retrofitting measures into historic buildings as well as promoting sympathetic new build. Look at other examples and examples of new technologies.	LC Action 1	Noted.
W33	Continued use of historic buildings represents a valuable form of sustainable development.	LC Action 1	Noted.
R46/W1	Environmental issues are underplayed. Need to be contextualised issues. Want to see more about reducing carbon footprint of Chester.	LC Action 1	Considered that sustainability is strong within the plan and specifically in Action 5 (People and Communities) and Action 1 (Living City). The review process will enable further reflection of developments in sustainability areas.

W16/W1	Everyone can play a part in making Chester carbon neutral. Chester should have a clear aspiration to be a leader in this area, especially carbon and climate change.	LC Action 1	Noted and some local and community based schemes are testament to this.
W13	More weight could be applied to Green policies (over Conservation policies in some cases).	LC Action 1	Noted, however the balance is important to try to achieve the best possible outcome.
W16	One City Plan could consider management hierarchy for low carbon approaches, normally applied to an organisation. For example approved/certified offsets could have a place in a low carbon city strategy. Low carbon should be explicit within the plan.	LC Action 1	Noted - this could be considered in the Carbon Management Plan for the borough.
W16	Need for awareness raising on sustainability, and especially low carbon. Need an awareness of distinction between economic and environmental sustainability. Need to use future costs as part of presentation. E.g. workshops for specific stakeholders/decision makers, road shows, open days, festival events.	LC Action 1	Noted - this is more detail than can be included in the One City Plan but could be included in specific documents relating to a 'Sustainable City'.
W16	Sustainable Environmental Education Network (SEEN) was a great programme to involve young people and children in projects.	LC Action 1	Noted. Will continue to explore opportunities for programme or similar.
W16	Partnerships will be important e.g. with Small/Medium Enterprises, or the University. Neighbourhood planning partnerships should be encouraged to have low carbon as a key goal.	LC Action 1	Noted. Co-ordinated resource management is highlighted within Action 1 in Living City (page 36).
W33	Should change to 'green and brown roofs could be used' rather than 'will'.	LC Action 1	This specific reference has been removed.
W36	Chester should recognise opportunities in the rural area surrounding it to help deliver low carbon solutions for the city centre e.g. food and energy.	LC Action 1	Noted. Chester is open to these opportunities.
C2	Problems with business waste should be addressed.	LC Action 1	Reducing business waste disposal is identified as an aim in Action 1 in Living City (page 36).
W16	Sustainability (environmental sustainability should be incorporated into design and place making) and access (buildings and public realm should encourage access for all) should be strengthened in the One City Plan and Manifesto for Contemporary Design.	LC Action 2	Noted. Consider these themes are addressed in the One City Plan in the Living City chapter. Accessibility is also highlighted in the Movement and Accessibility chapter.
R35	Disagree that delivery of high quality contemporary development has been slow because there is limited demand for such development.	LC Action 2	There are ambitions for new development in some parts of the city e.g. Business Quarter and Tower Wharf.
R42	Must be in keeping and not contemporary new design.	LC Action 2	Note this view. However, concern is that lack of new design is holding the city back from progressing economically. There needs to be a careful robust balance.
R45	History holds the city back - important but not the only thing.	LC Action 2	Note this view. There needs to be a careful balance between new and historic.
W1	Contemporary design quality in a historic setting is a key priority. Decision makers need to agree and understand this.	LC Action 2	Note this view.
W1/W47/W53	Need for clarity about design champion.	LC Action 2	One of the ideas proposed in the Draft Manifesto for Contemporary Design is to introduce an independent Design Champion to work with the Council's own Design Champion on projects/themes.
W16/W19/W40	The Design Manifesto raises the profile for the need for quality contemporary design and puts this firmly on the agenda for new development with the historic setting of Chester. Without this document there would be nothing to try to aim for. Believe that the document helps identify key criteria e.g. volume, grain, line, materials, detailing etc. Chester's heritage needs to be conserved but there should also be a place for contemporary well designed buildings.	LC Action 2	Noted.
W16	Aspects of aspiring to excellence and world class include - interesting, memorable, worth seeing, worth a second look, imaginative, creative, sense of pride, thoughtfully designed for its purpose and setting, unified, coherent, consistent, set in context, interesting views/perpectives, in harmony with its location and neighbourhood, makes good use of local materials/textures/colours, wears and weathers well, built to last, open, welcoming, safe, building services/utilities well integrated and concealed.	LC Action 2	These are all valuable considerations for achieving design excellence and will be put forward within the Design Manifesto as it is progressed.
W16	Need for early examples of good contemporary design at different, appropriate scales within the city. Will help build understanding and appreciation of such design.	LC Action 2	Noted.
W16/R42/W19/W54/W53	Explore other cities in Britain and Europe and refer to good examples to explain the principles.	LC Action 2	Noted. This is a recommendation within the Draft Manifesto for Contemporary Design.
W16/W19	Support for design review panel - should be involved early in the planning process. Too often advisory bodies and the public are not involved early enough in the planning process. Independent design review panel should be aware of environmental and access issues as well as historic and traditional design interests.	LC Action 2	Noted these views.
W16	Landscape architecture should also be included in the Design Manifesto.	LC Action 2	Public realm is referenced in the Manifesto and in the Action in the One City Plan (Action 2:High quality contemporary development, page 37).
W16	Should reference the Interpretation Masterplan (2009).	LC Action 2	Reference is made in Action 3:Safeguard and Invest in Chester's rich history (page 38).
W19	Support idea for a 3-d model to help assess impact of proposed schemes.	LC Action 2	This remains an aspiration to develop.
W21	Design Manifesto adds nothing but another policy tier. One City Plan and Manifesto could be the vehicle which supports all opportunities.	LC Action 2	The Draft Manifesto for Contemporary Design is not a statutory planning document or policy document. It is yet to be determined how recommendations within in are taken forward within any planning process.

W25	Recommend that new proposals are based on a thorough townscape analysis and the objective should be to achieve contextual design that is distinctive to Chester. Welcome Chester Characterisation Study and a similar exercise should be undertaken on the archaeological potential of different areas. Refer to statutory planning guidance.	LC Action 2	Noted. The Historic Characterisation study is highlighted in this Action (page 37).
W25/W53	Recommend use regional design review panel, Places Matter.	LC Action 2	This is a recommendation in the Draft Manifesto for Contemporary Design.
W37	Credible pastiche should be supported.	LC Action 2	Note this view, however purpose has been to consider place and promotion of contemporary architecture.
W37/R62/R35	Adverse impact of some new build in the city centre.	LC Action 2	Noted.
W47/W53	Concern about proposal for independent design review panel and how this sits with Conservation Area Advisory Committee.	LC Action 2	Note this concern and this will require further discussion and open dialogue with the Committee. The independent design review panel is a recommendation at this stage.
W47	In some places, understanding of townscape and its evolution is weak.	LC Action 2	The Historic Characterisation Study is a key tool in strengthening this understanding and is highlighted in the Action on page 37.
W47	Encourage making effort to explore use of traditional materials and styles in new buildings e.g. as in Durham and Lincolnshire.	LC Action 2	Traditional and contemporary need to reach a balance and harmony within new buildings.
W47	Requirement for high quality design and construction should be extended to inner city areas and suburbs.	LC Action 2	Noted.
R04	Want to see opening up of vistas.	LC Action 2	Noted.
W53	Concerns over aspects of the Manifesto. Question over whether aspiration for world class architecture is achievable or desirable. Should aim for excellence accommodated comfortably in context of the City.	LC Action 2	Consider the aspiration should be ambitious and that Chester should be striving for world class, although recognise the challenges of this - a key reason for beginning to develop the Draft Manifesto.
W53	Design should refer to earlier periods and examples of architectural styles. Built heritage is city's key asset and respect for its legacy and setting is vital.	LC Action 2	Noted.
W53	Exception to suggestion that Conservation Area Advisory Committee provide no support for contemporary design.	LC Action 2	Noted. Intention is not to suggest this but to point out the specific remit of the Committee, which is a focus on conservation..
W53	Too little emphasis on the planning process and interface with development sector.	LC Action 2	It is not within the remit of the One City Plan to review the planning or design processes. However the Draft Manifesto for Contemporary Design does make some recommendations for interface and pre-planning support.
W54	Review use of design teams for large developments and review completed schemes to assess success/identify any problems.	LC Action 2	Noted these ideas.
R31	Concerned about lack of architectural expertise in the Council/decision makers.	LC Action 2	Noted. The design review panel is intended to help strengthen this.
R11	Large number of buildings/structures which are empty, unused or badly used - key failing.	LC Action 3	Noted. The heritage asset review will also help to identify them specifically.
R17	Chester has for too long rested on its reputation, and not invested in heritage assets or used them to their full economic or social potential.	LC Action 3	Noted this view.
R17	Amphitheatre, St John's, Grosvenor Park and the Groves needs further improvement.	LC Action 3	Noted. Some improvements have been made to St John's and the Groves in particular , temporary measures have been put in place for the Amphitheatre to enable it to be used as an events space and Grosvenor Park funding from HLF was secured earlier this year.
R28/W11	Prioritise heritage and culture in the One City Plan.	LC Action 3	Noted.
R31	Chester must have a list of assets that need urgent attention.	LC Action 3	The heritage asset review will bring these together into one document.
R31/R48/W54	Care and improve what Chester has rather than something new. Ensure short term decisions do not risk loss of irreplaceable historic features. Need to preserve environment to ensure long term attractiveness and prosperity of the city.	LC Action 3	Noted.
R35	Victorian architecture, Cathedral, Walls, Racecourse and Waterfront draw in visitors. Opportunities include redevelopment of the Visitor Centre, developments around the Amphitheatre/Dee House, former Habitat building, Heritage Centre.	LC Action 3	Noted.
R35/R55/R17/W16/W33	Priority to maintain, restore and present Chester's special assets e.g. Rows, Walls, Towers, Castle, Thomas Harrison's entrance to Castle, Abbey Square for generations to come. Avoid development that attracts from these.	LC Action 3	Noted.
R52	Support Roman activity to support heritage of Chester.	LC Action 3	Recognise opportunity for exciting 'historic experience'.
W11	Present assets in an engaging, imaginative and contemporary way.	LC Action 3	The Interpretation Masterplan will inform this and help to realise the opportunity.

W34	Include reference to archaeology as well as architecture. Should emphasise significance of archaeological resource in Chester and One City Plan should be developed with full understanding of this. Many of the opportunities are on sites of significant archaeology which could affect nature of development.	LC Action 3	Archaeology is now referenced specifically in this action (page 38) and reference is made to opportunities of displaying newly discovered archaeology where possible.
W44	Make most of Chester's Walls.	LC Action 3	Noted as a key asset underpinning the city's special character and history.
W51	Celebrating history and heritage should mean improved access to Cathedral and Town Hall for hosting corporate events.	LC Action 3	These are highlighted as part of Chester's civic heart and as key components of the cultural offer in Action 5 (page 40).
W47	There are weaknesses in the heritage services including the Museum, Heritage Centre and Archives. The strength of the Historic Environment Team in CWaC has been reduced and services are fragmented.	LC Action 3	Noted - part of cultural masterplan.
W47	Endorse statement that some of Chester's assets and part of the historic centre are in need of attention.	LC Action 3	Noted.
W20	Welcome reference to biodiversity. Suggest wider links to countryside are also made within the document.	LC Action 4	Focus is on biodiversity within the city centre but note the wider links.
R56/W30/W24	Tow paths should be improved to encourage walking and cycling. Support for idea of canal as a city centre 'highway'.	LC Action 4	Noted. Aspiration in the One City Plan and referenced in Action 4:Effectively use and fully integrate the green and blue infrastructure (page 39).
W24	Need to secure appropriate developer contributions to improvements and repair of towpath.	LC Action 4	Noted. However, the purpose of the One City Plan is not to act as a Statutory Planning Framework. Specific references to developer contributions are part of individual statutory planning considerations/decisions and therefore not included in the One City Plan.
W16	Chester should aim for Green Flag (and Green Heritage Site) Awards for its parks and green spaces. It fits well with wider sustainability agenda.	LC Action 4	Will feed to Green Spaces and Play.
R57	Linkages with Ellesmere Port and Zoo along Shropshire Union Canal should be explored and exploited. Ideas include water taxis and maximising use of tow path for ramblers, families, cyclists etc.	LC Action 4	The importance of these linkages and the opportunities to increase them are highlighted in the Ports and Wharfs 'quarter' (page 78).
W20	Natural England's policies and procedures should be put in place as a means of planning green spaces and ensuring the Council's duties to conserve biodiversity are met.	LC Action 4	Noted, however this is beyond the remit of the One City Plan.
W20	Protecting and improving green space will have an important role to play in people's health.	LC Action 4	This is recognised within the plan in Action 2 of People and Communities (page 29).
W20	Promote protection, restoration and enhancement of river corridors.	LC Action 4	The River Dee corridor and its status as a SSSI is referenced in the Action (page 39).
W24	Significance of the Shropshire Union Canal as a multi functional asset and the importance of canalside developments to contribute towards the waterways should be more clearly recognised in the document. This includes the canal as a sustainable transport and leisure asset and there could be further opportunities including moorings, boater facilities and canal-based businesses.	LC Action 4	This is now fully recognised within the document in Action 4 of Living City (page 39) and within specific development opportunities (GS1: Lower Gorse Stacks (page 77) and Ports and Wharfs (page 78)).
W47	Green spaces in the dense historic core could fragment the city into little 'villages' - ideally these spaces should be introduced into the backlands and not the main street frontages, as they were historically.	LC Action 4	The integration of any green spaces will need to be developed and be appropriate in design/setting but their importance is noted for sustainability and well being reasons.
W51	Need a systematic approach to tree planting, pedestrian access and public art.	LC Action 4	Noted.
W53	Reference to former Council's Waterways Strategy - recommended improved navigation, environmental conditions and amenity by impounding tidal river within the city , creating a permanent higher water level.	LC Action 4	Noted, however this was prepared a number of years ago. It is recommended that a new comprehensive Waterways Strategy is developed and that the economic and social potential of the waterways as an asset is maximised.
W54	Good quality play and open space provision important for visitor and resident experience.	LC Action 4	Noted - part of People and Communities Action 2 as well (page 29).
W7	Need to identify the actual waterspace of the River Dee and Shropshire Union Canal - should be seen as assets.	LC Action 4	The significance of the Canal and River as a network of waterways is highlighted and the development of a comprehensive Waterways Strategy is recommended (page 78).
W7	Recognise that British Waterways becomes a charity in April 2012, which means the funding and case of the waterways will become more of a local issue with a Local Waterways Partnership proposed.	LC Action 4	Noted.
W16	Heritage value of the waterways should be recognised and the canal towpath and river promenade connected, particularly giving attention to the area around Dee Lock and the Canal Basin and the Bars.	LC Action 4	Heritage importance of the waterways is recognised (page 78). The One City Plan also highlights the importance of the Canal and River connections and as a network together in the Ports and Wharfs area (page 78).
R12	Tourist and especially overnight infrastructure with hotel capacity need to be in place.	LC Action 5	Noted, the evening economy is a key aspect of the One City Plan and challenge for the city to address.
R12	Focusing on distinctiveness is supported.	LC Action 5	Noted.
R13/R35/R39/R46/W1/W21/W36/W22/W52	Support for strong cultural facilities i.e. Theatre, live music venue, cinema, arts centre, Amphitheatre, exhibition space	LC Action 5	Noted - these are all key to the cultural infrastructure.

R17	Chester needs a new imaginative and well equipped museum and interpretation centre to tell the story of Chester. Location within Northgate area could be considered.	LC Action 5	Plans for a new centre/attraction may come forward in the future but the short/medium term focus is Grosvenor Museum as Chester's flagship museum.
R19	Vibrant mix of cultural and leisure opportunities. Celebrate varied history and open more heritage buildings to the public. Develop the castle area, provide a gallery space, improve the Museum, provide new theatre.	LC Action 5	These are all identified within the One City Plan as projects.
R25/W22	Provision for performance space, shows and concerts is important e.g. St Mary's Centre, Town Hall, Cathedral, Museum.	LC Action 5	These are all key to the cultural infrastructure.
W11	Ambitious plans for events programme need to happen - use as a hook to increase visits. Animation and street theatre could help to meet needs ahead of new theatre.	LC Action 5	The city's cultural experiences should extend to the streets and open spaces and provide animation.
W43	Support for Chestival Programme.	LC Action 5	Noted. Events and Festivals is component of the offer.
W52	New indoor attraction - e.g. link to Roman theme, have educational links.	LC Action 5	
W43	The city needs to nurture talents that it's visual and performing artists have to offer.	LC Action 5	Noted. This is a key component of the cultural strategy.
W11	A quick win is the utilisation of current events space i.e. Town Hall, St Mary's Centre, Grosvenor Park.	LC Action 5	These are all recognised as event venues in the plan and as part of the cultural offer of the city. The Events and Festivals Board will work with organisations to animate the city.
W13	Future night time economy policies and documents should reflect that the Odeon and Cathedral are cultural centres of the city and do not mix well with Night Club ambience. Access and parking provision for these facilities should be soundly considered.	LC Action 5	Noted. The Odeon site as the new Theatre and Cathedral are recognised as key cultural venues in the One City Plan.
R01	International marketing of the One City Plan is suggested.	LC Action 6	Noted - opportunities will be explored.
R22	Need to expand importance of branding in the city and draw in Brand Vista.	LC Action 6	The brand for Chester developed through the Brand Vista exercise is included in the document.
R22	Better links between the zoo and city centre are likely to lead to marginal benefits as zoo is a day attraction.	LC Action 6	Together the zoo and city centre are a strong offer.
W21	Be 'open for business, culture, retail etc.' not a single sector brand/strapline.	LC Action 6	There are a variety of values that underpin the brand position that include heritage, business, retail, culture, accessibility, inclusiveness.
W36	Core values of Brand Vista work should provide basis for shared vision within One City Plan.	LC Action 6	This is part of the shared vision (page 26).
R42/R52/W11	Call for accurate and early communication about events. Would welcome a single website for information. Mention opportunity to use new technologies.	LC Action 6	Noted.
W11	Need to develop a product that keeps communities/visitors in the city for a longer period of time.	LC Action 6	Noted - need to build on a 'visitor package'.
W11	Need for a strategic plan to take events to the international stage.	LC Action 6	Will explore this opportunity.
W11	Create a 'fit for purpose' welcome and information service - information at the right place and time throughout a stay in the city.	LC Action 6	Noted - the opportunity for a 'One City Welcome' at key locations will be investigated.
W11	Place marketing plan should be developed for Chester - a clear and agree brand to play to the city's special characteristics.	LC Action 6	The Brand position and values have provided this (page 27).
W11	Chester needs a balance between day/overnight visitors.	LC Action 6	Noted.
W11	Business tourism is a key market and venues compete well on distinctiveness and choice, but need to compete on size.	LC Action 6	Noted. The Conference facility is identified as a key opportunity within the One City Plan.
W11	Growth in hotel beds has left city will excess supply over demand but also a mixed offer from budget to boutique. Planning policy needs to enable supply and need to be aligned.	LC Action 6	This is beyond the remit of the One City Plan.
W5	Need a parking plan that allows car users to access the city centre conveniently and cost effectively.	M&A	The car parking strategy will be based on choice, quality, interception and convenience. Strategic locations are considered within the document and pricing will be part of the emerging Car Parking Strategy.
R31	Include access routes in the One City Plan and extend the area to include key gateways at roundabouts.	M&A	Access routes will be important within the Transport Strategy/Implementation Plan. The One City Plan's geographic boundary is city centre based.
R47	Transport is not an end in itself but an integral part of the demand mix. Must be remembered in ideas in One City Plan.	M&A	Noted.
R58	Look at car permit scheme for residents.	M&A	This will be part of the emerging Car Parking Strategy.
W5/W27/W46/W11	A truly integrated transport strategy for the sub region which places the city centre as THE destination. Information/analysis is too tightly ring-fenced around the city centre study area. In reality transport issues extend way beyond this area and the city itself when considering journey patterns for commuters, shoppers and / or visitors to the City. Many problems identified are influenced by factors outside the city centre. Need joined up approach with providers, agencies, transport planning.	M&A	Agreed. Transport needs to look wider than the city centre core and this will be part of the Transport Strategy/Implementation Plan, which will need to consider a number of key objectives - access, employment, visitors, city connectivity, airports etc.
W5	Must be convenient transport links (particularly public transport) into the heart of the city centre.	M&A	Noted. The locations for bus stops must be convenient for amenities and attractions in order to encourage and maximise their use.
R56/W27/W46/W19/W36	Need for Chester Transport Strategy - to address all modes. Has links to the Local Plan.	M&A	Agreed and actions are in progress to take the Transport Strategy/Implementation Plan forward.

W23/R25/R59/W36/W54/R32/W23	Reference to 'reducing traffic' is welcome by some and opposed by others, with some strong views on both sides. How will you ensure that any such schemes do not have detrimental affect on visitor numbers, businesses from operating, residents from moving around the city and any consequential increase in traffic in other elements of the road network? What further work is necessary to assess all the implications and bring forward proposals? Suggest taking comparative look at other cities. View that the need for some to park centrally and access by car must be acknowledged.	M&A	The prime objective is to ensure that all people can get access to the city centre by a mixture of modes - walking, cycling, bus, car, train. For those that drive the challenge will be whether they need to bring a vehicle into the city centre for all trips - this is then where Park and Ride, park and cycle and the location of any new car parks comes into play. Vehicles will not simply disappear off the network. Through transport planning, the implications of various proposals can be understood and informed decisions can be made. The way forward will require a clear set of objectives and options and transport modelling to be carried out.
W51/R56/W46/W11	Overall railway links should be reassessed and improved, particularly a fast train to Liverpool, Manchester and Manchester Airport. Support re-opening the Halton Curve to encourage travel by rail to Liverpool Airport etc. Why is there no rail strategy? Rail links and 'hub' stations can reduce burden on roads and reduce pressures on park and ride and car parks.	M&A	Rail connectivity is included in BQ6: Chester Rail Gateway ongoing improvements. The need to invest in rail services and connectivity (particularly with regional airports) is highlighted (page 62).
W16	Chester should be claiming to be an 'accessible city' for all and applying universal design principles to help achieve this.	M&A	The focus in the Movement and Accessibility chapter is on choice of mode and increasing access into the city by people, not vehicles.
R07	Explore joint working opportunities e.g. First/City Cightseeing.	M&A	Noted - these ideas should be explored around specific projects. The 'Developing Opportunities by Public Transport group' has a role to play.
W13	Specific concerns about access to Abbey Square/Abbey Street, to the Cathedral for Concerts, Weddings, Funerals and any proposed relocation of barrier restricting access to St Werburgh Street.	M&A	This will need to be considered as part of the Transport Strategy/Implementation Plan.
W13	Large lorries carrying sets for theatrical performances at both the Odeon and the Cathedral need to be catered for in a way that they were not in the previous Northgate Plans.	M&A	Noted. Servicing and audience needs will be a consideration within the Transport Strategy/Implementation Plan.
W31	Transport Infrastructure is a medium term priority.	M&A	Note this view, however Transport Strategy is an immediate priority.
W32	From a population health point of view promoting active low carbon forms of transport is crucial but it is important that these forms of transport are encouraged for every day activity such as going to work and school as much as being encouraged for leisure time activities.	M&A	Noted - health and well being benefits from sustainable modes of transport are a key promoter.
W32	GP and health/social services are planned to be located in the delamere Street area and patients should feel able, dependent on their circumstances, to use a range of ways of accessing these services – by foot, bicycle, bus or car. Involve in bus strategy.	M&A	This will need to be considered as part of the Bus Strategy.
W47	It is arguable that at the railway station too much space has been given over to taxis at the expense of short-stay parking for private cars.	M&A	This is a specific issue rather than part of the One City Plan but noted.
W53	Major infrastructure and strategic planning issues are poorly considered potentially handicapping the delivery of the aspirations.	M&A	The Tranport Strategy will examine future development and transport proposals.
W53	Western bye pass and Dee crossing are key infarstructure projects that will relieve pressure on Inner Ring Road.	M&A	Options for alternative relief roads should be explored where funding opportunities arise.
W21	Chester Western Relief Road is a project that might reduce traffic flow congestion in the City, but the cost of this infrastructure is highly questionable and potentially prohibitive considering that the City has such a short "rush hour" problem.	M&A	Options for alternative relief roads should be explored where funding opportunities arise.
W53	The possibilities of further park and ride facilities seemed to have been overlooked, particularly the overdue Hoole service.	M&A	Park and Ride facilities are a key part of the parking strategy and it is considered that they will need to be extended - either enlarging existing or providing a new site for the Hoole Road corridor.
R32	Need more radical plans. Presented ones will only serve to make the traffic situation, the pollution and environmental damage, and the experience worse more slowly. Transport mechanisms should be designed to limit damage to the city as well as provide an efficient network.	M&A	Noted that there will need to be some creative options if the city is to reduce traffic. The Transport Strategy will need to consider and test these.
R34	King Street/Water Tower Street 'rat run' for Hire Cars needs to be addressed and eliminated.	M&A	Noted - this is a specific issue rather than part of the One City Plan. Will pass to relevant department.
R07/C2/W29	Recommendation for improving accessibility and quality of pavements, walkways and crossing points. Level paving areas and wheelchair friendly access. Particular reference to footpaths and pavements to north of the city centre.	M&A	Noted - exemplar nature of key pedestrian streets includes accessibility needs. (Movement & Accessibility: Action 5, page 42).
W27	Many aspirations set out could be addressed through the adoption of a Smarter Choices initiative. There is considerable evidence that modest workplace, school and residential travel planning; personalised travel planning; and broader marketing and awareness campaigns have reduced reliance on cars for making short distance journeys. This could provide some fairly low cost wins.	M&A	Smarter Choices are part of the Council's Transport Services plans and ideas for the Local Sustainable Transport Fund bid.
R23	Explore new rail stations such as near Mickle Trafford or improve integration with others at least.	M&A	Integration of Chester Station is an aim in the One City Plan. It is not in its remit to promote other rail stations on the outskirts of the city centre.
C2/R02	Need to address mobility issues of increasing elderly population and less mobile. Circulating buses are key to enabling this aspiration.	M&A	Noted that connectivity within the city centre is particularly important for less mobile groups.
R51	Reference to '20s Plenty for Us' initiative.	M&A	Noted. Will be fed into the Transport Strategy/Implementation Plan.

R59	Signposting with names of destinations should be increased for walking and cycling.	M&A	This is part of the Wayfinding project.
W11	Signage and interpretation is an ongoing challenge - especially between the railway station and city centre and to the riverside.	M&A	This is part of the Wayfinding project.
W23	Recommendation to commission research into how visitors travel to the city centre and the needs of businesses.	M&A	Noted and will be taken on board as part of the Transport Strategy.
W29	There needs to be greater flexibility so that buildings and the external environment can be made more accessible.	M&A	Noted. This will need to be considered on an individual basis for proposals. However, the One City Plan highlights the problem with poor access to key assets such as the Rows and Walls (page 24).
W29	Many disabled people and their families may not travel to Chester or only visit once because of the perceived inaccessible environment and experience when they are here. The plan should clearly state how Chester is aiming to be more accessible as a place to live, work and visit. Would welcome further discussion of ideas and practical implementation.	M&A	Noted. The aspiration is to be accessible as a city by all modes. This requires further discussion as part of the Transport Strategy.
R59/C1/R25/W27/W4/W41/R10/W20	Pedestrians, cycling and public transport should be prioritised. It is important to promote sustainable forms of transportation. Car journeys should be minimised and parking only to manage residual car journeys. Public transport needs to be improved both with numbers, frequency and overall routes. Bus services greatly reduced during evenings, Sundays and Bank Holidays. Particular problem for rural areas. There are high levels of bus use to the city from NE Wales (particularly from Wrexham, Mold and Deeside) and from Ellesmere Port and the A41 corridor - should examine improving patronage from these locations as well. Improved public transport into and out of the city to the adjoining rural area would add to the vitality and viability of the city. Must not worsen the 'public transport offer' - must ensure customers are not adversely affected by reduced frequency, increased journey times or longer walking distances to central attractions.	M&A Action 1	The intention is to make alternative public transport and sustainable modes more attractive and accessible. Network benefits are identified as part of the bus strategy and improvements to rail connectivity are also highlighted as a need.
W30/V3/W51	Improve pedestrian connectivity to the station. Horse Tram idea to connect station and city centre.	M&A Action 1	The need to enhance the pedestrian and cycle links between the railway station and city centre is identified as an action in the One City Plan (Movement and Accessibility Action 1, Page 42.) Specific schemes and ideas would need full exploration.
R01/R02/R23/R32/R05/R07/W11/W52	Need to improve connectivity around the city. Ideas mentioned include; Shuttle buses/City loop, integration between bus services, cross city connectivity, connecting with key attractions (opportunity to think of big ideas to link with Chester Zoo e.g. light rail), idea to link between Roodee Coach Park, City Centre and The Groves with a bus that could be supported by businesses (offers for users), movement from the station, car parks and bus station should be easier, signs at bus stops should be clear about destinations, look at a tram system.	M&A Action 1	Improvements to cross city connectivity and a multi-hub solution are suggested as a good opportunity for changes to improve connectivity around the city centre. However, we must note that the bus industry is deregulated and there is increasingly less funding available to subsidise non commercial routes. At the local level good footways and cycle paths are important to enable sustainable connections.
C1/W21	Park and Ride service should be extended into late evening.	M&A Action 2	This will be considered as part of the Car Parking Strategy.
R23/R05/R58	Support for intercepting traffic by promoting Park and Ride sites and increasing park and ride facilities.	M&A Action 2	Noted.
R23	Should explore 'park and rail' around existing rail stations such as Helsby or Delamere.	M&A Action 2	This idea will be fed into the Transport Strategy/Implementation Plan.
R23	Expand to allow bicycles to use facilities.	M&A Action 2	This is an aspiration.
R23	Park and Ride buses should stop at the railway station.	M&A Action 2	This has now been introduced on some services from the Upton Park and Ride site.
R56	Expansion of Upton Park and Ride site would be more cost effective and sustainable than a 5th park and ride site in the Hoole area on a greenfield site within the Green Belt.	M&A Action 2	It is considered that Park and Ride will need to be extended looking to the future. Provision of a new site to serve the Hoole Road corridor is one of the considerations.
W19	Support for 5th Park and ride site to serve A56 corridor. Concern about how buses will cope with traffic congestion.	M&A Action 2	Noted. Provision of a new site to serve the Hoole Road corridor is one of the considerations for extending Park and Ride. Routing and efficiency will be dealt with as any plans are progressed.
W52	At the Park and Ride sites staff need to be able to deal with queries, could have screens promoting Chester at the sites and on the buses into the city centre.	M&A Action 2	Noted. This could be one of the gateways where there is a One City Welcome promoted.
W27	Conflict arising from some vehicles entering the pedestrianised core.	M&A Action 5	This will be considered as part of the Transport Strategy/Implementation Plan.
W27	Pedestrian connectivity needs to be boosted.	M&A Action 5	Noted.
W52	Public realm should be of consistently high standard	M&A Action 5	Noted. The Public Realm Design Guide will help to inform this.
R18	Specific reference to Cuppin Street where the pavements are too narrow and there is too much traffic using it as a short cut. Suggestion to make street one way and widen the pavements (benefits especially for restaurants).	M&A Action 5	Noted although this specific proposal will need further investigation to understand whether it is feasible.
R59	Chester Permeability Masterplan should be referenced.	M&A Action 6	Masterplan is referenced in Movement and Accessibility Action 6, page 43.
R04/R25	Some shared pathway/cycleways and main roads out of the city are dangerous for cyclists.	M&A Action 6	Note these concerns.
R10/R14	Concerns about cycling and walking being on shared paths e.g. canalside along Boughton.	M&A Action 6	Note these concerns. Ideas for the canalside as a 'highway' into the city centre will need to consider this potential conflict.

R10	Greenway should be enhanced with proper lighting and police patrols to encourage use after dark.	M&A Action 6	Noted. This will be passed to the relevant department.
R33/R04/R43/R46/R59/R08/W27/W30/W47	Cycle measures are supported. The actions proposed do not take city beyond Demonstration Town status or apply learning from Cycle England. Need to do far more to encourage cycling, especially getting from one location to another across the city and through the city. Improve access across Inner Ring Road.	M&A Action 6	The journey to improve the profile and infrastructure for cyclists in and around Chester has been taking place for a number of years. The Cycle Demonstration Town Project has left a legacy of some significant improvements but there is still much to be done. The Steer Davies Gleave Masterplan highlighted a number of improvements that could be delivered in the future. If successful the Local Sustainable Transport Fund bid will seek to increase the level of cycling in Chester, especially linked to the railway station and centre of employment.
R59	Need to reference improvements to cycling and pedestrian access so that development schemes incorporate them from start of design.	M&A Action 6	This will need to be proposed and considered on a scheme by scheme basis but principle is noted.
R61/W52/R59	Need to move forward a number of cycle projects - hire schemes, secure cycle parking and on street cycle parking (every 10 metres), integration of cycle ways on the road network.	M&A Action 6	Noted, however funding is a challenge. If successful the Local Sustainable Transport Fund bid will seek to increase the level of cycling in Chester, especially linked to the railway station and centre of employment.
W27	Cycle access across Hoole and Grosvenor Bridges is problematic.	M&A Action 6	This is noted as a concern. Hoole Bridge is highlighted as a specific area for development and improvement in the future.
W19/R23/W2/W27/W47	Support for the concept of reducing the through traffic on Pepper Street and Vicar's Lane. Some concern that the consequences have been fully thought through or tested. How is access to be maintained to the car parks on Pepper Street? Is the intention to also exclude buses and, if so, how then can bus circulation be maintained? Can the rest of the Inner Ring Road cope with the diverted traffic?	M&A Action 7	This part of the Inner Ring Road is a particular problematic barrier for pedestrians and cyclists - especially because of connectivity with the River Dee and Amphitheatre area. However, vehicles will not simply disappear off the network. Through transport planning, the implications of various proposals can be understood and informed decisions can be made. The way forward will require a clear set of objectives and options and transport modelling to be carried out.
R70/R06	Changes to the Inner Ring Road should only occur when the through traffic has been removed either by the Western Relief Road or some other scheme. Through traffic problems must be addressed before any closures of parts of the Inner Ring Road. Must provide alternative routes to through traffic. Concern about congestion impacts and will deter users.	M&A Action 7	It is acknowledged that vehicles will not simply disappear off the network. Through transport planning, the implications of various proposals can be understood and informed decisions can be made. The way forward will require a clear set of objectives and options and transport modelling to be carried out. Options including relief road alternatives will need to be considered, especially in the context of any funding opportunities.
R15/R02/R27/R29/R52/R62/W35	Against 'downgrading' Inner Ring Road, especially Pepper Street. Misguided proposal. Concern from residents in Handbridge about how will pass the city. Views that there are sufficient crossing points and alternative pedestrian routes to the river.	M&A Action 7	These concerns are noted. The implications of any proposals will need to be fully understood and measures taken to help deal with negative impacts. This will all need to be tested as part of the Transport Strategy/Implementation Plan.
R25	View that assertion that Inner Ring Road is a significant barrier for cyclists and pedestrians is not proven and exaggerated.	M&A Action 7	Note this view. The crossing points and subways mean that the pedestrian and cyclist are second place in the hierarchy and the aspiration is to achieve a balance to ensure they are equal.
R25	Grosvenor Bridge is a key route and traffic must then use the Inner Ring Road.	M&A Action 7	Noted. The implications of any changes will need to be fully understood and tested and appropriate alternative measures identified.
R33/W11/W39	Support for addressing key pedestrian and public transport crossing points.	M&A Action 7	Noted.
W23	Need a traffic study to understand implications.	M&A Action 7	Agreed - this will be part of the Transport Strategy.
W23	Insufficient detail about how to reconcile Grosvenor Shopping Centre car park as a gateway car park and proposals for Pepper Street.	M&A Action 7	This concern is noted. The implications of any proposals will need to be fully understood and tested and consultation with key occupiers and users will take place.

W30	Car travel into the city will fall if the inner ring road can be downgraded, underpasses removed and Hoole Bridge widened.	M&A Action 7	Note this view. These are part of the considerations for the Transport Strategy/Implementation Plan.
R23/C2	Support for removing subways but alternative crossings on the surface must be improved.	M&A Action 7	Noted - this is an aspiration of the plan.
C2	Need to ensure our disadvantaged communities share and participate in Chester's 'renaissance'. The effects of development and change ripple out of the city centre and into the suburbs. Need to address inequalities to empower people and enable them to participate.	OV	Unlocking the economic potential of the resident population in the suburban communities and tackling concentrations of deprivation measures is an identified area. Engagement and involvement of the city's neighbourhoods and communities is also identified as an action.
C2	Should be a statement that 'the people's elected representatives have a place at the centre of decisions about the City.'	OV	This does need stating on the One City Plan as it is part of the role of elected members. The involvement of ward members in the leadership structure emphasises this.
R01	Excellence is to look at everything and for people to say 'wow'. World class will follow naturally if the wow factor is pursued and realised.	OV	Noted
R01	Support taking a phased approach.	OV	One of the principles of the One City Plan is to prioritise projects and focus on achieving those in a logical way.
R01/R10/W18/W20/W23	Happy with vision and objectives set out for Chester. Support general thrust of One City Plan. Welcome targets set out. Broadly supportive of the aspirations for the City Centre and are encouraged that improvements are now starting to be looked at in the round	OV	Noted
R12	It is right to focus on people's leisure time and to recognise things other than people wanting to go shopping.	OV	Noted
R12/R30	Priorities should be - creating distinct development 'quarters'/segmenting city into Quarters is good, encouraging business growth in sectors identified, improving infrastructure, enhancing the heritage offer.	OV	Noted - these are listed as aims in the One City Plan.
W36	Integration across the city and in particular within and across the individual quarters will be key to success.	OV	Noted.
W36	Reiterate conclusions of ULI; 'Chester should not rush to deliver every plan on the table. But rather they should be phased to allow a considered (but not slow) analysis and, if approved, a pro active approach to delivery.'	OV	Noted.
W54/R25/R32	Vision should be to create a distinctive regional town. Compare to other cities in Britain and Worldwide. It should sharpen its profile as a distinctive small historic city. Focus on Chester's special attributes rather than trying to mirror others. Uniqueness of Chester is related to its historical, architectural and cultural significance - these features will make Chester a 'must see destination.'	OV	Noted. Unique qualities and distinctiveness are key elements of the Vision and objectives.
R13/R34/R35/R40/R45/R54/R62/W19/C2/C4/R15	The main focus should be on delivering a functioning city for its residents and putting residents first. Interests of visitors should not take precedence over resident experience. Residents are as important as visitors - get things right for the residents, including being able to earn a living.	OV	This is recognised and underpins the One City Plan, which is intended to be first and foremost for Chester's residents and getting the city right for the people who live here.
R22/R46/R09	The One City Plan is a serious attempt to provide the holistic vision and forward plan that was needed to underpin previous more sector or subject specific strategies. Good that a comprehensive plan has been developed. Broad agreement with development opportunities identified.	OV	Noted.
R22/R28	Plan should be more focused. It seems to be trying to be all things to all people. Concern whether One City Plan is a genuine position document as recommended by the Urban Land Institute.	OV	It is a strategic framework and therefore it does capture all key factors and projects across the city centre. The intention is that the factors are sorted into key themes to focus actions around.
R22/R25/R32	There is no specific consideration of whether the city should aim to grow, consolidate or reduce. The city needs to understand what scale and type of place it aims to be before it can decide how it will achieve it. City could aim to grow to become recognised nationally and internationally as a place to visit, study or do business or it could focus more on providing for its residents and existing customers. Should encourage more people and greater density of development.	OV	The 'what' for the One City Plan has been developed in the final document. The City will raise its national and international profile to compete effectively with other similar historic cities. It will focus on quality and maximise fully the potential of its assets. It will maintain and invest in enhancing what it has and will encourage and welcome new high quality facilities that increase use and spend in the city centre. (Page 8).
R22	There is a lack of recognition of how important the contribution of non residents is to create the place that residents want.	OV	Visitor economy is recognised as a key contributor within the city's economy.
R22	Priorities should be on projects that bring more people into the city as a starting point - the city's core offer is strong and attracting increased usage will knock on to repeat usage and new and improved facilities.	OV	Noted - however one of the key focuses is on quality and increasing length of dwell time rather than simply focusing on numbers of people coming to the city.
R22	New developments must be underpinned by an improved programme of maintenance and improvement.	OV	Noted
R22	Previous plans and strategies are important. Culture Park Strategy and Impact Assessment Report should be referred to in the One City Plan Technical Report.	OV	The library of documents has been the starting point for the analysis within the One City Plan. The statement that previous plans were produced in isolation and lack direction/focus refers to the lack of joined up approach between them, hence the need for a framework.

R22	There are references to issues faced by Chester's neighbourhoods but the maps and actions are clear that in terms of new developments, this is a plan for central Chester. Seems to have a disconnect between People and Communities actions and the other sections that are 'city centric'.	OV	The One City Plan is focused on physical projects and development opportunities in the city centre. But has considered the wider suburban area and communities in its thematic analysis, particularly the People and Communities theme.
R22	From my experience business leaders are generally more in favour of change than residents are - leads to a need to decide on what sort of city Chester wants to be.	OV	Consultation has provided mixed views to change but there is a general view that Chester needs to do better.
R22	Little evidence to support 'visitors leaving disappointed' from extensive visitor surveys.	OV	Noted this view. Discussions highlighted this.
R22/R25/R32/R33W1	Vision is bland, general and could be applied to almost anywhere. Lacks clarity. Need more specific actions and aims for its future. ULI stated 'Chester cannot be all things to all men'. Vision is pretty ordinary and so are the objectives. It didn't feel that Chester would be much different just better organised and appealing to a visitor who likes the offer it has already.	OV	There has been some further work on this and in particular the Brand Vista exercise has been fed into the shared vision. The strategic objectives and aims include specific ambitions. (Pages 26 and 27).
W21	Trying to be all things to all men should be the focus.	OV	Consider that Chester does need to focus on projects/actions but it does have a number of functions as a city.
W16	Vision statement is too long - should be memorable, meaningful and distinctive.	OV	Noted, however, consider that the vision captures the overall high level purpose for the One City Plan.
W1	The examples are not very inspiring so left with the question of what does the contemporary design look like then in this context? E.g. What would lighting of the walls look like?	OV	This is the detail that the One City Plan cannot go into as a strategic framework document. The intention has been to include a mix of images and visuals to provide an overview and a taste of projects/opportunities.
R22	Strategic objectives are missing one relating to peoples' wish to visit the city - visitors should be identified in the vision.	OV	Strategic objective 3 - 'developing and supporting a cultural, retail and visitor offer of the highest quality.' (Page 27).
R22	Chester should have a new Museum of Chester to act as a focus for visits to the city, develop/replace Dee House to provide the setting for a much improved Amphitheatre experience.	OV	A new indoor attraction may be developed in the future but the short/medium term focus is on enhancing Grosvenor Museum as Chester's flagship museum telling the story of Chester.
R19/R29	Disagree with 'Quarters' approach - Zoning and categorisation of areas means the plan is at risk of becoming too precise. Instead identify the dominant themes and focus on delivering individual projects.	OV	The intention of the 'quarters' was to present the development opportunities by areas which share similar characteristics and challenges. It is not the intention to divide the city into these 'quarters' physically. The One City Plan has also analysed the city by theme.
R19	Separate the areas where there is broad agreement (get on with these) from those that are controversial (devise processes to resolve).	OV	Noted. Consultation has been part of this process.
R25	It is sensible to have an overall plan to ensure coherence of the design and implementation of individual projects.	OV	Noted.
R25/R35	Each element of the proposed developments should have reasoning and an indication of possible options. Need to establish basis for appraisal of projects.	OV	This has been part of the process for assessing deliverability of projects. A project proforma has been developed and is undergoing further refinement.
R31	Pessimistic of Chester's chances of ever becoming a 'World Class destination' or 'Must See City' - Chester is thinking of how to present itself in a difficult economic climate.	OV	Actions are based on Chester succeeding in a difficult economic climate and building from this in the future.
R31	Stop new development until plan is fully worked out.	OV	All new development known at the time of preparation is taken into account in the One City Plan.
R32/W19/W25/W31/W36/W45	Commend for undertaking this complex process. Consider this a credible attempt to weld all of the policies into one document. The One City Plan's ambition to tie the different already existing documents together in a strategy for the city as a whole is welcomed and essential in order to find a sustainable future for Chester built on its heritage quality. This is a welcome initiative, well thought out, covering all appropriate aspects of the issues to be addressed and with clear objectives. Fully support the principle of a plan providing a strategic framework to drive Chester's future success and prosperity and a key recommendation of the ULI report. The One City Plan provides a strategic framework which when fully integrated with the outcomes of the Brand Vista work will be a catalyst for change whilst recognising the maxim 'quality not quantity'. Applaud the work undertaken to review the development of Chester and to look forward to the future, especially in the current economic climate and following the recent reviews by the financial services industry based at the Business Park.	OV	Noted.
R32/R37/W20	Core vision should be enhancement, celebration and development of unique history, architecture and cultural significance. Should necessitate that all developments reflect nature of the city and key into this vision. This would result in co-ordinated and complementary progression without clashing of ideas/interests. Businesses need to recognise that they must co-exist with, and complement, its historical, architectural and cultural nature. Important to seek to conserve and enhance landscape and townscape character, quality and local distinctiveness.	OV	Unique and authentic qualities of the city and its local distinctiveness have been central to the development of the vision in the One City Plan. The One City Plan recognises the strength of the assets and strong sense of place.

R33	Some actions are just statements of intent with no clear action e.g. Action 4 (People and Communities)	OV	The actions have been developed to try to address the key issues and challenges identified in the City of Now and through the engagement exercises. Some parts of the actions are 'statements' but consider that they also include actions.
R35	One City Plan is flawed through being compiled on a bottom up basis and because of imbalance towards interests of Chester Renaissance and some stakeholders.	OV	The One City Plan has been prepared over a length of time with stages of analysis, consultation, testing and refinement. It includes a number of projects and is intended to convey a shared vision rather than one of individual stakeholders.
R35	One City Plan defends the status quo rather than establishing stand alone vision and deciding what type of city Chester wants to be.	OV	The One City Plan sets the framework for the continued transformation of the city centre and it not suggesting a status quo position. (Page 8).
R35	Fundamental disagreement to assertion that Chester should be in some way repositioned as a contemporary city. Its success is based on its unrivalled history. Chester should be a historic city able to offer modern amenities - this requires appropriate investment, not repositioning.	OV	The brand position is that Chester is a strong historic city, with a dynamic future. It must invest in its assets and also be open to new, appropriate, high quality facilities that add to the overall offer of the city.
R35	Very concerned by the One City Plan and don't believe it respects the city's assets.	OV	Noted. However, the wealth of special and unique assets in the city are recognised throughout the document and it is stated within the One City Plan at a number of points that the city must maximise fully the opportunity of these assets and build upon its local distinctiveness. Consider therefore that it does respect the city's assets.
R36/R54	Chester should once again be regarded as an 'elegant' city. Low cost schemes could achieve this - repaint buildings, remove vegetation, give places a make over. A general tidy/clean up.	OV	The need for care and maintenance was a strong message from consultation and as a result a 'We Love Chester' campaign has subsequently been launched with the involvement of the voluntary and education sectors. Initial clean up days are being rolled out.
R36/W51	Make it happen with quick low cost schemes first. Chester has has plans since 1945 - need to 'make it happen'. It is an excellent framework document on which to move Chester forward but quick "wins" are essential to create confidence and bring everyone on board.	OV	Deliverability and the overriding need to 'get on with it' are embedded within the One City Plan.
R36/R54/R63	No need for new build, city should use what it has already got and revamp buildings for new purposes e.g. Castle, Odeon, Dee House. Priority to improve present buildings before a call for new ones. Leave the city alone - tourists want to see it in its original state.	OV	Making the best use of the special assets that create Chester's unique and historical environment and strong sense of place is a key aim within the plan. However, we must also recognise that to achieve improvement the city should also be open to new facilities that are appropriate and add to the overall goals and vision.
R46	For too long focus has been on shopping and night clubs.	OV	The city is aiming to achieve a strong offer for businesses, residents, visitors and students and to be accessible for all.
R49	Start slow but build momentum.	OV	The delivery programme will be in a series of phases but it is noted that action needs to happen quickly.
R49	Chester is losing out in the early evening - need to bring it to life.	OV	The evening economy is one of a number of challenges for the city to address, balancing the needs of a wider audience and mix of people to encourage them to use Chester in the evening.
R58	Not sure whether criteria adopted are the right ones for the residents and visitors we hope to attract.	OV	Noted this concern. However, we consider that together the aims, themes, actions and projects will help to achieve the vision for a city that people want to be part of - to live, work, learn, invest in, enjoy and visit. There is much to deliver and work to be done but the intention is that the One City Plan guides the city in the right direction.

R62	Concerns that there are plans to destroy greenbelt.	OV	As more evidence is gathered about the future growth needs of Cheshire West and Chester, the availability of land becomes an increasingly important issue. The amount of housing and employment land is critical to ensure the borough continues to prosper in the coming years. However we must also consider whether the land we have available is the right sort of land and in the right location to meet our needs. Much of the land across the borough is subject to development constraints. We may have to examine these constraints and see if they are acting in the best interest of CWaC. The most important designation affecting the location of development in the borough is Green Belt. This national designation serves an important role ensuring the countryside is protected from encroachment, preventing urban areas from merging and retaining the special character of the rural area. The questions being raised will be given thorough consideration during the preparation of the CWaC Local Plan.
R62	Planning and development in general needs to be a priority as it is incoherent currently.	OV	Noted.
R63	Too much resource spent on doing things in the city that are a waste of money and not on things that really matter.	OV	Note this view. The analysis of projects and undertaking the prioritisation process will focus resources on delivering the vision and key objectives.
V1	The One City Plan should consider the whole city area with separate areas having their own distinctive qualities and not pockets individually.	OV	The geographic area of the One City Plan for physical projects and development opportunities is the city centre core. However analysis has extended to the wider suburban area in considering community involvement and inclusion. The 'quarters' presented are based on areas sharing similar characteristics and challenges.
W1	To have a vision that is visionary then Chester will need to invite the best people in their field in to explore.	OV	Noted. This is one of the recommendations in the design manifesto through an independent design review panel.
W11	One City Plan should work alongside the Visitor Economy Strategy '2020: Time to meet the Challenge'	OV	Noted. A number of strategies will sit beneath/alongside the One City Plan as the overarching framework.
W36/W5	Focus of the plan must support the City Centre economy, cultural vibrancy and mixed use. A framework needs to be created which allows for the growth and prosperity of the city.	OV	Noted. Each of these are key strategic objectives within the document.
W11	Most importantly it's about understanding the true identity of the City, the brand, and making sure investment, development, marketing and promotion work together to create this One City.	OV	The shared vision incorporates the ambition and brand position.
W11	If Chester is to aspire to compete on a national and international stage for business and visitors there must be a targeted approach with an ease to invest without beurocracy. We can not rely on "big ticket" experiences alone, there needs be constant targeted investment to create a distinctive city.	OV	Targeting and focusing investment opportunities is an action within the Business and Investment chapter in the plan. It is key that the city identifies emerging high value sectors and specialisms as catalysts for growth.
W11	A lot of the activity we look to improve in Chester is not only towards the benefit of the visitor, those who live, study and invest in the city will benefit and create a sense of pride if events and festivals were encouraged and expanded, the public realm and interpretation made it easy to know what was going on, where to find something and how to get there.	OV	Residents are at the heart of the city and this is acknowledged within the plan.
R54	Cinema is a priority project.	OV	Noted. There are a number of cultural facilities that are important to increase the cultural offer and experience.
W12	Chester must have the potential to be valued by future generations so that they add to the ongoing fabric of the city's heritage. Chester should be designing and constructing the listed buildings of the 21st century.	OV	Noted.
W19/W21	Reservation that the document claims to be a 'Plan'. Seems to be more like a set of linked aspirations and a marketing strategy. To be a Plan we will need much more clarity about many of the components, how they relate to each other (e.g. how the social aspirations are supported by the development proposals and vice versa), and how the targets are to be achieved. Document should be a 'vision and manifesto for change.'	OV	The document, whilst not a statutory 'Plan' in planning terms, is considered to have the key components for providing a steer and direction towards the type of action, intervention and development that will benefit the city the most and maximise its potential.

W21	Replacing the existing suite of development briefs and plans is welcomed, but the Plan excludes many areas that were included in previous plans and appears to be seeking to predetermine the opportunities – we do not consider this plan is the vehicle for doing this job – that is the responsibility of the Council through its LDF process. Plan is attempting to dictate where people live, work, visit etc. - this will deter investment.	OV	The One City Plan has not replaced the existing active documents that will continue to play a key role in delivering specific actions or projects within the city, but rather it has joined them together into this one overarching strategy. This One City Plan is a tool to guide investment and development into the city centre but it is non-statutory. The Local Plan is the statutory planning document and the One City Plan's aims and objectives will form an evidence document within the emerging Local Plan.
W21	Should consider "opening" up the document to ALL development sites and allowing the "market" to decide what uses might be best suited for key locations.	OV	It is considered that the One City Plan is important to help guide development and investment. However, it does not resist alternative development from coming forward and will not constrain new opportunities that may emerge.
W21/W44	The plan (or vision) should be much more dynamic, flexible, radical and ambitious. It should avoid being restrictive, controlling or dictatorial. Plan is not bold enough.	OV	Further work has been undertaken on developing the shared vision, incorporating the Brand position.
W21	This process should be about learning from past mistakes, responding to the ULI critique and applying a vision.	OV	Noted. The One City Plan does rise to meet the ULI recommendation of developing a long term vision and clear, comprehensive strategy.
W26	Welcome the fact that non-statutory planning status in Section 2.1 of the document is recognised since it is important that the role and function of the One City Plan is clear from the outset. We also welcome the fact (as set out on page 5) that the plan will be subject to on-going monitoring and review.	OV	Noted.
W36	One City Plan must fully integrate with the work recently undertaken by Brand Vista. Reflecting on the conclusions of the ULI report, the creation of the right over-arching vision provides the City with a strong filter through which any development opportunity and/or project can be assessed.	OV	The Brand Vision outcomes have been weaved into the One City Plan, particularly in the 'What' section of the introduction (Page 8) and the Vision and Strategic Objectives section (Page 27).
W37	The OCP does not place sufficient emphasis, as does the ULI report, on the indicators of the need for a wake-up call - the decline in the number of 'suits' at lunch time, city's decline in the UK retail rankings, city's retail offer reducing in quality and quantity, undue focus on visitor numbers rather than spend, failure to develop visitor potential of Amphitheatre and Castle, worrying lack of basic trend data, growing problems with night time economy, speculative building of homes not designed to meet needs of local families, very poor design quality of buildings in recent years, adverse demographics and expansion of higher education sector. Only by the One City Plan addressing problems such as this will residents and investors be able to decide in which direction the One City Plan will drive the Chester Economy.	OV	The One City Plan does attempt to recognise and address these matters with recommended actions and projects. Specifically, the 'City of Now' analysis is intended to provide a strong foundation for data. A performance framework is intended to be developed over the coming months to support the monitoring of achievement of key targets.
W39	Strategic Objective 1 is critical in maintaining Chester's economic vitality and success going forward and is closely linked to the achievement of Strategic Objective 2. Therefore welcome focus on investing in business infrastructure to provide high quality commercial premises within the city centre.	OV	Noted. Business and Investment is also a key theme within the One City Plan.
W47	As commerce has moved in ever-larger circles, the city has lost its place in the urban hierarchy. A resident of 'greater Chester' can now live perfectly satisfactorily without having to visit the city centre to transact any business at all!	OV	Consider that the city centre does still serve an important function because of the facilities it provides for its resident communities.
W5	Need the creation of a cultural infrastructure which creates footfall into the city centre, particularly around the evening economy.	OV	Investment in the cultural infrastructure will ensure that, when considered as a whole, the city's buildings and components will provide a distinctive offer.
W5	Need a retail offer with niche high end shops which evolves in line with the market providing a unique shopping experience.	OV	High quality is will be a focus for any retail scheme in the city centre.
W54	Unclear as to how it relates to existing and future guidance documents. Will the One City Plan provide further levels of detail or is it purely an overview? How is the document to be used?	OV	The One City Plan has not replaced the existing active documents that will continue to play a key role in delivering specific actions or projects within the city, but rather it has joined them together into this one overarching strategy. This One City Plan is a tool to guide investment and development into the city centre.
W32	Need to promote economic and social wellbeing of residential population in the hinterland and suburbs in the document.	P&C Action 1	Health and wellbeing of residents is included as Action 1 in People and Communities (page 29).
W32	Welcome recognition of promoting health of Chester's residents by creating a range of employment opportunities and as an inviting place to interact and learn.	P&C Action 1	Noted.
W55	Garden Lane Quarter has very little open play space and this should be recognised.	P&C Action 2	Whilst not specific to locations, green spaces and infrastructure is one of the strategic objectives within the plan and is specifically referenced as Action 2 in People and Communities (page 29).
W9	Welcome objective to develop network of green spaces and waterways and thus improving quality of life for residents.	P&C Action 2	Noted.
W9	Support themes to promote environmental best practice and embrace a low carbon economy.	P&C Action 5	Noted. This is also covered from a sustainable development perspective in Living City, Action 1.
R39	Supportive of voluntary scheme ambassadors.	P&C Action 6	Noted.

W29	Should continue to involve groups such as the Chester Accessibility Action Group in decisions relating to infrastructure, transport, public realm, facilities etc.	P&C Action 6	Noted.
W36	Community consultation should continue in the way it has with the Urban Land Institute initiative and the One City Plan's preparation, involving organisations and groups across sectors and interests to give an impetus and fresh ideas for Chester.	P&C Action 6	Chester Renaissance and the Council will continue to engage with communities, private sector, wider public and stakeholder community. A One City Forum and specific topic related Advisory Panels are proposed.
C4	Principles of attracting diversity of residents should extend to Garden Lane Quarter and Ports and Wharfs area.	P&C Action 7	This action is not location specific and should be applied to all areas of the city and its suburbs, where possible.
R70/R14/R25/R04/R06/W47	Against focus on city centre apartments as there is an oversupply and vacancies in existing built schemes.	P&C Action 7	The reference to 'higher density' residential environments does not relate solely to apartments but to a higher volume of town house style homes in locations within the city that have the capacity to support this. It is noted that the availability of land is a key constraint. (Action 7, page 32).
R01	There is need to identify where family housing sites are and recognition that infrastructure and supporting environment/services needs to be in place.	P&C Action 7	Noted. There are challenges in meeting these needs within the core of the city centre.
R25	Unsure of how the city centre can provide homes for families with young children - accommodation type and supporting infrastructure are not evident.	P&C Action 7	Noted. There are challenges in meeting these needs within the core of the city centre. However, the aspiration is to, where possible, seek to encourage families to reside in and around the centre.
R40	Suggestion to convert empty offices into affordable apartments for first time buyers.	P&C Action 7	Idea is noted. This will need to be in line with economic strategy as well as housing.
R42	Importance of sustainable housing.	P&C Action 7	Noted - low carbon and well designed living environments are a focus.
W18	Chester has constrained sites for delivering accommodation, including student accommodation in the city centre. Student village is proposed to help address this issue.	P&C Action 7	The constraints within the city centre are noted, however specific opportunities will be explored as the city will be aiming to provide a mix of homes in the centre, where possible.
W21	All types of residential use should be encouraged.	P&C Action 7	Noted. The city will aim to provide a mix of housing and will work with developers and Registered Providers to provide a range of products.
C2	Conflicts and tensions between family living and student living that plan does not address.	P&C Action 8	The action within the One City Plan is focused on attracting a greater diversity of residents. The needs for residents to live successfully together is acknowledged.
W16	The One City Plan should acknowledge that we should not create ghettos of any persuasion and that the city needs a well considered (and city-wide) plan that sets out how it accommodates students and addresses various issues and concerns. A more balanced community is a key goal.	P&C Action 8	The overarching objective is to seek to achieve a rich mix of housing and residents.
R16/R21/R39	Need to develop a student accommodation strategy and include key areas such as Tower Wharf and Garden Quarter.	P&C Action 8	Noted. Progress with a Student Housing Report completed to date provides an understanding of the scale and spatial characteristics of the student housing market in Chester, the current issues and problems within this sub-sector of the private rented market and likely future trends.
R21/W55	Want support to prevent future student accommodation developments in Garden Quarter to protect mixed vibrant balanced community.	P&C Action 8	The action within the One City Plan is focused on attracting a greater diversity of residents to help achieve balanced communities.
R34	University is called upon by some to steer student accommodation responsibilities and to supply provision within the campus.	P&C Action 8	Noted.
R50	City needs to address urgently the balance between needs and aspirations of University and residential communities and understand fully the impacts of university students in residential areas.	P&C Action 8	The Council has been looking at proposals to use planning powers of an Article 4 Direction to control the growth of HMOs around the University of Chester. Over recent months officers from the housing and planning teams have been gathering information on the existing concentrations of HMOs and the impact of them on the community and on local amenities. Further information of the outcomes of this are expected shortly.
R52	Parking (in term time) is a key problem within highly concentrated areas of student living.	P&C Action 8	Noted - parking provision should be assessed within schemes.
R52	Temporary residents causes a major issue.	P&C Action 8	Noted. Any measures to help reduce the impact of this will need to be considered moving forward.
R52	Some concerns about the student village proposal expressed.	P&C Action 8	The specific proposals will be addressed through the statutory planning process.

W18	Views that existing student accommodation is not befitting of the University or its importance to the City and has been developed piecemeal over time, creating a negative social impact in some areas. The standard and level of accommodation increase is needed to maximise the impact and potential of the University and its students (spend in local economy, educated workforce, dynamics of the city, investment profile etc.)	P&C Action 8	Note these views.
W18	A student village is promoted in the response as a solution to enable student growth to be accommodated in a sustainable environment without creating conflict with residents in areas of the city. Expressed that it could also help contribute to Living City, Action 1 (specifically commercial 'hotbed' for emerging green industries, linking University, College, Zoo etc.) Suggest that existing 'buy to let' properties could be converted back to family housing. View that the benefits of such a student village should be included in the One City Plan and that the document should refer to the need for restrictive policies to HMOs and piecemeal approach.	P&C Action 8	The specific proposals will be addressed through the statutory planning process.
W37	Difficult to see how demand for student accommodation can be maintained in light of increased tuition fees and the reduction expected in the number of students, which will have an adverse impact on Chester's economy.	P&C Action 8	Noted, however, this is an issue for the University directly.
W16	Chester should aim for Purple Flag Award for the city centre to help overcome issues with night time economy.	P&C Action 9	Noted. Purple Flag status is something that has been discussed in the past and is still an option for the city.
R01/R12/R49/W19	Conference/convention centre is a priority - will generate a lot of income. Need to create more conference capacity. Strongly supported.	RC1	Noted.
W51	City is in desperate need of a conference/meeting/convention centre not an arts venue/concert hall as it requires high volume overnight mid market visitors not local events.	RC1	Both a Conference Facility and Theatre are identified as priorities in the document.
R55	If a conference centre is built on the exiting car park at the Racecourse, relocating car parking onto the historic and strategic green space would be unacceptable.	RC1	Note this concern. The provision of car parking in any scheme would need to be fully considered as details are progressed. There are no specific design proposals at this stage.
W11	The vision for a cultural hall and large conference facility must be fulfilled and quickly. Develop a multi-use Conference Centre - providing for circa 3,000 delegates, but one that can also be used for events.	RC1	Noted. The Feasibility Testing and Options Appraisal undertaken by Locum Consulting found that an appropriate scale of venue could provide for 1,200 delegates, exhibitions and events.
W37	Favour the ULI 'think small' approach. Uneconomic for Chester to enter the market for large conferences. The 'boutique-sized' upmarket conferences seems a better long term bet for Chester. This should be more central than the Racecourse - beneficial impact of additional spending by conference delegates on the local economy.	RC1	Noted. The Feasibility Testing and Options Appraisal undertaken by Locum Consulting found that an appropriate scale of venue could provide for 1,200 delegates, exhibitions and events.
W47	Joined-up thinking is required - no consideration seems to have been given to access to the conference centre by public transport. New Crane Street car park is difficult to exit at peak times.	RC1	Access considerations will be developed as plans for a Conference Facility are progressed. This will also be part of the consideration for the Transport Strategy/Implementation Plan.
W51	The convention centre must be in a central location to improve accessibility from the railway station and then to allow delegates to enjoy easy access to city centre restaurants, bars and hotels. Consideration should be given to locating this within the financial sector with its close proximity to the railway station as there are already plans to change this area.	RC1	Access to the Conference Facility will be a key consideration in the development plans.
W19	Unsure of where gateway car parking on New Crane Street will be located.	RC1	The One City Plan is referring to the existing car parking facility on New Crane Street (RC1: Potential Conference Facility, page 80).
C2/R14/W39	Support for removal of underpasses below the ring road.	TB1	Noted.
R35	Support for simplifying ring road junctions but don't see why this has to be coupled with concept of freeing up development land - concern about inappropriate development for Chester.	TB1	Noted but some infrastructure changes could lead to more logical land opportunities.
W19	Confusion about how Bars Gyrotory simplification can be achieved in practice.	TB1	Any scheme at the Bars Gyrotory must be achieved in a series of phases. An explanation of how this might be done is described in TB1 (The Bars Gyrotory, page 72).
W47	Redevelopment of this area provides an opportunity to repair some of the damage caused by the Inner Ring Road.	TB1	Noted.
W47	Regeneration of The Bars area should be coherent, appropriate in scale and respectful of its surroundings.	TB1	Noted. Details of any scheme are yet to be developed.
W47	Would like to see changes that restore visual connectivity to Foregate Street/Boughton.	TB1	Details of any scheme are yet to be developed but this aspiration is noted.
W47	Need to maintain places where drivers can 'reverse direction' on the Inner Ring Road.	TB1	This will be fed into the considerations within the Transport Strategy.

W4	Can see the benefit of removing buses from Frodsham Street/Foregate Street but this could be outweighed by disbenefit resulting from passengers facing a lengthier walk into the city centre (especially elderly and those with children). Solution could be a shuttle service between the 'hub' and 'interchange', although need to change buses is not ideal.	TB2	The bus strategy will focus on solutions for local residents who use the public transport network every day. At the initial stages of consideration, cross city connectivity and a multi-hub solution are considered feasible. The overarching principle is to improve bus provision in the city with new more suitably located facilities and connectivity around the city. At present the volume of traffic along Frodsham Street/Foregate Street impacts significantly on the pedestrian experience. If it is possible to enable buses to access the core of the city by providing better located and improved bus facilities then it may be feasible to reduce the volume of traffic on these roads and enable greater space for pedestrians.
W2	Need to look at crossing point at the junction of Foregate Street/Love Street - the traffic lights give priority for vehicles and there can be dozens of pedestrians waiting to cross (not even at peak times).	TB2	Noted. This has been passed to Highways Operations colleagues within CWaC and will be looked at as part of any junction scheme.
W41	Retrograde step moving bus stops to Foregate Street (east) - increased walking distances from central locations. Typical measure applied is 400m catchment - this would take pedestrians to just beyond Werburgh Street/Eastgate Street junction, short of the central cross.	TB2	Noted concerns. This will be investigated more fully as part of the bus strategy. The initial phases of pedestrianisation have left Frodsham Street/Foregate Street with a significant volume of traffic, especially buses using them. This impacts significantly on the experience of pedestrians along these roads, especially Frodsham Street.
W11	There is a need for an indoor family attraction to compete with the like of Jorvik Centre (and increase dwell time).	Visitor Economy	An indoor attraction could be developed in the future as part of a comprehensive scheme and cultural master plan.
W52	Develop a Coach Welcome Programme	Visitor Economy	Noted. This should be part of the overarching welcome programme.
W52	Use Chester characters to provide a visitor welcome at key arrival points.	Visitor Economy	Noted.
W52	Visitor information touch screens at key areas across the city centre and messages conveyed at key arrival points.	Visitor Economy	Noted.
W52	Work with local schools and colleges to provide welcome experience - encourage to be ambassadors for the city.	Visitor Economy	Engaging with all parts of the community is central to ongoing dialogue and inclusion.
W52	Continue walking tours and develop 'App' tours.	Visitor Economy	Noted.
W52	Showcase local suppliers and products.	Visitor Economy	Noted.
W52	Promote events and festivals programme early to give maximum warning and lead in. Make booking process easy.	Visitor Economy	Joined up communication for events and exploring the use of new technologies is supported in the plan.
W52	Promote events programme on a national and European scale.	Visitor Economy	Opportunities to explore this are supported.
W52	Encourage accommodation sector to package events and take part in specific themes.	Visitor Economy	The 'visitor package' is an action within the Living City chapter (page 41).
W52	Capture data of visitors/attendees including during their stay, welcome their views afterwards and provide offers for returns.	Visitor Economy	This is important as part of the performance monitoring. Will require support from partners.
R22	Concerns that Chester specific tourism data is no longer collected/presented.	Visitor Economy	Noted and will discuss with relevant organisations.