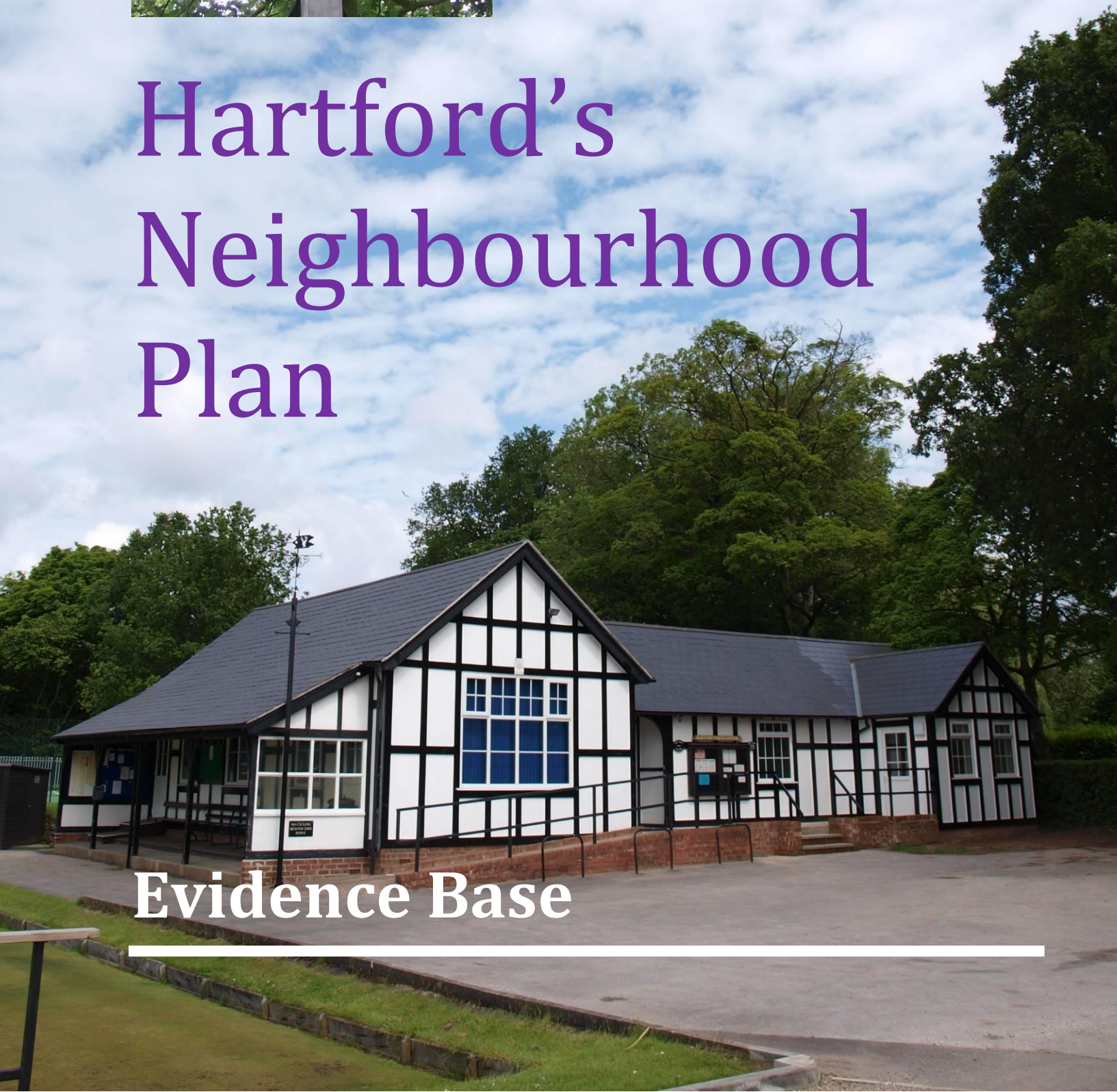




Hartford's Neighbourhood Plan



Evidence Base

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1 Introduction

The Hartford Neighbourhood Plan is an opportunity to plan for the village’s future in ensuring that it remains sustainable for future generations.

The National Planning Policy Framework (NPPF) requires that neighbourhood plans ensure that development is based on an understanding and evaluation of an area’s defining characteristics and should establish a strong sense of place.

Understanding Hartford is the starting point for producing a good Neighbourhood Plan. This understanding identifies the constraints and opportunities that the Plan can address.

This document provides a comprehensive summary of all relevant issues and establishes the ‘baseline position’ at the start of the Neighbourhood Plan period. It also identifies the problems that the Plan could address and finds out the opportunities the Plan could make the most of.

1.1 SITE LOCATION

Hartford is a village and civil parish in the unitary authority of Cheshire West and Chester in Cheshire. It lies at the intersection of the A559 road and the West Coast Main Line (between Liverpool and Crewe), and is less than 2miles (3.2 km) south west of the town of Northwich, which forms one of its boundaries

Hartford is within commuting distance of Manchester and Merseyside via its road links to the M6 and M56 and conveniently situated for both Manchester and Liverpool airports.

Hartford is situated in the Cheshire Plain and the village stands above the River Weaver, which forms another of its boundaries with Davenham and Kingsmead.

The rest of Hartford is surrounded by open fields along its boundaries with the parishes of

Weaverham, Whitegate, Sandiway and Cuddington.

The present village occupies an area of 556 hectares (1,374 acres or a little more than two square miles)

The Neighbourhood Plan boundary corresponds with the parish boundary of Hartford.

Analysis of the 2011 Census data reveals that the village has a very small indigenous employment base. This mean that the majority of residents have to commute to jobs many miles outside Hartford.

Distances from Hartford to key centres of employment

Distance from Hartford Service Centre

Chester	17.2 miles
Warrington	12.8 miles
Crewe	16.7 miles
Liverpool	27.8 miles
Manchester	25.3 miles
Runcorn	12.3 miles
Middlewich	8.2 miles
Winsford	7.4 miles

(source: AA Route Planner)

1.2 DATABASE

A wide range of issues have been considered in producing the Plan. These have been grouped under six key issues.

- Housing
- The Built Environment and Local Character
- Transport and Communication
- Local Economy
- Local Facilities
- The Natural Environment

This overview includes evidence from background reports, extensive research and consultation with the local community.

2 Local History

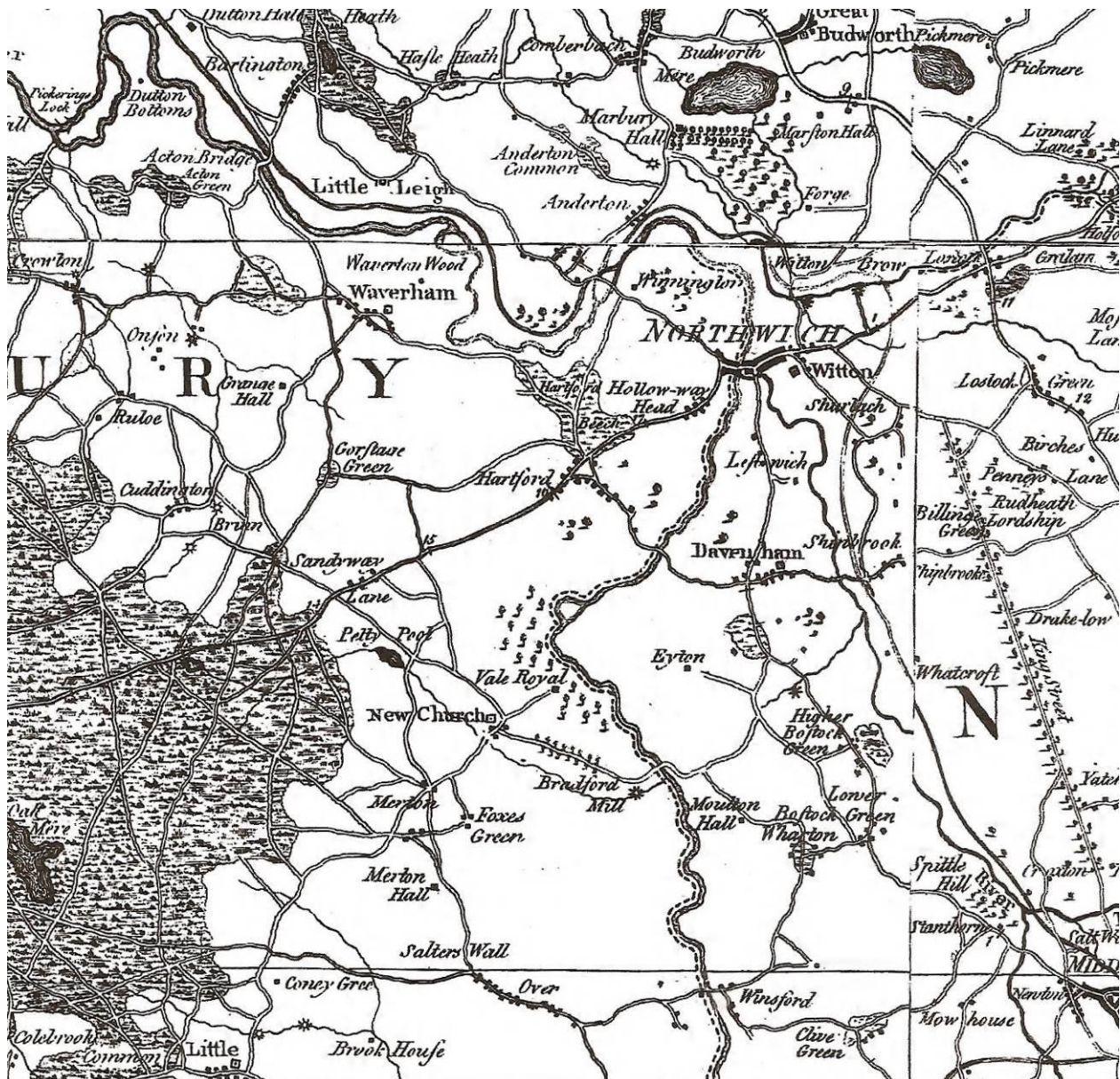
Hartford as a Cheshire village can be traced back as far as the Domesday Book of 1086 where it is mentioned as being part of the Barony of Kinderton, held by Gilbert de Venables.

Prior to the reign of Edward the third it was held by a family who assumed the local name, from which passed to the Horton, Massey, Holcroft, Marbury and Davies families.

Hartford was formerly a township between two ancient parishes, with the greater part belonging to Witton Chapelry of Great Budworth ancient parish, and a much smaller part of Weaverham cum Milton ancient parish. It also formed part of

Eddisbury Hundred in 1836 was placed in Northwich poor law union. It was constituted a civil parish in 1866 and in 1875 was added to the newly formed Northwich rural sanitary district. Part of Hartford was transferred to the Northwich Sanitary district when the boundaries of the latter were extended in 1880

The civil parish has experienced three boundary changes. In 1894, the easternmost part (in Northwich urban sanitary district) was lost when the area between Beach Road and Darwin Street – including Greenbank railway station – was transferred to Northwich civil parish. There were very small boundary adjustments with neighbouring parishes in 1936, and in 1955 the newly built Greenbank Estate was transferred from the parish of Hartford to Northwich.



From 1894 to 1974 the whole of Hartford was part of Northwich rural district, and it was served by Vale Royal Borough Council. In April 2009 the latter ceased to exist, and Hartford is now a civil parish within the unitary authority of Cheshire West and Chester.

Much of the history and development of the village can be found to have its origins in the local association with salt, and the chemical industry that sprung up to exploit this natural resource.

The village is situated on what was the main salt route from Northwich to Chester. Chester Road which runs through the centre of the village follows the line of Watling Street, a Roman road.

Over the centuries the land of Hartford was divided up, with eleven different families owning areas. However, by the 18th century, Lord Delamere owned most of the village. The roads that still form the triangle in the centre of the village can be seen on the 1846 Tithe Map.

In 1821 the population was 772 and the Tithe map of 1840 (*below*) shows mainly fields with dispersed groups of cottages and a terrace along Chester Road.

The London to Glasgow railway, then the Grand Junction Railway was constructed to the west of the village in 1837, which provided a strong impetus for expansion to the area.

The first commuters were the gentry from London, followed by the wealthy gentlemen industrialists from Liverpool and Manchester, as well as local salt barons.

Between 1800 and 1850 several wealthy salt manufacturers from the Northwich area built individual houses in Hartford and by 1880 the population had risen to 1451.

By 1921 Brunner Mond was the principle landowner, having established a flourishing chemical industry on the back of the natural resources. They believed in manufacturers' responsibility for the well-being of their employees and built houses for their directors and managers in Hartford in a location upwind of the factories, and associated smells. The directors lived in The Crescent (c1910), the senior managers in The Grange (c1920) and young managers in Walnut Lane (c1920).



3 Housing

3.1 EXPANSION OF HARTFORD

From its historical beginnings, all research and evidence shows that Hartford did not significantly expand until the late 19th century.

Until this period the village had remained constant in size. However, with the arrival of the railways, many Victorian and Edwardian houses were built, as well as distinctive large properties, still evident today.

At the turn of the 19th century Sir John Brunner and Ludwig Mond formed a partnership and built a factory at Winnington where they produced soda ash. The factory brought employment to the area with the need for housing for the employees. Between 1910 and 1920 Brunner Mond built houses for their directors and managers in Hartford in The Crescent, Walnut Lane and The Grange.

However the first significant period of expansion was between 1920 and 1950. During this time the number of dwellings increased from 200, to almost 900 and the population trebled to 2919.

During World War II, thousands of homes were damaged or destroyed which started a major boom in the construction of social housing that can be seen in certain areas of Hartford today.

In 1938 (*shortly after the time of the map below*) the original bridge across the River Weaver, first built in the mid 1800's linking Hartford with Davenham was re-built to accommodate motor traffic. This opened up commuter routes to Manchester, Chester and surrounding areas and the construction of many new houses in Hartford.

The third wave since the 1950's to the present day has seen a steady increase in house building which has increased the dwellings from 900 to 2,336, and the population increase from 2,919 in 1951 to 5,556 in 2011.

This analysis gives an excellent understanding of



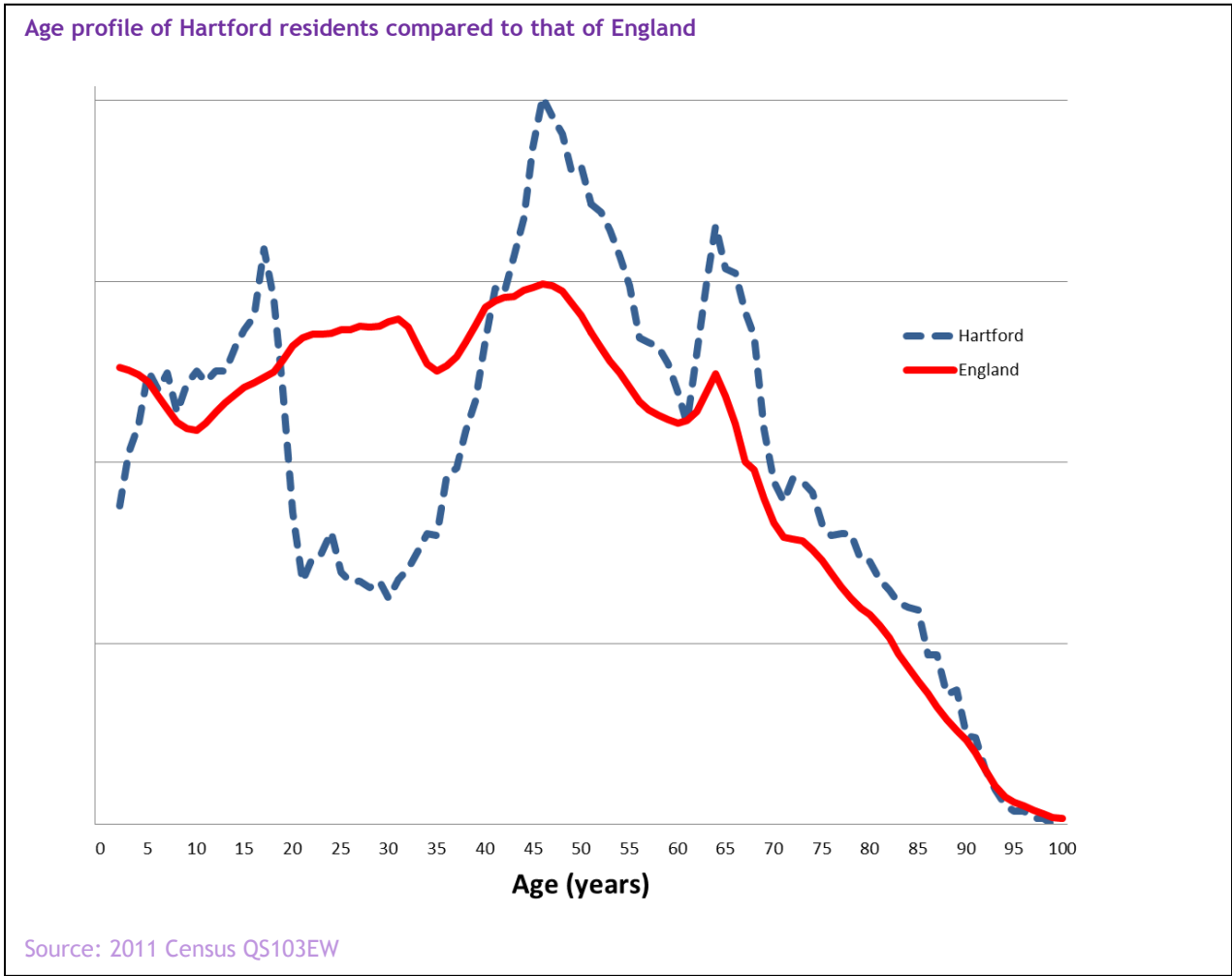
how Hartford has evolved over the preceding one hundred years.

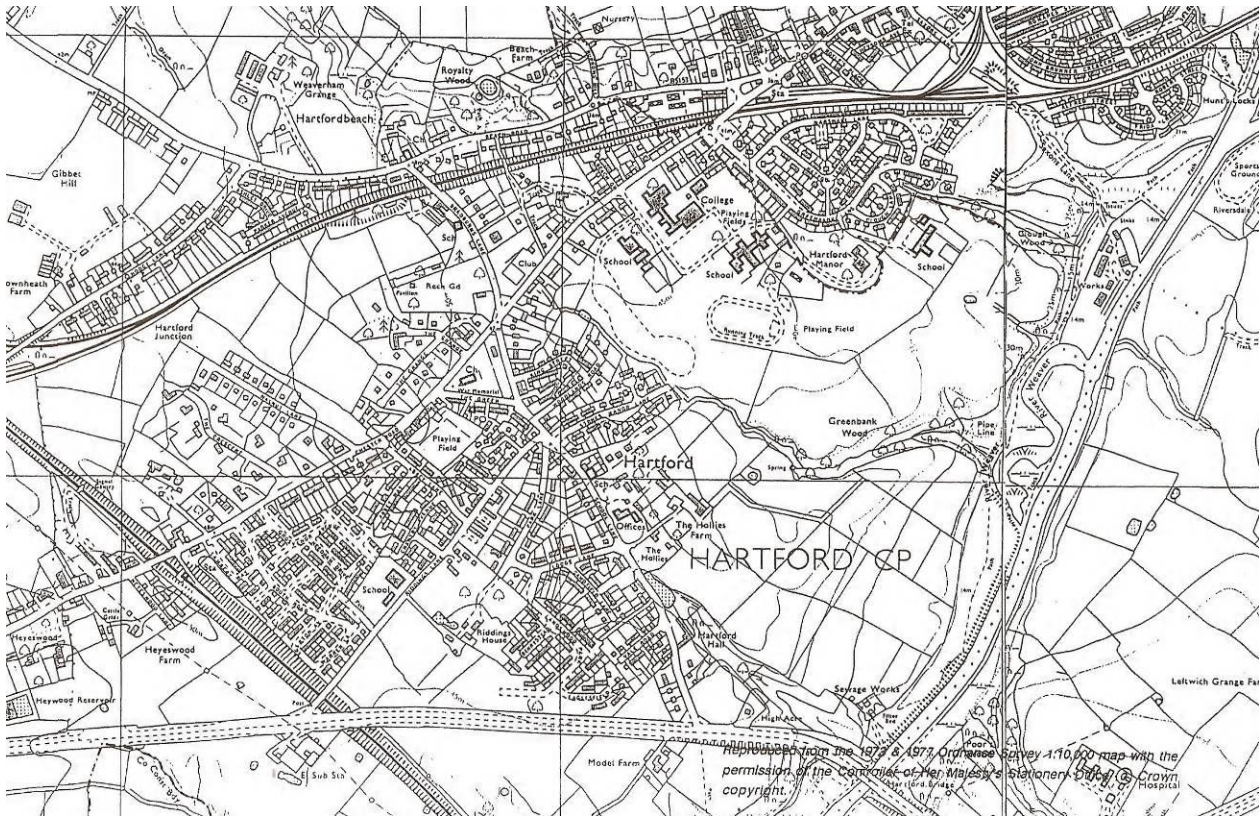
The decision by the Secretary of State to allow the development of 650 further dwellings that will increase the population by 30% is of great concern to the community.

It has also influenced the Neighbourhood Plan Working Group’s policy-making process for this section on housing.

3.2 DEMOGRAPHICS

The 2011 Census data shows Hartford having a population of 5,556 persons, living in its 2,336 dwellings. It also gives us data on the number of bedrooms in each household, the age of the occupants, and whether they were economically active. All of this data has been useful in informing the development of the Neighbourhood Plan for Hartford.



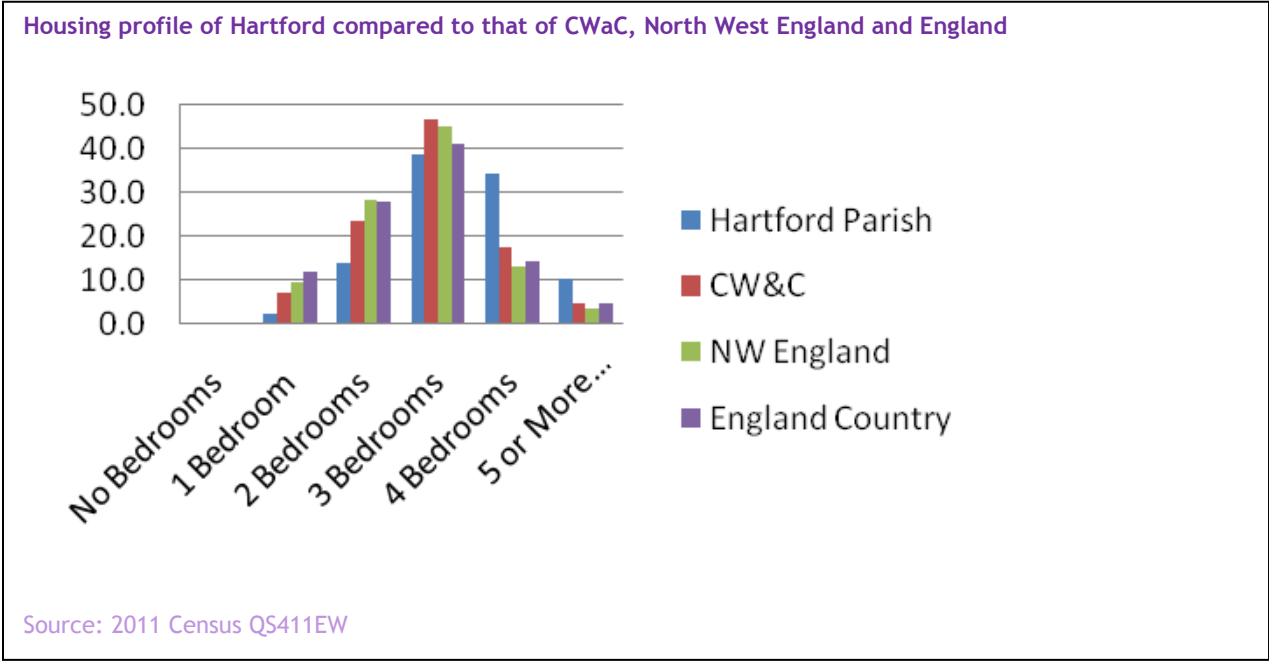


Of the 2,264 “household spaces” (data is only provided for occupied dwellings – the other 72 dwellings were presumed unoccupied at the time), 45% have 4 or more bedrooms, in stark contrast to the national average of 19%. The data is from table QS411EW and is plotted in the chart below. In contrast Hartford has few households with 2 or fewer bedrooms (16%) compared with the national average of 40%.

Table QS103EW gives the age of the population by

single year. Once again, there are big differences between the age profile for Hartford and that for the country as a whole.

Hartford does not have many 18 to 32 year olds. This could be for a number of reasons. Many families, for example, choose to move to Hartford because of the good choice of educational establishments. Parents moving to Hartford with children starting school are typically in their thirties. A decade later, many of these children



then go on to college and university. Students are counted as living at their term time address. Then, when they qualify, and if they are able to find work, many of them move away.

In March 2011, when compared with the national average, Hartford had a greater percentage of residents aged 44 or over, with peaks at 47 years old and 65 years old.

The answers in the Neighbourhood Plan questionnaire provides further insight for interpreting the census data for Hartford. Residents value many aspects of Hartford life. They want to stay in Hartford. When combined with the age profile and number of bedrooms data, it would appear that older people are living in houses that are bigger than they need. For some this is what they want, but the answers to the questionnaire reveal that some would like to downsize, but stay in Hartford as they get older.

Table 4.27 Older persons' housing options	
Housing option	% would consider
Continue to live in current home with support when needed	70.9
Buying a property on the open market	22.6
Rent a property from a private landlord	7.3
Rent from HA / Registered Social Landlord / Registered Provider	10.3
Sheltered accommodation - To Rent	15.8
Sheltered accommodation - To Buy	11.3
Sheltered accommodation - Part Rent / Buy (shared ownership)	3.9
Extra care housing - To Rent	11.3
Extra care housing - To Buy	8.6
Extra care housing - Part Rent / Buy (shared ownership)	2.9
Residential care home	6.0
Co-housing	8.0
Base (Valid Responses)	167862
Base (Households responding)	93,856

This unmet need is likely to grow. In ten years' time the 47 year old peak will have moved to 57 and the 65 year old peak to 75, adjusted by natural migration in and out of the village. This is

supported by "Core Output 8: Estimates of household groups who have particular housing requirements" in the July 2013 Cheshire West and Chester Strategic Housing Market Assessment (SHMA). It says:

"Older people

4.77 A major strategic challenge for the Council is to ensure a range of appropriate housing provision, adaptation and support for Cheshire West and Chester's growing older population. The number of people of pensionable age or over is projected to increase by 50% from 71,800 in 2010 to 108,000 by 2030.

4.78 The vast majority of older people want to stay in their own homes with help and support when needed and the vast majority are owner occupiers. The 2009 SHMA noted in particular the need for help with gardening, repair/maintenance and cleaning. Better insulation/heating and adaptations to bathrooms are particular requirements stated by older people. Resources for aids and adaptations remain tight, particularly for households in the private sector. Alternative sources of funding, such as equity loans, should be seriously considered to finance remedial measures required by older person households.

4.79 There is also a degree of interest in new forms of older persons' accommodation, for instance open market dwellings, sheltered accommodation and extra care housing. as summarised in Table 4.27. Providing a wider range of older persons' accommodation has the potential to free-up larger family accommodation (although price could still remain a barrier to entry). (Source: 2013 household survey)

The SHMA also gives planning policy considerations for the provision of Affordable Housing. However it gives the caveat that "Any review of affordable housing policy will also need to be mindful of issues of economic viability, an assessment of which does not form part of this research." Census data points to the relatively high percentage of larger (i.e. more expensive) properties in Hartford. Also an analysis of Council Tax bands shows Hartford having only 9% of its

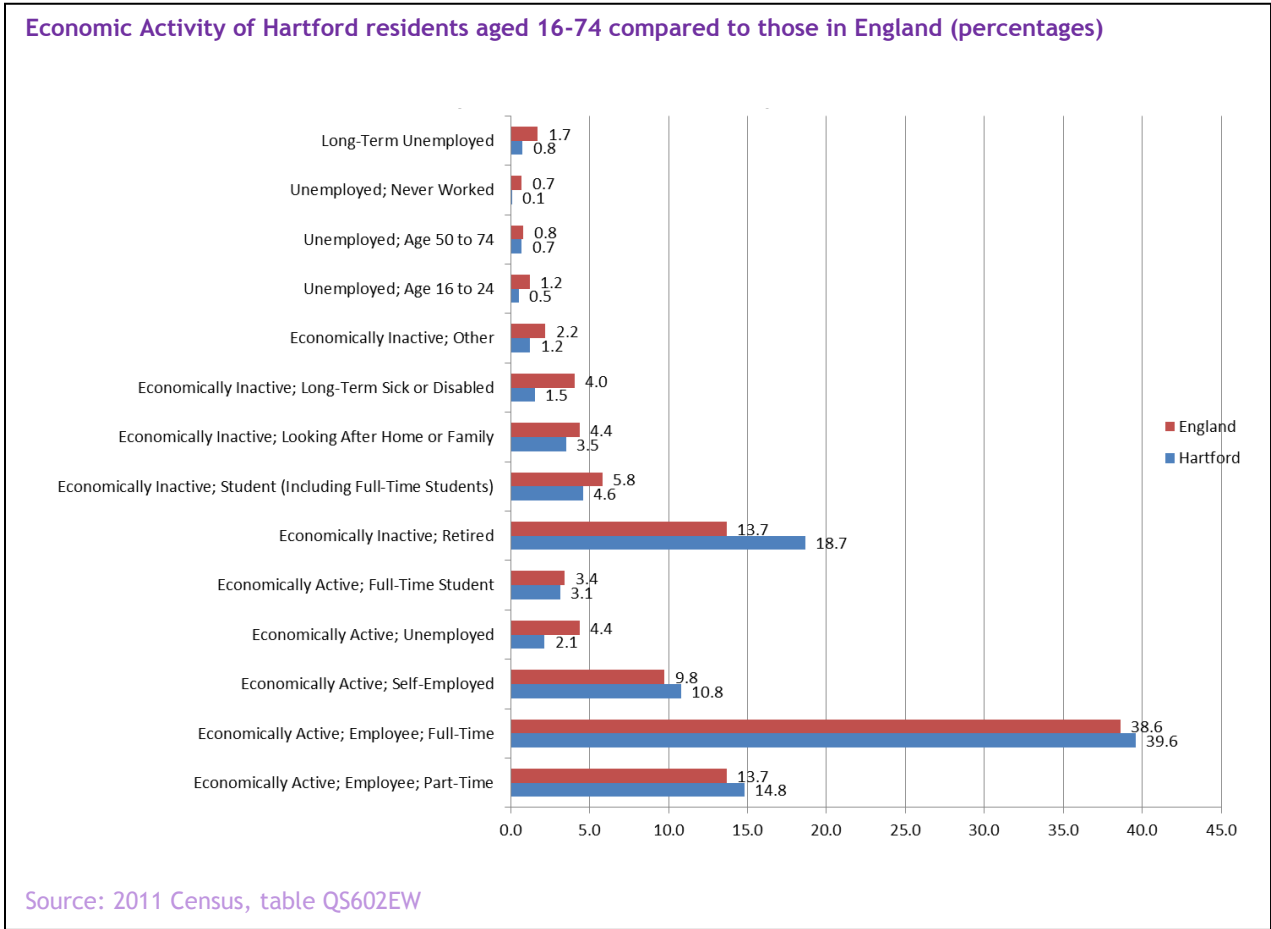
dwelling stock in Bands A and B, compared with the national average of 44%.

Census data for economic activity is given in table QS602EW (see chart below). This data set only covers the 3,971 persons in Hartford who were in the age range 16 to 74. The chart below shows the percentage of people in this age range in each economic activity category, together with the data for England as a whole. The biggest percentage are persons employed full-time, with Hartford slightly more than the national average, but the next biggest category is for retired persons, with the Hartford percentage 37% higher than the national average.

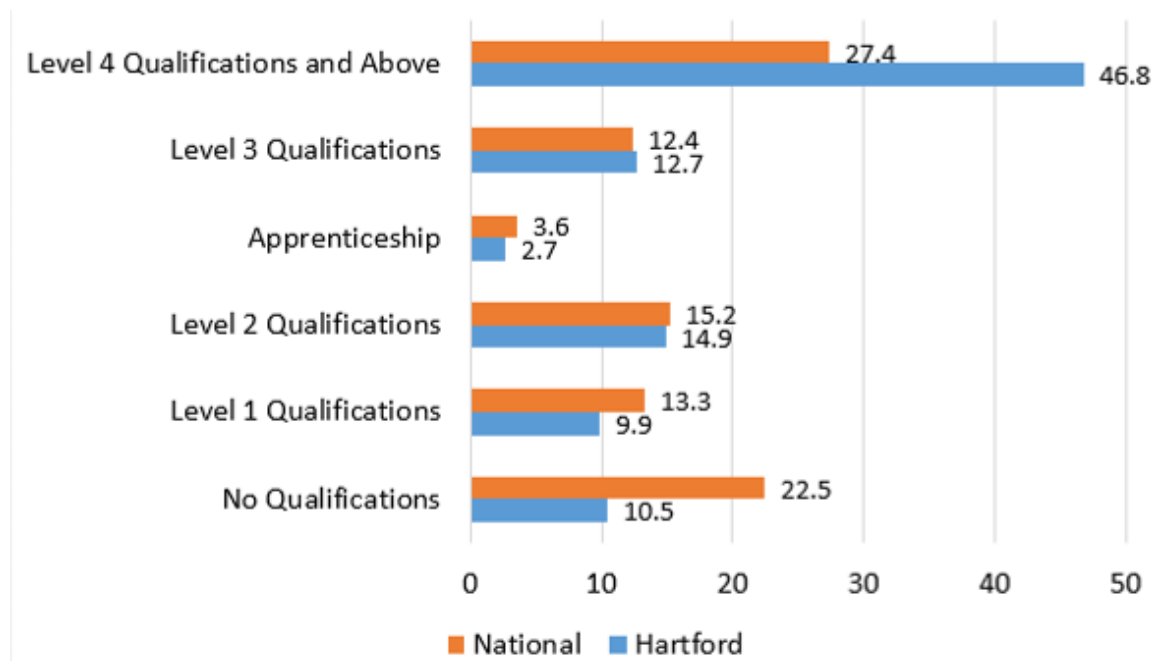
Census table QS501EW (see chart on page 12) shows highest qualifications for residents aged 16 and over. Level 4+ qualifications include degrees (for example BA, BSc), higher degrees (for example MA, PhD, PGCE), NVQ Level 4-5, HNC, HND, RSA Higher Diploma, BTEC Higher Level, Foundation Degree (NI), or professional

qualifications (for example in teaching, nursing, accountancy). Hartford residents aged 16 and over include 46.8% with a Level 4+ qualification compared with the national average of 27.4%. There is data for how those in employment travel to work, but this is given in section 5 “Transport and communications”. Given the desirability of Hartford as a place to live, the qualifications of its residents and the limited employment opportunities within the village, many of Hartford’s employed commute out of the village to their place of work.

It should be noted that all the analysis of Census data was done in February 2013, in preparing the article which appeared in *Hartford News* in March 2013. The Office for National Statistics may have refined some of the datasets since that date, but any changes are believed to be insignificant for the purpose of having a strong evidence base on which to base the Hartford Neighbourhood Plan



Qualifications of Hartford residents aged 16-74 compared to those in England (percentages)



Source: 2011 Census, table QS501W

4 The Built Environment and Local Character

Hartford village has a unique character with many tree lined streets, a wide variety of housing styles, a village centre with the Parish Church and two groups of shops.

A village audit was carried out by the Built Environment and Character Group of the Neighbourhood Plan Working Group and the following main points emerged. (2013)

- The historic link with salt and the chemical industry.
- Positioned in the Cheshire Plain sitting above the River Weaver Valley.
- Views from the village to surrounding countryside and green corridors between adjoining parishes are an important feature.
- Historical links being positioned astride the old Roman road,(Watling Street) between Northwich and Chester.
- Archaeology and history linked with the village especially Grange Farm.
- Six character areas of distinctive building design.
- Several distinctive building types in the village to include timbered black and white buildings, Village Hall, Edwardian houses, The Green, as well as Victorian and Georgian properties.
- Cheshire Railings: These black and white shaped metal railings are not only a feature across the county but are an important feature in Hartford.



The centre of the village of Hartford is designated as a conservation area.

Hartford Conservation Area was first designated on 12 February 1974 and following a public consultation exercise in December 2003 a revised and extended area was adopted by Vale Royal Borough Council in 2004.

There are also 14 Grade II listed Heritage Assets and 18 Locally Listed Heritage Assets in Hartford: The most significant include:

Heritage Assets (grade II listed)

- Cattle tunnel
- Kindergarten Building (Martin Building)
- St John's Church
- The Beeches (grade II*)/Hartford Beach
- Turnpike milepost
- Hartford Hall Hotel
- Whitehall
- Railway Viaduct

Heritage Assets (locally listed)

- Weaverham Grange
- Red Lion
- The Coachman
- Sandiway Cottage
- Heyeswood Stables
- WW11 Albermarle crash site
- 13 Green Villas

(source Cheshire Historic Environment Record)

(See Appendices 10.3.1 and 10.3.2; maps of Conservation Area and heritage assets.)

The character of the surrounding landscape also plays an important role in the distinctive identity of Hartford.

This includes greenbelt, open countryside and green field land that separate Hartford from adjoining parishes.

This land includes farm land with mature trees and hedgerows.

(See Appendix 10.3.3: map showing open spaces, green areas, etc.)

4.1 CHARACTER AREAS

The Built Environment and Character Group have conducted a more-in-depth study and completed an audit of the parish character areas in each section of the village.

See Appendix 10.3.4: map showing character areas

Area 1 (Blue) includes

- The village centre
- The Green
- Chester Road
- Village Hall

Area 2 (Orange) includes

- Walnut Lane,
- The Crescent
- The Grange
- Fullerton Road

Area 3 (Yellow) includes

- Park Lane
- Chester Road
- Booth Road
- Landswood Park
- Heyes Park

Area 4 (Green)

- Mornant Ave

Area 5 (Pink) includes

- Whitehall Drive
- The Hollies

Area 6 (Red) includes

- Beach Rd
- Hodge Lane

Area 1

The Green



In the reign of Queen Victoria new manufacturing processes became available with houses being built of brick. The terrace houses on The Green were built in this period for workers in rows. They were all two up two down properties with small back yards, outside toilets, cellars and sash windows. They had slate roofs, chimneys and Flemish brick bonding. The properties on The Green are an excellent example of Victorian buildings.

Chester Road



The cottages on Chester Road were built in the Arts and Crafts period in the late 19th and early 20th century, again using natural materials, with sloping roofs, small windows and expansive gardens. These cottages in Chester Road were built for grooms and gardeners of the Brunner Mond Estate.

Area 2

The Grange



In the late 19th century, Brunner Mond arrived in Winnington. Individual properties were built in a variety of styles for the directors in The Crescent, senior managers in The Grange and junior managers in Walnut Lane. These distinctive properties are still a major feature in the village maintaining the style and sense of community of the original design that was enhanced with tree lined avenues.

Area 3

Chester Road



The semi-detached Edwardian villas on Chester Road are built on larger plots, and were all named by their first owners to stress their importance. This type of house was built, during the Edwardian period that lasted until 1920. The houses at this time were built in semis, villas or terraces. External decoration was elaborate with deep bay sash windows with stained glass and other features such as carved wood and porches.

Heyes Drive



A small modern development built on land which once belonged to Heyeswood the now demolished home of Lord Stalbridge, Chairman of The Grand Junction Railway. The natural environment has been retained with mature trees and wide grass verges.

Area 4

Mornant Avenue



A large modern development, that embraces a wide range of size and design of properties including thatched cottages.

Again wide grass verges and tree lined streets that enhance the village feel.

Area 5

Whitehall Drive



A new estate of houses built in the grounds of Whitehall, Vale Royal Borough Council's former Offices. The estate consists of large dwellings built in a modern style.

Area 6

Hodge Lane



Hodge lane, lies on the outskirts of the village and leads to farmland and open countryside. The properties in this area consist of detached and semi detached properties built substantially in the 1930's. The use of red brick and bay windows are a feature of this period.

4.2 BUILDINGS

In Hartford Parish there are 32 buildings, structures or areas that are listed.

However from these many listed buildings a few feature as main landmarks and have more importance in defining the local character of Hartford.

They are:-

- St John's Church
- Hartford Hall
- Whitehall
- The Beeches/Hartford Beach
- Sandiway Cottage

St John's Church



The present building replaces an earlier, much smaller one, which was consecrated in 1824. Designed by John Douglas, the present church was consecrated in 1875. The tower was added in 1887 and a ring of six bells was dedicated in 1897.

Hartford Hall Hotel



Hartford Hall is a late 16th century dwelling. It originated as a hall with a cross wing, and has been extended at various times in its history. The oldest part is constructed in timber framing that has been stuccoed and the latter parts are in brick. The building has a slate roof. It is in two storeys, and has a five bay front with a projected two storey gable porch.

Whitehall



Whitehall was built as a country house. Designed by John Douglas senior, and later used by Vale Royal Borough as Council offices. It was constructed of stuccoed brick and had a hipped slate roof. The building is in an L plan, with two storeys and has a seven bay entrance front. This has an Ionic porch, approached by three steps.

The Beeches/Hartford Beach



The house was re-modelled between 1814 and 1824 for Thomas Marshall, and has since been divided into two houses. It is constructed of stuccoed brick and has a hipped slate roof. The house is in a neoclassical style with Gothic details.

Sandiway Cottage



Sandiway Cottage is a beautiful half-timbered house which is thought to be one of the oldest buildings in Hartford. It was originally built by a local nobleman and elements of its Tudor architecture date it around 1780. It was probably a hunting lodge for an owner who wished to ride with the Cheshire Forest hunt.

Consultation with the community has revealed that any new development should reflect the style and character of the village.

Any new housing within the conservation area must be developed sympathetically without having an adverse impact on the character of the conservation area.

Further evidence from the community relating to the built environment and character of Hartford showed residents' concerns for style, building materials, design and layout to include open space for recreation.

In the analysis of all consultation with residents there was an overwhelming concern that any new development should be of a size and variety of property to ensure that the severe traffic conditions at peak times of the day are not made more severe.

4.3 ARCHAEOLOGY

The History of Hartford is centred on its geographical location; lying abreast the Roman road between Northwich and Chester, the settlements and village developed along its line

and, until the construction of the Northwich bypass in the first half of the 20C, this remained as an important route to and from those centres.

The development of the village, for most of its history, has been linear in character without any evidence of settlement drift. It is safe to assume, therefore, that much of the archaeology associated with the village will lie within its present boundary.

Prehistoric

Records suggest (HER 698) that a Neolithic to iron age, 4000BC - 42AD, funerary site exists within the environs of Hartford but, unfortunately, the whereabouts of this burial site is yet to be determined.

Finds of flint tools and axe heads found at nearby Castle Hill, Northwich, indicate old and new stone age activity in the general area, but it is not until the Roman occupation of Condate (Northwich) that we can start to tell the story of the village by its archaeological remains.

Roman

The modern word salary owes its etymology to the Roman *salarium* - the money paid to soldiers and ancillaries to buy salt. The rich salt deposits at Northwich would have been gathered at the fortified Condate settlement (CHER 719/0/11) and transported to the 20th Legion at the fortress of Deva (Chester); the Romans would also have passed through on their way to Manchester and beyond.

The chosen route became known as Watling Street North (HER 84/1/0) and, passing through what is now Hartford, followed the same line as the present day Chester Road that runs through the village centre. Evidence of the aggar was found during 19th century excavations (Watkin et al). It is known that indigenous populations made settlements (*civitas*) outside Roman encampments and towns, especially along the side of routes leading to and from those areas. Presently it is not known how far such settlements extended from Condate towards that which would become

present day Hartford. However, based on the finding of Romano-British sepulchral urns (CHER 703) to the west of the present day village centre, it is unlikely that a *civitas* extended much further towards Deva; owing to religious superstitions, burial of remains always took place outside the area of settlement.

Medieval (c450-1540)

Owing to the ford crossing the River Weaver, the salt route remained in use throughout the middle ages. The demography of Hartford during that period is not known but documents continue to record activity.

Hartford was recorded in the Domesday Book of 1086, when the Manor was held by Gilbert de Venables as part of the Barony of Kinderton. Prior to the reign of Edward III it was held by a family who assumed the local name, from which it passed to the Horton, Massey, Holcroft, Marbury and Davies families.

There is evidence of medieval field systems at Hartford and, to this day, the southern edge of the older part of Hartford is bounded by Riddings Lane - a ridding being a parcel of land cleared for cultivation.

Medieval spindle whorls have been found in the area now known as Hollies Farm (CHER 5705), and in such a concentration that could indicate a form of proto-industry. It is believed that a water mill existed on the Weaver close by to the above finds.

Rectilinear crop marks in the area known as Grange Farm are recorded in the Cheshire Historic Environment Record; the date of these is yet to be established, but as the area is due to be developed, mitigation is in place for investigation and recording and/or preserving; it could well be that the marks are from an earlier or later period.

Post medieval (c1540-1875)

Once again, due to the ford and its strategic importance, the documented evidence continues to record activity in the village. Two skirmishes took place during the period of the English Civil

War and artifacts from these encounters could yet be found. A number of finds relating to this period have been made and are recorded in the CHER.

Modern (c1875-)

The archaeology of this period consists mainly of the influence of man on the landscape (landscape Archaeology, Higham et al).

The chemical company Brunner Mond built homes for its management team and workers in the village, and these are still extant in their Arts and Crafts style.

There have been numerous other developments, but the most dramatic and lasting of man's influence on the landscape is the canalisation of the River Weaver to form the Weaver Navigation. The Navigation is crossed via Hartford Bridge, affectionately known in the area as the "Blue" bridge. Constructed in 1938 the abutments to the bridge are in the distinctive art deco style.

There is one event from this period however that could still produce some sub surface archaeology; in April 1944 an Albemarle bomber (CHER 7267/5240) crashed onto Grange Farm and, although the bulk of the wreckage was removed at the time, the possibility of ploughed in scatter remains is likely.

Observations on Hartford's Roman archaeology

The 2003 Cheshire Historic Towns Survey, in its aims, states the need to identify (1) "the exact line of Watling Street North", and (2) Locate the Romano-British cemeteries associated with Roman Northwich. There is evidence for both of these features existing in Hartford – Watling St North follows the line of the present Chester Rd (Watkins et al), and sepulchral urns were found during the excavation of Hartford railway station (these are available for public viewing at Warrington museum).

It is expected that all future development, indeed excavation of any type, will follow the necessary and adequate mitigation procedures that will facilitate the discovery, and preservation, of all the

archaeology that Hartford promises to the above mentioned aims.

4.4 SOURCES

- Warrington Museum (Primary artifacts)
Sepulchural urns
- W. Thompson Watkin *Roman Cheshire*
1868 Liverpool
- R.M. Bevan *Hartford, Whitegate & Vale*
Royal 2009 Chester
- J. Brian Curzon *The Book of Northwich*
1993
- Ibid. *Northwich - Images of England* 2009
Stroud
- Ferguson *Cheshire Airfields in the Second*
World War 2008 Berkshire
- D.N. Riley *Air Photography and*
Archaeology 1987 London
- N. Higham *The Origins Of Cheshire* 1993
Manchester
- The Cheshire Historic Environment
Record

5 Transport and Communications

5.1 BACKGROUND

On 31 May 2012 Harrow Estates and Bridgemere Land plc and Bridgemere JV Ltd submitted two applications for the development of 300 dwellings on Grange Farm in the centre of the village on Chester Road, and 350 dwellings on The Hollies on School Lane Hartford.

Cheshire West and Chester Strategic Planning Committee refused these two applications relating to the development of 650 dwellings in the village on the following grounds:

“The development proposals would have a severe impact on the highway network. It is considered that the mitigation measures proposed are insufficient to overcome such impact.

Accordingly, the proposal is contrary to the provision of the National Planning Policy Framework and Policy T1 of the Vale Royal Borough Local Plan First Review Alterations 2006.

“Insufficient information has been provided relating to the transport impact that the proposed developments would have on the Northwich Vision Area. Accordingly, the proposal is contrary to Policy GS9P of the Vale Royal Borough Local Plan First Review Alteration 2006”

This second reason for refusal was withdrawn at a later date.

In making this decision full consideration was given to the “severe” residual impact test found in paragraph 32 of the National Planning Policy Framework (as set out in the committee report at paragraph 6.139) in assessing highway impacts.

(Source Principal Development Officer Highways CW&C)

5.2 Traffic congestion

The severe traffic congestion in the village at peak times of the day is generated by a number of major factors.

Firstly Hartford is the only village of its size in the whole of Europe that has ten educational establishments within its boundary.

These establishments provide a wide range of educational needs with only two primary schools having a Hartford catchment area. The remaining eight establishments attract pupils and students from a very wide area including the whole of Cheshire.

There are over 6000 pupils and students and 800 staff that attend the schools daily with a very high proportion living outside the parish and travelling in each day resulting in severe traffic congestion.

See Appendix 10.2.5; map of educational establishments

Apart from education there is a lack of local employment.

However Hartford is centrally situated for commuting to Manchester, Liverpool, Chester and Warrington as well as more local locations outside the village that create further traffic congestion at peak times of the day.

(source key employment service centres from Hartford AA route planner)

5.3 PUBLIC TRANSPORT

Hartford has one train station, served by London Midland services from Liverpool to Crewe (with connections for trains to London and Scotland) and Birmingham.

There is also a further station outside the village at Greenbank that runs an hourly service between Manchester and Chester.

Only one bus service runs through the centre of the village which is the Chester to Northwich route

with a half hourly service that terminates before 6.00pm in the evening and a very restricted service on Saturday and Sunday.

The only other alternative that is more frequent is the Weaverham to Northwich service that is only suitable for residents on the outskirts of the village.

(Source Cheshire West and Chester Council, Virgin Trains and London Midland Trains.)

The transport and communication group carried out an audit on the bus and train provision and found that the existing bus or train service did not provide a viable alternative to the private car.

The bus service offered a poor timing/route opportunity to meet the needs of commuting travel patterns.

Similarly it was found that residents' employment patterns did not match train timetables. This, with the time taken to get to their place of work, and the expense of rail travel, meant it was found that the only alternative was to use the private car.

(ONS statistics car, train bus use)

5.4 EVIDENCE

The evidence supporting the decision by Cheshire West and Chester Strategic Planning Committee and the policies of Hartford's Neighbourhood Plan is explained in the following section:

Hartford is located 2km to the south-west of Northwich.

The main traffic congestion points in Hartford are:

- Chester Road
- Bradburns Lane
- School Lane
- The Green
- Beach Road

The A559 Chester Road forms the primary traffic route through the village. The A559 is a strategic route corridor running east-west linking



Northwich, to the north-east, with the A 556, to the south-west.

This strategic route provides access to education, retail facilities and residential developments within the village.



Traffic travelling on this route passes along the north side of the triangular-shaped Glebe land. The Glebe land has two junctions on its perimeter, which are:

- Chester Road/The Green signalised junction
- School Lane/The Green priority junction

The Chester Road/Bradburns Lane signalised junction was improved in 2009 by CW&C highways as part of the off-site mitigation package for the 1,200 residential development at Winnington Urban Village. Base traffic flows include the traffic that is still to appear on the highway network from the Winnington Village development. This will have the effect of exacerbating current levels of congestion, queuing and delay.



The two junctions that are located in the centre of Hartford form a focal point for traffic movements. Traffic is concentrated at this location due to several natural and man-made 'barriers' to vehicular movement which include:

- to the west, the north-south (Liverpool – Birmingham) railway line running through Hartford Railway Station; and
- to the north, the east-west (Manchester – Chester) railway line running through Greenbank Railway Station; and
- to the east, the River Weaver.

Due to these 'barriers' there is limited route choice and therefore traffic is concentrated at the two junctions. The development of Grange Farm and the Hollies will increase the demand for traffic movements at these two locations and it is unlikely that much traffic can and will re-route or be displaced due to the additional distance and time required to use alternative diversionary routes.

(Source Principle Development Control Officer CW&C and Technical Director URS)

This important information regarding the present traffic congestion and the prediction of increased trip journeys, queue lengths and time delays has been a major factor in the policy making process of Hartford's Neighbourhood Plan.

The Plan has focused on the environmental, economic and social effect that further development outside the settlement boundary would have on the sustainability of Hartford. This section specifically relates to transport evidence

documenting and supporting the Policies of the Hartford Neighbourhood Plan.

5.5 THE TRIP FACTOR

To support the transport evidence a number of Transport Assessments (TA) were carried out. To achieve an understanding of the traffic impact it is important to arrive at a correct trip factor.

A trip factor is a numerical figure that when multiplied by the number of dwellings gives the estimated number of trips that any new development is expected to generate.

The Joint Action Group (JAG) using a trip factor of 0.766 gave the number of trips out of the morning peak for the two developments as 460.

Cheshire West and Chester's Highways Officer used a slightly lower trip factor of 0.74 which showed a trip factor of 444.

However both trip factors indicate the amount of extra traffic that can be expected to increase the congestion in the morning peak period.

These trip figures have been a vital factor in the transport groups' evidence to protect the village from further large developments outside the settlement boundary that could have the potential to make the traffic more severe.

(source Michael Kitching Director SK Transport Planning Ltd. Development Control Officer (Highways) CW&C)

5.6 QUEUE LENGTHS

It has been identified by the Council for some time that there was significant traffic queuing being experienced on part of the local highway network on the A559 Chester Road, The Green, School Lane and Bradburns Lane.

The Council has previously carried out queue length surveys as far back as April 2009 and was able to predict further queue lengths that would be generated by the new developments.

Hartford JAG also considered the current congestion problem and produced key points.

- That the queue on Chester Road from its junction with School lane/Bradburns Lane exceeds 600 metres locking Chester Road east beyond the Crescent junction for a period of 30 minutes within the AM peak period.
- For a period of 15 minutes that queue can extend to a length of 900 metres.
- That the queue exceeds 400 metres for 55 minutes in the morning peak.
- That Bradburns Lane suffers from queue lengths of 300 metres for approximately 20 minutes within the AM peak.
- That the queue on The Green and School Lane can be up to 600metres for 25 minutes of the peak with a reduced queue of 500 metres for 40 minutes.



Further evidence was supplied by Michael Kitching, Director of SK Transport Planning Ltd to support CW&C's and the Joint Action Group's evidence on present queue lengths and the effect that the increase in traffic from the two new developments will have on the highway system.

This evidence again has been vital in the policy making process of the HNPWG as to further large developments outside the settlement boundary.

(See Appendix 10.2.1: Charts of queue lengths)

5.7 DELAY TIME

The Council, when reviewing the present high traffic congestion in Hartford and assessing the impact of the approved planning applications on the highway system suggests the adding of 20%

delay – a further 12 minutes to every journey during peak times.

This is a significant further delay for the community to have to deal with every day.

This evidence and the additional concern of road safety in the event of more traffic on the highway and a natural frustration due to long delays has again influenced the policies of the Neighbourhood Plan.

5.8 PARKING

All evidence received by the Transport and Communications Group from the questionnaires and consultation events showed major concerns regarding parking within Hartford especially for the local shops and at Hartford Station.

5.9 SHOPS

Hartford has no designated car parks to service the local shops with only on-street parking available on Chester Road, School Lane and The Green.

This greatly inhibits customer parking and has been recognized as a concern as to the viability of the shops.

The new development on Grange Farm does include some parking facilities but with the loss of a considerable number of on-street parking spaces due to a road crossing, and road entrance splays



will not significantly ease the parking situation for users of the shops on Chester Road.

Other economic evidence that has influenced the policy making process for the future is the concern for the viability of the shops on Chester Road. Many of the shops have to be served by large lorries including continental vehicles for deliveries which will become extremely difficult with the proposed highway modifications associated with the Grange Farm development.

5.10 STATION PARKING

Trains from Hartford can be used to reach London, by means of a connecting service from Crewe. It is the closest such station to the nearby town of Northwich, and commuters in the surrounding area wishing to use this service often travel in by car, to Hartford station, from a wide area.

The station car park can only accommodate 78 cars.

Due to the lack of station car parking spaces train users have to park in the roads surrounding the station.

A parking beat survey was undertaken between 6:30am and 10:00am, to understand the extent of the parking issues surrounding Hartford Station. Demand for parking exceeds the 78 free spaces so passengers park along Chester Road, Fullerton Road, The Crescent and Booth Road.



The survey shows that drivers start parking on the street before the station car park is full, with 23 cars parked on the street whilst there are still 7 vacant spaces. In total by 10:00am, there are 24 cars parked on street as well as 78 in the car park.

(See Appendix 10.2.2: Chart of station car parking)

The facts used in this evidence base regarding parking at Hartford Station leads the group to suggest that the proposed development of 650 properties in Hartford will increase the parking requirements at the station.

This, added to the 1200 new dwellings in the Winnington Urban Village and other developments with planning permission in adjoining villages, means the potential for further parking issues are immense.

This evidence has been vital in the policy making.

5.11 CYCLING

As a form of exercise, cycling has broad appeal. Toddlers, pensioners, the able-bodied or people with disabilities can all enjoy cycling.

Cycling is one of the easiest ways to lose weight, reduce stress and improve fitness.

The health and well-being of the residents of Hartford is of prime concern to the HNPWG. The



promotion of health and well-being is a key issue running through the plan and has influenced many of the policies.

Cycling can also be a form of transport in preference to the use of the motor car.

There is no provision of dedicated cycle routes within the settlement boundary of Hartford.

This means that any cyclist has to contend with highway parking hazards and the danger of excessive traffic if using the cycle instead of the car.

Cyclists do revert to riding on the pedestrian pavement which in law is an offence.

The group has researched the possibility of the provision of cycle routes within the settlement boundary but found that due to existing footpath and road structures it is impossible to provide these safe facilities for cyclists.

However along the River Weaver, Sustrans have worked with the Borough to improve footpath and cycle paths and this dialog is continuing with the HNPWG.

(See Appendix 10.3.6: Map showing footpaths, National Cycle Network, traffic queue lengths.)

5.12 SCHOOL TRAVEL PLANS

The school Travel Plan is intended to make travel to and from school safer and more sustainable for pupils. The final plan outlines issues that have been identified as barriers to walking, cycling or using public transport.

In certain circumstances it is an important tool in reducing the number of pupils who travel to school by car.

As previously mentioned, of Hartford's ten educational establishments, only two primary schools have local catchment areas. The Transport and Communication Group investigated post codes of children attending Hartford Primary and Hartford Manor Primary Schools as well as researching statistics from CW&C and ascertained that a limited number of children were within easy walking, cycling distance from the schools which resulted in a large percentage using the car.

In the study involving the two primary schools with a catchment area over 50% of pupils are taken and picked up from school by car.

Local and National surveys indicate that time is a major factor in using the car instead of walking, along with family pressures and safety. Long distances, weather conditions and the need to continue the journey for employment were the main reasons for using the car.

The severe traffic congestion that is related to school traffic from the remaining eight educational establishments is more acute as these schools, and the college, do not have a catchment area so therefore students and pupils come from a wide area of Cheshire where it is impossible to walk, cycle or use public transport.

At one school the research showed that almost 90% of the students came from outside Hartford. According to the National Travel Survey (Department of Transport 2009) the current number of pupils that travel to school by car currently stands at 32%.

Taking into account only the seven day schools and without counting those pupils that live within the catchment area but still go to and from school by car the percentage increases to 62%.

When considering the transport and communication policies on transport and how further housing would impact on the situation, the Transport Group have carefully considered the present situation and the effect the development of 650 further homes will have on the highway system.

Any further development outside the settlement boundary will not offer sufficient sustainable access opportunities to meet travel demands as any future users will be over dependant on the private car, adding more congestion to the highway system.

However it was felt that constructive efforts to improve public services, parking issues and pedestrian and cycling possibilities would

improve the environment and could help to reduce the reliance on the private motor car

5.13 COMMUNICATIONS

Hartford is served from two telephone exchanges, one at Greenbank serving most of Hartford, the other in Sandiway serving properties to the West of the main railway line. The UK fixed broadband speed map 2012 shows Hartford having an average modem sync speed of 10Mbit/s. BT Openreach Fibre-To-The-Cabinet is available from the Hartford (Greenbank) exchange. It is currently being evaluated for the Sandiway exchange under the governments funded programme. It gives the option for speeds of up to 80Mbit/s (but more likely 30Mbit/s in practice). Improvement of high speed internet availability is not seen as a key issue to be tackled by this Neighbourhood Plan. Where slow internet speeds are a problem, the issue should be taken up directly by residents, with their chosen service provider.

6 Local Economy

6.1 The need to promote and support the local economy of Hartford has been the paramount driver to this Group’s approach in research, investigation and consultation to produce policies that will assist expansion of new and existing business and explore new employment opportunities

The viability of the local economy is vital in the sustainability of Hartford for future generations. The Group has identified the problems that restrict economic growth as well as measures that will assist in the promotion of the local economy.

In every consultation event with residents the main concern for this Group regarding the economy of the village shops was traffic and parking.

The research and evidence has reinforced that the lack of parking facilities has been detrimental in ensuring successful village enterprises.

A number of businesses have relocated out of the village due to traffic and parking problems for staff and even with the proposal from the developer Redrow to provide some village centre parking at their Grange Farm site this will be inadequate to meet the needs of employees and customers wishing to use the shops.

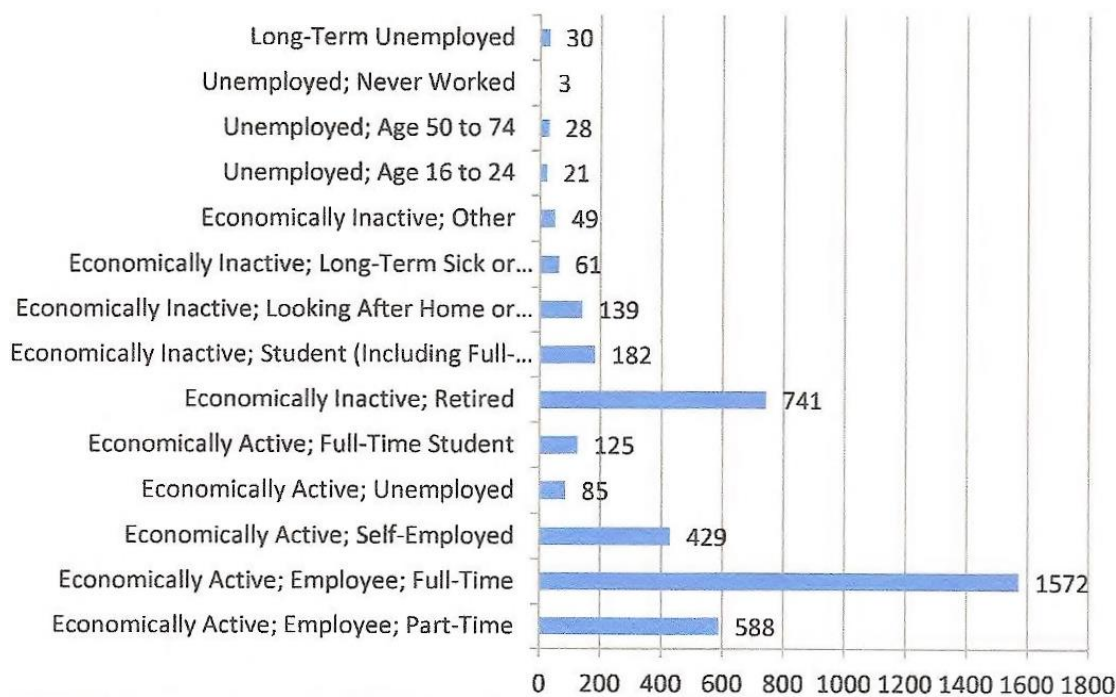
Hartford has a close relationship with Northwich Town Council especially as the village is linked along with eight other settlements to form the third biggest urban area in Cheshire West and Chester.

Hartford’s economic links with the regeneration of Northwich in the development of new retail, leisure and housing development opportunities added to the objectives in Cheshire West and Chester’s emerging Local Plan is important in the economic role of Hartford.

6.2 ECONOMIC ACTIVITY

Hartford in general is an affluent population with 65% of working residents in full time employment.

Economic Activity of Hartford residents aged 16-74



Source: 2011 Census, table QS602EW

Economic activity was measured in Hartford in the 2011 census. There are 2589 economically active residents in the 16-74 age group. Hartford's employment rate is similar to the average for the UK (71.7%).

The rate of unemployment in Hartford is 2.14% or 85 people which compares to the average for England of 6.8%.

(See also chart showing Economic Activity of Hartford residents aged 16-74 compared to those in England (percentages) in section 3.2 of this document)

(Source ONS Labour Market Stats, 2011 Census for Hartford Parish)

For those in work Hartford has the following employment characteristics:

6.3 LOCAL EMPLOYMENT

The main employment opportunities that are available in Hartford are generated from its ten educational establishments, which offer a variety of levels of employment to over 800 people.

Other employment is offered by the nineteen shops and other small businesses that provide a wide range of services to the community. The importance of the viability of the shops is vital to the local economy and has been carefully considered in the production of the policies for this section.

In the questionnaire and all consultations with the shops the main barrier related to the Local



Economy Group was the threat to the viability of their businesses because of the lack of parking facilities.

The small Business Park owned by Cheshire West and Chester, on Chester Road, offers 16 units for office, manufacturing and retail activities.



The Group established that there were 429 residents (6.2%) who were self employed, and whilst this does not conclude that they all work from home, it is significantly higher than the figure for Cheshire West and Chester (3.9%) or national figure of (3.5%)

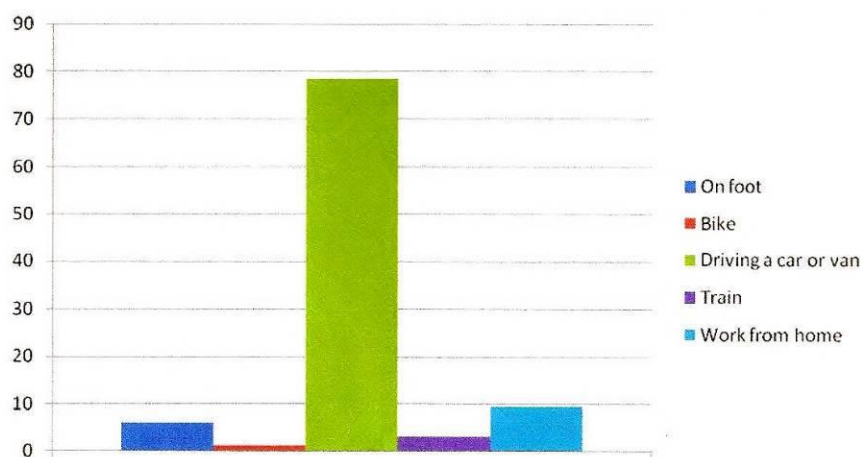
Research and investigation by this Group found that there were a number of barns and redundant buildings on the outskirts of the village that could be converted into commercial ventures that would be supported by the Neighbourhood Plan.. This would increase the employment within the closer area, whilst reducing commuter traffic.

6.4 ACCESS TO EMPLOYMENT

The lack of employment opportunities within Hartford results in the majority of residents finding employment outside the area. This means that residents travel each day to their place of work.

From research the Group has established that although Hartford has one station that provides a service from Liverpool to the south via Birmingham and a further station outside the parish at Greenbank with a service from Chester to Manchester the schedules and work patterns do not match employment needs.

Modes of transport used to reach place of employment by residents of Hartford



Source: 2011 Census

It has also been found that bus services are very limited and again are incompatible with hours and times of employment.

The lack of the potential for residents to use public transport to get to their place of work means that the only other alternative is to use the private car. 51.1% of Hartford residents use the private car or van to travel to and from work. This compares with 37% for England.

This high number of residents that commute daily out of the village to their place of work which added to the traffic generated by the staff and pupils that attend the 10 educational establishment contribute to the severe traffic congestion that is experienced in Hartford at the peak times of the day.

6.5 TOURISM

There are 25 million visitors to Cheshire annually and £1.2bn income generated as well as 14,000 jobs in the tourism sector.

Hartford's stretch of the River Weaver, the Weaver Valley and Marshall's Arm Local Nature Reserve are all recognised tourist attractions for a great number of tourists from walkers, cyclists, anglers, nature lovers and river enthusiasts.

The village provides accommodation in an hotel and further bed and breakfast venues as well as food and drink services for tourists.

The policies in the Neighbourhood Plan support the development of opportunities to ensure a thriving local economic future for Hartford.

7 Local Facilities

7.1 It is important to consider the community infrastructure of the village: shops, community services, public transport, open space and recreational facilities.

The principles of sustainable development mean that new development should be located where it enhances these facilities, rather than creating further problems and difficulties.

Every effort must be made when considering any new development to reduce the need to travel by car at peak times of the day, and that parking is of high priority to ensure the sustainability of the existing shops and help to support growing businesses.

7.2 EXISTING SERVICES AND FACILITIES

Hartford provides the following key facilities

Community Facilities

- Village Hall
- St John's Church Centre
- Methodist Church Hall
- Grange Theatre

Educational Facilities

- Hartford Primary School
- Hartford Manor Community Primary School
- St Wilfred's Catholic Primary School
- The Grange Primary School
- Hartford Church of England High School
- St Nicholas Catholic High School
- The Grange Senior School
- Mid Cheshire College
- Cloughwood Academy
- Greenbank Residential School

There are also four nurseries within the Parish providing pre school education.

Shops and Services

- Cooperative Store including a cash machine
- Dave's DVD Hire
- Zebou Hairdressers
- Littlers Butchers
- Rowland Chemist
- Sandwich Shop
- Mahon Hairdressers
- Cheeky Little Soles – children's shoes
- Fresh Flowers
- Paper Rose – cards and gifts
- St Luke's charity shop and tea room
- Hampson Bakery
- Elson Newsagent
- VIP children's clothing
- Post Office
- Cut Above Hairdressing
- Hartford Dry Cleaners
- Mane Man Barbers
- Déjà vu Nail and Beauty Salon
- Willows Veterinary Hospital
- Homestead Garage
- Scorpio Printers
- The Red Lion
- Relish
- The Coachman
- Hartford Hall Hotel

Sport and Recreation

- Hartford Tennis Club
- Hartford Bowls Club
- Hartford Cricket Club
- Hartford Football Club
- Hartford Golf Range and Club
- The Green Field
- Grange Park
- Parker Avenue Play Park
- Stones Manor Lane swings
- Mid Cheshire Campus
- Marshall's Arm
- Allotments
- Scouts and Brownies Groups

7.3 DEFICIENCIES AND CAPACITY

The comprehensive list of shops, services and facilities in Hartford is impressive and an area that this Group would wish to preserve and extend to sections of the community who are not yet in a

position to take the opportunity to join in suitable activities.

The research and consultation involved has identified gaps especially for hard to reach members of the community which include young people but especially the elderly and people with a disability. (Cheshire West and Chester Integrated Strategic Needs Assessment – older people) (Age UK Cheshire)

For a village of the size of Hartford with 5,556 residents and the possible addition of a 30% increase in population it is surprising that there is no Doctors' Surgery, Optician, Dentist or Chiropodist.

Main evidence and feedback in the Neighbourhood Plan questionnaire and consultation events suggests that Hartford requires a satellite medical centre that is fit for purpose, and designed to accommodate the existing older than average population as well as the proposed growing community. This ideally would incorporate a

centre offering minor procedures, additional clinics and medical services currently not available in this locality.

Such measures would support sustainability of the village by reducing the need to travel by car to surgeries outside the village, and in many instances hospitals at Leighton, Halton and Chester.

7.4 HEALTH AND WELL-BEING

The health and well-being of the residents of Hartford is of prime concern to the HNPWG.

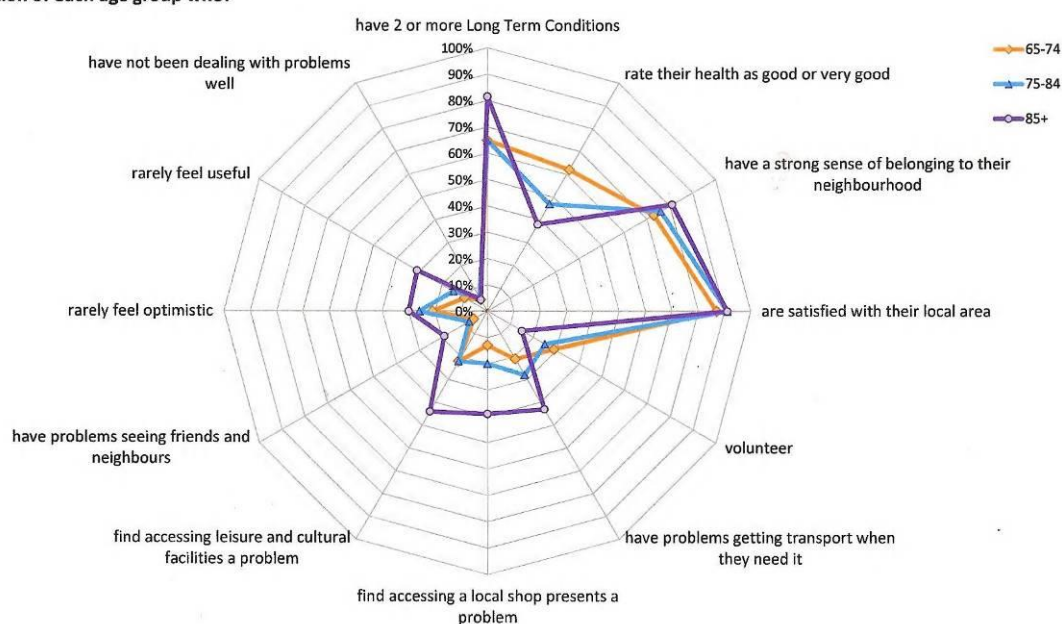
The promotion of health and well-being is a key issue running through this Plan and is influenced by many of the key issues, their objectives and policies.

The well-being of residents is affected in many ways to include their physical environment, lack of access to green spaces, suitable housing, facilities as well as services and community safety.

INSA Summary Theme: older people - assets and needs

Many older people feel they are in good or very good health but, as people grow older, an increasing proportion have multiple long term conditions. A sizeable proportion are engaged in their communities and satisfied with their local area. Problems related to isolation that affect quality of life present more of a problem as people get older.

The proportion of each age group who:



Source: Cheshire West and Chester *Our Community Survey 2011*; Scottish study on co-mortality (in this study they estimate that 64.9% of people aged 65-84 would have multimorbidity (CI 64.7 - 65.1) and 85.1% of those aged 85+ (81.1 - 81.9)).

The Plan has considered the specific requirements of different groups in the community (eg young people, families with children, older people and people with disabilities) and produced policies that reflect the needs of all residents of Hartford.

In the duration (20years) of Hartford's Neighbourhood Plan the number of people aged 65-84 will increase dramatically and with people living longer the amount of residents over 84 will also increase considerable.

The statistics have been supported during the production of the draft plan by the results of the questionnaire where a high percentage of residents wanted more dwellings for older people. The 2011 census also gives evidence that Hartford has a higher than national average of older residents.

The Plan's key issue of Local Facilities embraces all sections of the community and highlights the need for a doctors' surgery along with widening and strengthening sport, cultural and leisure activities. (CW&C Open Space Assessment)

Also in the Plan's Local Environment section, great attention has been given to the value of Hartford's open spaces, woods, nature reserve and Weaver Valley, which promote walking and cycling, adding to the well-being of the residents.

7.5 EDUCATION FACILITIES

Hartford is unique in Europe in having over 6000 school places located in a village of fewer than 6000 inhabitants.

Just as remarkable is that the overwhelming majority of these places are taken, and most of the schools are over subscribed.

Pupils are drawn from a wide range of nearby towns and villages, the consequence of which is the volume of traffic generated.

(See Appendix 10.3.5: Map of educational establishments in Hartford)

Hartford Church of England High School

- The school caters for students from the age of 11 to 16
- Has a capacity for 1109 students with 1011 on roll (2013)
- 15.63% students live in Hartford
- 84.37% live out of area.
- 804 pupils travel to Hartford Church of England High School from outside the area each day.

St Nicholas Catholic High School

- The school caters for students from the age of 11 to 18
- This school is over subscribed in that the capacity is 1089 and students on roll are 1193 (2013)
- The school website states we serve a large community covering urban and rural area of Northwich, Middlewich, Winsford, Tarproley. Knutsford, and surrounding villages.

(See Appendix 10.1.1: Pupil Distribution – Senior Pupils, Key Stages 3, 4 and 5)

The Grange Senior and Junior Schools

- The two private schools cater for pupils and students from the age of 4 to 18.
- There are 442 pupils from the age of 3 to 11 years and 730 students from 11 to 18 years.
- Children at these two schools are admitted by academic exam and both are fully financial paying schools.
- 10.6% of children live in Hartford. (124 children)
- 89.4% of children travel in each day from outside Hartford. (1048 children)

St Wilfred's Catholic Primary School

- The school caters for pupils aged between 5 years and 11 years
- The capacity is 367 and on roll 364 (2013)

- 85 pupils are registered as living in Hartford and the remaining 279 travel in each day from the surrounding area.

Hartford Manor Community Primary School

- The primary children in this school range from age 3 to 11 years
- The present capacity is 350
- Children on roll 329 capacity 21

Hartford Primary School

- Pupils range between 4 years and 11 years old
- The capacity is 420 and in research in 2013 there were 15 available places.
- In this school 201 pupils were from the catchment area whilst the remainder travelled in each day to the school.

(See Appendix 10.1.2: Pupil Distribution – Junior Pupils; Key Stages 1 and 2)

Cloughwood Residential School

- The school is semi residential for students aged between 8 years and 18 years old.
- There are 46 students on roll
- The majority of students are transported daily from all parts of Cheshire to receive the special educational requirements that these students need.

Greenbank Residential School

- Greenbank caters for students and pupils between the ages of 6 years to 18 years with special needs.
- Pupils on roll are 88
- There are 36 residential pupils with 52 non residential who are transported daily (2013)

Mid Cheshire College of Further Education

- The College offers a wide range of academic and vocational courses as well as foundations to degree courses. Courses are full time, part time day and evening.

- Over 9000 students attend the College for the numerous courses offered with a small number from the Hartford post code and the majority travelling each day from outside the area.

(Source: Analysis of schools within Northwich and Rural North ABP CW&C)

7.6 AVAILABILITY OF SCHOOL PLACES

The evidence gathered by the facilities Group has reinforced that with the development in Hartford of a further 650 dwellings, added to the development at Winnington Urban Village of 1,200 properties as well as other house building in surrounding areas, there will be a massive shortage of school places for the children generated from local and Northwich house building developments.

Of the schools identified in Northwich and Rural north ABP by CW&C nine of the 25 primary schools are over subscribed.

Hartford Primary and Hartford Manor had a combined 32 available places in January 2012. In the CW&C report on the need for a school on the Winnington Urban village site it was estimated that in January 2016 there would be only 22 surplus places in these two primary schools. The proposed 106 contribution by the developer for Hartford Manor will not meet the demand for primary education places from the proposed 650 dwellings in Hartford, or the adjoining areas where there are very few, or no available school places.

This demand supports Hartford's policies on Local Facilities in that any further development outside the settlement boundary will be unsustainable on the educational facilities of the village.

7.7 Pupil Yield Factor

The Council's Education Department applies a pupil yield factor of 0.18 for primary schools and a 0.13 pupil yield factor for high school pupils.

Working on this pupil yield factor the projections for primary children from a development of 650 dwellings would be 119 pupils.

Likewise the pupil yield factor for senior pupils from the same number of dwellings would be 85 pupils.

Cheshire Education Department in the Winnington Urban Village Report on education states “that experience has shown that the child yield factor from new developments is actually higher than the formula suggests”

(Source: CW&C renegotiation of 106 conditions Winnington Urban Village May 2012)

The Facilities Group have the results of a local survey carried out on the then new, Mornant Estate in Hartford of 200 houses built in 1999. The survey of pupils and students requiring education was carried out every two years for a period of 10 years giving statistics of the actual pupil yield for nursery, primary and secondary pupils.

The actual pupil yield from these 200 homes shows that an average of 82 pupils required primary education opposed to the County estimate of 38 primary school pupils.

The actual pupil yield, again from these 200 homes, shows that an average of 59 pupils required secondary education opposed to the County estimate of 27 secondary school pupils.

This evidence identifies a pupil yield factor for primary school pupils of 0.403, and a pupil yield factor for secondary school pupils of 0.286. Transferring these statistics to the approved development of 650 new dwellings suggests that there will be a requirement for a further 262 primary school places, and 186 secondary school places.

(source Mr M McBride JP)

Report OSR15/2012 on pupil projections by the Department of Education published on 26th July 2012 reports that in state funding schools

numbers began to increase in 2011 and are projected to continue rising.

Birth rates in England have been rising since 2002 and are projected to continue to rise until 2014. By 2015 there is projected to be an increase of 8% from 2012. By 2020 the number is projected to increase 18% higher than 2012.

This vital evidence has shaped the Local Facilities Group in their policy making process with relation to schools and education and the overall vision in the Neighbourhood Plan for the protection of any further development outside the settlement boundary.

8 The Natural Environment

8.1 The Neighbourhood Plan Natural Environment Group have carried out audits, investigations, research and consultations with the community to gain views relating to the natural environment of Hartford. The results of all the investigations and consultations have been analysed and considered and have been instrumental in the policy forming process of this section.

Throughout the consultation in the production of Hartford's Neighbourhood Plan one of the over riding topics was the natural environment. This was due to the fact that the community appreciated and valued living in an area that had the benefit of being surrounded by green countryside and areas of natural beauty which gave them a sense of wellbeing. The abundance of mature trees and green open spaces within the village added to this feeling of a village and a sense of place.

This very important issue of the natural environment has been recognised by other organisations.

The Department for Environment Food and Rural Affairs (Defra) published a report in February 2014 recognising that a healthy natural environment is the foundation of sustained economic growth, prospering communities and personal well being.

The future plans from Defra are to consult with the NPPF, with regard to new nature improvements and the protection of ancient woodlands. This is very relevant to Hartford.

Natural England's vision is for people for places for nature.

Hartford's Neighbourhood Plan, from the outset, has always accepted that the village was not against development but voiced that it should be

of the right size, of the right type, in the right place and for the right people.

The decision by the Secretary of State in November 2013 to allow two large developments within the village, one on a designated Area of Significant Local Environmental Value (ASLEV) and the second on grade A agricultural land required the Neighbourhood Plan Working Group to rethink the future sustainability of the natural environment of the Parish.

The Natural Environment Group feels that development can work hand in hand with the natural environment but the Plan has identified that there is now an over riding need to protect the remainder of Hartford's natural environment.

The Campaign to Protect Rural England also appreciates the good use of land for building in the development of brownfield sites in preference to greenfield and open countryside. They state "We want planning to be fairer, engaging communities and protect the countryside as well as regenerating our towns and villages"

The Vale Royal Borough Council Local Plan (adopted 2006) identified under policy NE12. the importance of areas that were designated as ASLEV.

"Because of the contribution they make to the character of the district and the towns and villages within it.

Within these areas development will only be permitted where there is no unacceptable harm to the value of the area".

This policy has been carried forward into the emerging Cheshire West and Chester Local Plan.

The policy making process of the Natural Environment Group has not only taken into consideration the consultation with the community, but also Cheshire West and Chester's Local Plan (Part One Environment Policies) landscape, green infrastructure and biodiversity and geodiversity which itself is in conformity with the NPPF.

Landscape Policy ENV 2 of CW&C Local Plan (Part One)

“recognises the importance of protecting landscape character and local distinctiveness. One of the mechanisms identified to preserve the character of settlements is the identification of key gaps between settlement outside the Green Belt...It is intended that Local Green Space will be identified through the development of Neighbourhood Development Plans”

Green Infrastructure Policy ENV 3 of CW&C Local Plan (Part One)

“supports the creation, enhancement and protection of the Green Infrastructure.”

Biodiversity and geodiversity Policy ENV 4 of CW&C Local Plan (Part One)

“seeks to safeguard and enhance biodiversity and geodiversity through the identification and protection of sites”.

In all these respects the Hartford Neighbourhood Plan conforms with the CW&C emerging Local Plan, which itself is in conformity with the NPPF.

This evidence has influenced the community of Hartford and the Natural Environment Group in the way forward in protecting the remaining ASLEV areas, open countryside, greenbelt and green field areas that are still within the Parish of Hartford and has been instrumental in the policy making process.

8.2 The Parish of Hartford has within it many green open spaces. In addition it is surrounded by rural, open areas and has a high quality of natural environment.

Among the many distinctive areas of natural environment that are valued by residents are:-

- Marshall’s Arm Local Nature Reserve
- Weaver Valley
- Vale Royal Wood
- Thorn Wood
- Royalty Wood

- Beech Hill Wood
- Back Wood
- Beach Hill Farm
- Model Farm
- Brown Heath Farm
- Weaverham Grange

(See Appendix 10.3.3: Map of Natural Environment, Open Spaces)

Marshall’s Arm

Marshall’s Arm was designated a Local Nature Reserve in 1998 and is maintained and run by a volunteer group of practical conservationists known as “Marshall’s Arm Army” together with an associated Friends Group.

The group organises wildlife and conservation events at different seasons of the year and the Reserve is also the venue for Forest School outdoor play activities for children aged 7 plus. Marshall’s Arm is accessible by footpath from Stones Manor Lane.

In late spring the woodland is known for its beautiful display of bluebells and other wild flowers.



Weaver Valley

The Weaver Valley stretches from beyond Frodsham in the north of Cheshire to Audlem (Staffs) in the south. It is an area rich in heritage from Cheshire's industrial past together with lovely farm and woodland landscapes.

The Hartford stretch of the Weaver is characterised by farm and woodland. It is an area for recreation and relaxation. Footpaths and cycle ways abound and it is popular with walkers, runners, cyclists, anglers, canoeists, wildlife observers and birdwatchers. Narrow boat enthusiasts are an increasing part of the tourist trade to this part of the Borough.



Vale Royal Wood

Vale Royal Wood, in the Weaver Valley are owned by Cheshire West and Chester Council and are part of the Mersey Forest scheme.

The area is accessible from the A556 near the Hartford Blue Bridge (small parking area) and by a network of footpaths. It is popular with walkers and runners and is lovely at all seasons of the year but especially in late spring with its variety of woodland flowers such as bluebells, wood anemone, pink and white campions, lesser celandine and wild garlic.

Thorn Wood

Thorn Wood (a Woodland Trust Wood) is a community woodland situated between Hartford and Weaverham and is accessed via a kissing gate off Northwich Road. With approximately 2km of informal paths to enjoy, it is a popular recreation area.



8.3 There are many open green areas within the village including parks, sports, community gardens and wooded areas:

- The Green Field (The Green): General amenity open space, allotments, football field
- Grange Park (Bradburns Lane): General amenity open space, Cricket pitch, enclosed children's play area
- Parker Avenue: Children's play area
- Stones Manor Lane: Children's play area
- Ann Todd Garden: General amenity open space
- Jubilee Wood: General amenity open space
- Glebe Land: General amenity open space
- Bradburns Lane triangle: General amenity open space
- The Mosaic Garden: General amenity open space
- The tennis courts: Sports and recreation facilities
- Bowling Green: Sports and recreation facilities
- The Campus: Outdoor sports facilities

(See Appendix 10.3.3: Map of Natural Environment, Open Spaces)

8.4 Many of the estates in Hartford were designed and built with grassed areas within them and at the entrances to them. These areas provide relief to the built form of the village.

These areas are an important feature in the village and contribute to its character, adding to the distinctive open feel and reinforcing the sense that you are in a village rather than an urban area.

The sense of greenery is further enhanced by the extensive use of roadside hedging and tree lined roads and avenues. Many trees in the village are covered by Tree Preservation Orders and there are a number of volunteer Village Tree Wardens who carry out regular inspections.



8.5 Research and consultation carried out by the Natural Environment Group have been instrumental in the policy making process for this area of Hartford's Neighbourhood Plan.

All evidence has reinforced the community's desire to protect and enhance all remaining natural and green open space within and around the village.

Lack of access to green open space and the natural environment has a negative impact on the health and well-being of residents. However, Hartford's Marshall's Arm Local Nature Reserve, the River Weaver Valley, Vale Royal Wood and open spaces in the village promote walking and cycling for residents and visitors that contribute to a healthier life-style.

The policies formulated from this Group in Hartford's Neighbourhood Plan reflect national

and local evidence of the importance of the natural environment and the effect that any loss of such facilities has on communities.

The policies are formulated to ensure that present residents and further generations will still be able to enjoy the benefits of the natural environment that exist within and around the village of Hartford in the future.

8.6 SOURCES

- The Hartford Neighbourhood Plan Questionnaire, 2013
- Feedback from the Hartford Neighbourhood Plan Open Day, October 2013

9 Opportunities and constraints

9.1 OPPORTUNITIES

- Promote any further development within the settlement boundary for the type of housing that has been identified in the Plan.
- To preserve and enhance the character and built environment of Hartford.
- Enhance the quality of the natural landscape in the Weaver Valley
- Exploit the local topography to create distinct development and enhance existing views.
- Improve existing bus services and train availability to service the needs of the community
- Improve Hartford Station and parking arrangements for residents and other users wishing to use rail transport.
- Retain and enhance existing landmarks and historically listed sites and buildings.
- Utilise the River Weaver and Marshall's Arm for leisure activities, such as walking, cycling and river activities.
- The promotion of schemes that will reduce the need to travel by private motor car.
- The development and protection of the local economy
- The expansion of local facilities to include a doctors' surgery offering facilities to all members of our expanding community especially the young, elderly and people with a disability.
- Support and promote the local economy and encourage local employment opportunities.

9.2 CONSTRAINTS

- Flood zone considerations have to be taken into account in relation to type and form of development in the Weaver Valley
- The primary traffic route of the A559 through the village which is a strategic route corridor running east-west linking Northwich to the north-east with the A556 to the south-west.
- The traffic barriers of the two railway lines and the River Weaver that form a focal point for traffic movements.
- Opportunities to provide adequate parking facilities in the village for customers who wish to use the shops and at Hartford station for residents wishing to travel by train.
- The lack of opportunity to provide cycle tracks on existing roads within the settlement boundary to provide safe cycle routes for residents who would wish to use this mode of transport rather than the motor vehicle.

10 Appendices

10.1 CW&C PUPIL DISTRIBUTIONS

10.1.1 Senior Pupils (Key Stages 3, 4 and 5)

10.1.2 Junior Pupils (Key Stages 1 and 2)

10.2 TRANSPORT

10.2.1 Charts of queue lengths

10.2.2 Chart of station car parking

10.3 MAPS

10.3.1 Heritage assets (Grade II listed)

10.3.2 Heritage assets (locally listed)

10.3.3 Natural Environment, Open Spaces

10.3.4 Character Areas

10.3.5 Educational establishments

10.3.6 Footpaths, National Cycle Network, traffic queue lengths.

10.3.7 Settlement Boundary, Grange Farm, Hollies Farm

10.4 REFERENCES

10.4.1 Housing

10.4.2 Built Environment and local character

10.4.3 Transport and communications

10.4.4 Local Economy

10.4.5 Local Facilities

10.4.6 The Natural Environment

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10.1.1 CW&C PUPIL DISTRIBUTIONS; SENIOR PUPILS (KEY STAGES 3, 4 AND 5)

Pupil distribution within Secondary sector schools and their associated catchment areas (PLASC, January 2012): Northwich and rural north

		APB Catchment Areas										Outside APB					Outside Cheshire West							
School Catchment Area →																								
School Attended ↓		School Status	Hartford High School and Sports College	Helsby High School	The County High School, Leftwich	Weaverham High School	Total Number of Pupils	Rudheath Community High School	Tarporley High School and 6th Form College	The Whitby High School	The Winsford E-Act Academy	University of Chester Church of England Academy, Ellesmere Port	Upton-by-Chester High School	Total Number of Pupils	Cheshire East (B)	Hallon (B)	Middlewich High School	Newcastle-under-Lyme District (B)	Trafford District (B)	Warrington (B)	Wreccam - Wrexham	Total Number of Pupils	Total Number of Pupils (incl. special unit pupils) MAPPABLE	Total Number of Pupils (incl. special unit pupils) PLASC CENSUS
Hartford High School	C	502	7	211	28	748	99	4		146			249	10	3					1		14	1011	1011
Helsby High School	C	2	1193		7	1202	1	11	4	1	119	10	146		44					1	1	46	1394	1394
St Nicholas Catholic High School	VA	165	70	181	97	513	67	17		228	2		314	321	31	1	1	3	9			366	1193	1193
The County High School, Leftwich	C	29		587	5	621	93	3		215			311	6			1					7	939	939
Weaverham High School	F	242	16	67	567	892	25	5		98			128	5	10				2			17	1037	1037
TOTALS		940	1286	1046	704	3976	285	40	4	688	121	10	1148	342	88	2	1	3	13	1	450	5574	5574	
TOTAL PUPILS LIVING IN THE APB CATCHMENTS		944	1321	1048	710	4023																		

Notes

- 1) The Catholic schools do not have geographical catchment areas in relation to the Local Authority
- 2) Figures relate only to those pupils whose postcode addresses could be mapped and analysed

Source: CW&C

10.1.2 CW&C PUPIL DISTRIBUTIONS; JUNIOR PUPILS (KEY STAGES 1 AND 2)

Distribution of pupils (by catchment area) attending primary schools in Northwich and distribution of pupils (by school attended) living within catchment areas of Northwich primary schools (PLASC, January 2012)

School Attended	School Catchment Area		APB Catchment Areas																								Catchment Areas Outside APB																								Total Number of Pupils on roll PLASC CENSUS, Jan 2012																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	Antrebus St Mark's Church England Primary School	Barton Community Primary School	Charles Darwin Community Primary School	Crofton Christ Church CE School	Hartford Manor Community Primary School	Hartford Primary School	Kingsmead Primary School	Leftwich Community Primary School	Little Leigh Primary School	Norley Church of England Primary School	Victoria Road Primary School	Wallerstone Community School	Weaverham Forest Primary School	Winnington Park Community Primary and Nursery School	Byley Primary School	Cuddington Primary School	Darnall Primary School	Davenham Church of England Primary School	Eaton Primary School	Grange Community Primary School	Greenfields Primary School	Kidwell Community Primary School	Lache Primary School	Lostock Gralam Church of England Primary School	Moulton School	Over Hall Community School	Over St John's CE Primary School	Rudwath Community Primary School	Sandway Primary School	St Chad's C of E Primary School	Tarporley Church of England Primary School	Tarvin Primary School	The Arches Community Primary School	Wharston Church of England Primary School	Whitegate Church of England Primary School	Willow Wood Community Primary School	Wincham Community Primary School	Winsted High Street Community Primary School	Out of LA																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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Notes

- 1) The Catholic and VA schools do not have geographical catchment areas in relation to the Local Authority
- 2) Analysed figures relate only to those pupils whose postcode addresses could be mapped
- 3) Figures do not include pupils in private sector education

No pupils 5> 1-5 pupils
10> 6-10 pupils Values of 11 and more shown

Source: CW&C

10.2.1 QUEUE LENGTHS (DECEMBER 2011)

Hartford Traffic Surveys – 1 December 2011

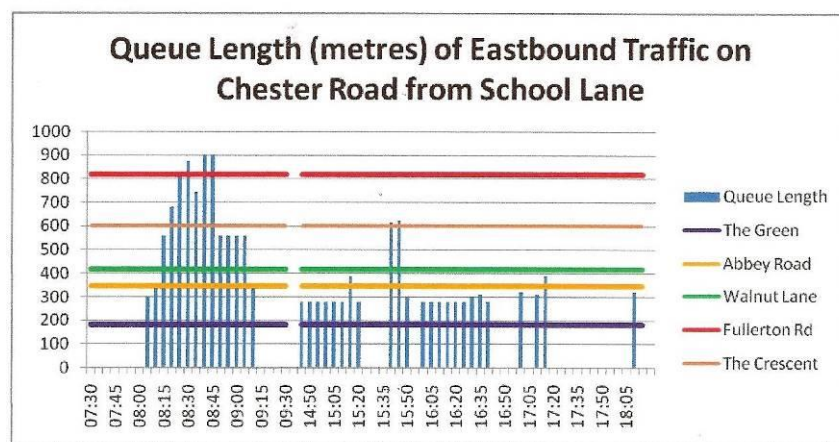
The following note provides a summary of the results of traffic surveys undertaken by Hartford JAG and organised by transport professionals experienced in designing, managing and analysing such activities.

The surveys were undertaken on a neutral day – Thursday. The weather was fine and there were no incidents reported during the survey periods which might impact on the suitability of the data.

Data collected included full turning counts (classified by car/transit and larger), pedestrian counts where appropriate, a parking beat survey around Hartford Station and queue length surveys.

Queue Length plots

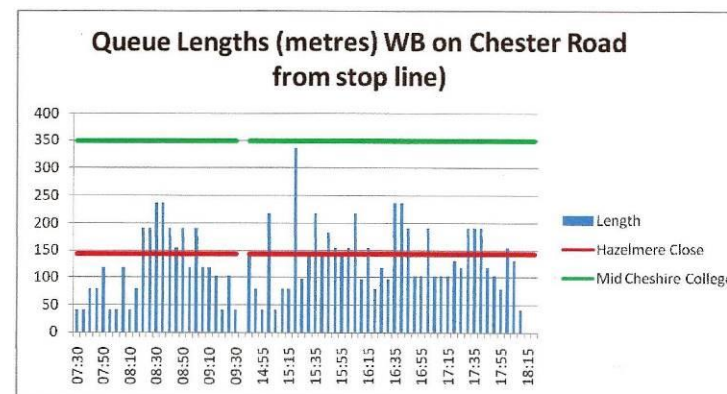
The maximum queue length from the stop line was recorded for each 5 minute time period. Results are as follows:



Key Points:

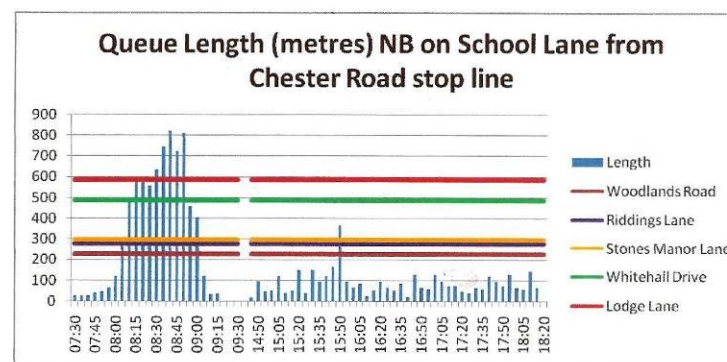
- The queue exceeds 600 metres blocking Chester Road beyond The Crescent for 30 minutes in the morning and 10 minutes in the evening;
- The queue exceeds 400 metres for 55 minutes blocking the proposed entrance to Grange Farm in the morning
- The queue blocks across the traffic signals at The Green for significant periods both in the morning and afternoon
- The queue exceeds beyond Fullerton Road for 20 minutes in the morning, blocking the second potential access to Grange Farm

Source: Hartford JAG



Key Points:

- The queue blocks beyond the Hazelmere Avenue junction with Chester Road for 40 minutes in the morning and for significant periods in the evening restricting egress from both Hartford Manor Primary and Hartford High schools including the main exit for school buses as well as significant numbers of residents;

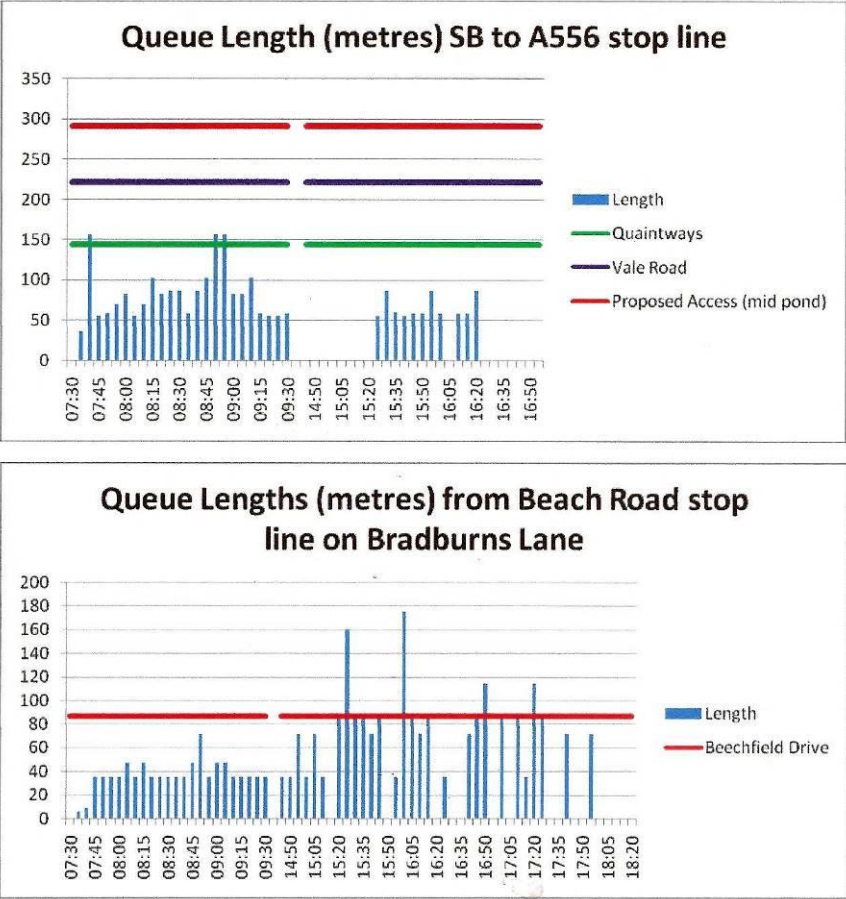


Key Points:

- The queue exceeds 600 metres blocking School Lane beyond Lodge Lane for 25 minutes in the morning;
- The queue exceeds 500 metres blocking Whitehall Drive, one of the proposed access and egress points for Hollies Farm and a significant number of existing residents, for 40 minutes;
- The queue blocks across the junctions of School Lane with Riddings Lane and Stones Manor Lane for 55 minutes in the morning, restricting access and egress for significant numbers of

10.2.1 QUEUE LENGTHS (DECEMBER 2011)

residents and also to both Hartford Manor (Stones Manor Lane) and Hartford Primary (Riddings Lane) schools



Source: Hartford JAG

10.2.2 RAILWAY STATION PARKING DEMAND

A summary of the Hartford rail station parking demand is provided in **table 5.7**.

Time	Station Car Park	Fullerton Avenue	Chester Road West of Station	Chester Road East of Station	Total Parking Demand
0630	12	1	0	1	14
0700	33	1	0	1	35
0730	58	1	0	6	65
0800	61	1	0	9	71
0830	69	1	2	14	86
0900	78	7	2	14	101
0930	78	7	2	15	102

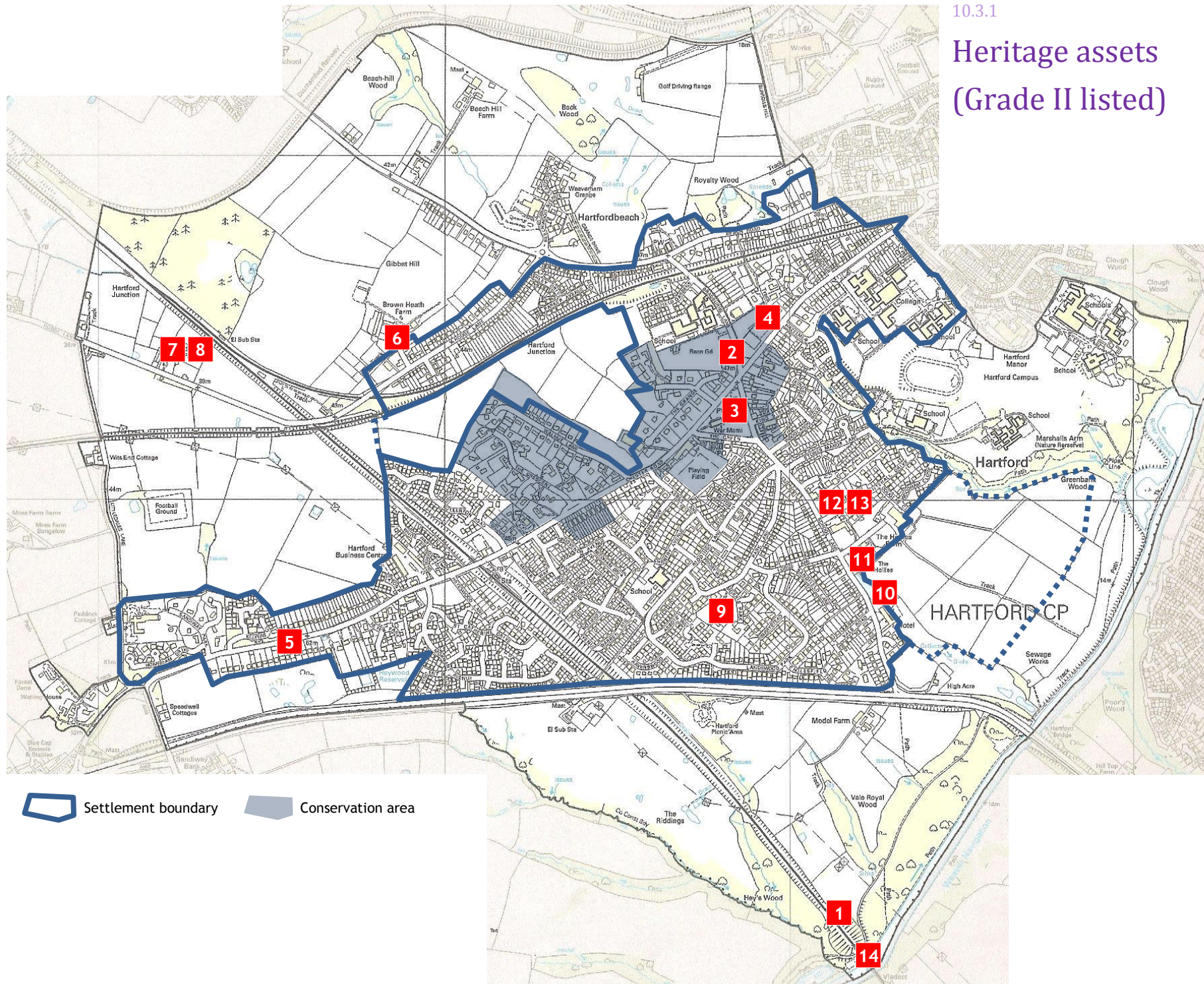
Table 5.7 – Hartford Rail Station Morning Parking Demand

Table 5.7 demonstrates that the parking facility at Hartford rail station is at capacity by 0900, with rail station parking displacing onto surrounding streets, specifically on Chester Road further exacerbating development traffic impact at this location. This impact has not been modelled in the TA.

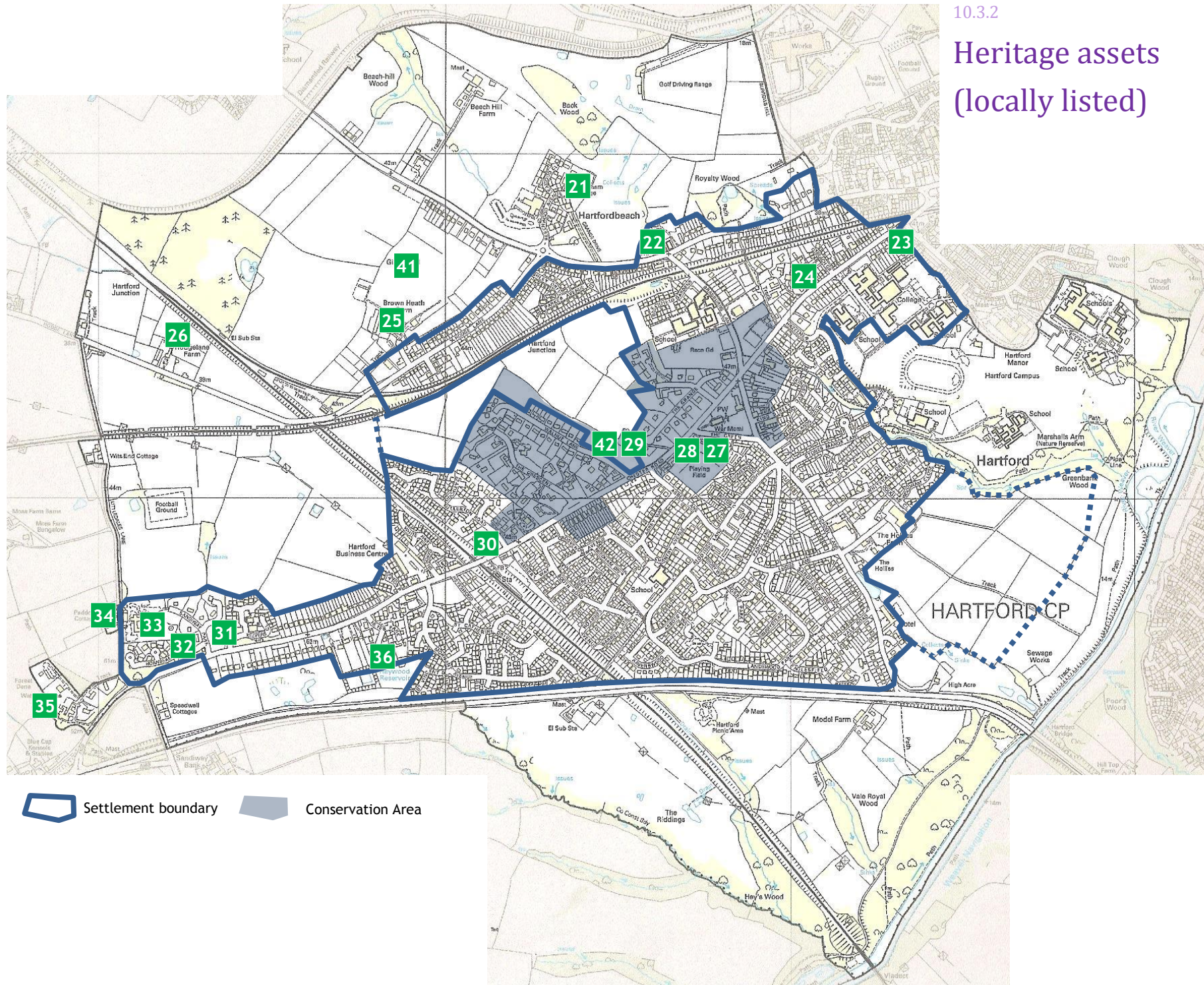
Greenbank station is double the maximum walk distance from the site, at 1.6km. I disagree with the appellant that future residents will walk to this station. To access services future residents will drive to Greenbank station. This represents a car trip at the *development gate* and on the local highway network. This has not been acknowledged in the assessments in the TA, as the appellant assumes that all train trips will be accessed by foot.

Source: Hartford JAG

Heritage assets (Grade II listed)



Heritage assets (locally listed)

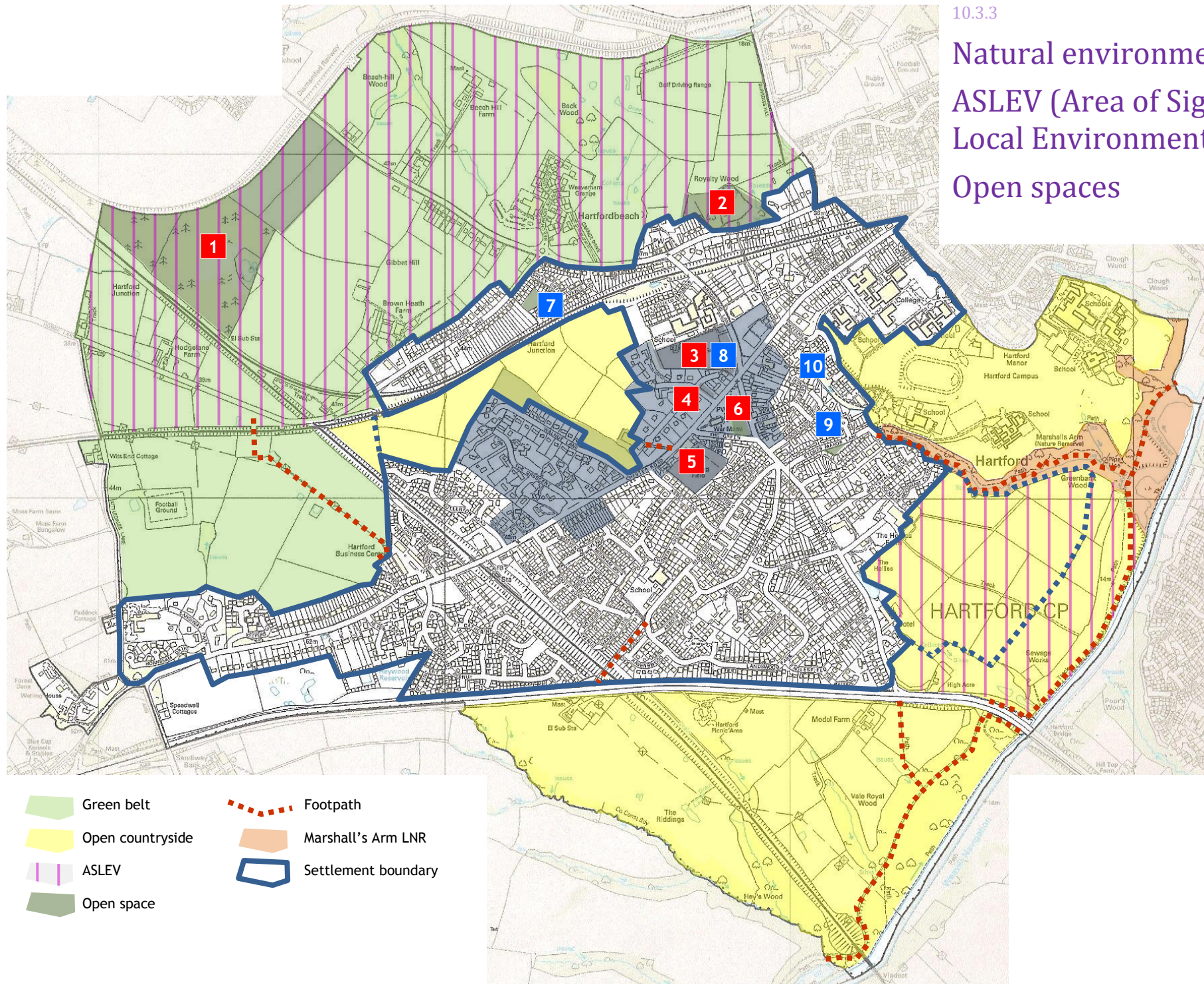


- 21 Weaverham Grange
- 22 Sunday School
- 23 Manor Cottage
- 24 Beeches Lodge
- 25 Brown Heath Farmhouse
- 26 Barn, 30m North of Hodge Lane Farmhouse
- 27 13 Green Villas (1864)
- 28 Red Lion
- 29 Farmhouse, Chester Road
- 30 The Coachman
- 31 Sandiway Cottage
- 32 Sandiway Lodge Cottage
- 33 Sandiway House
- 34 Littledales Cottages
- 35 Forest Hill
- 36 Heyeswood Stables
- 41 Gibbet Hill
- 42 WWII crash site of an Armstrong Whitworth Albermarle

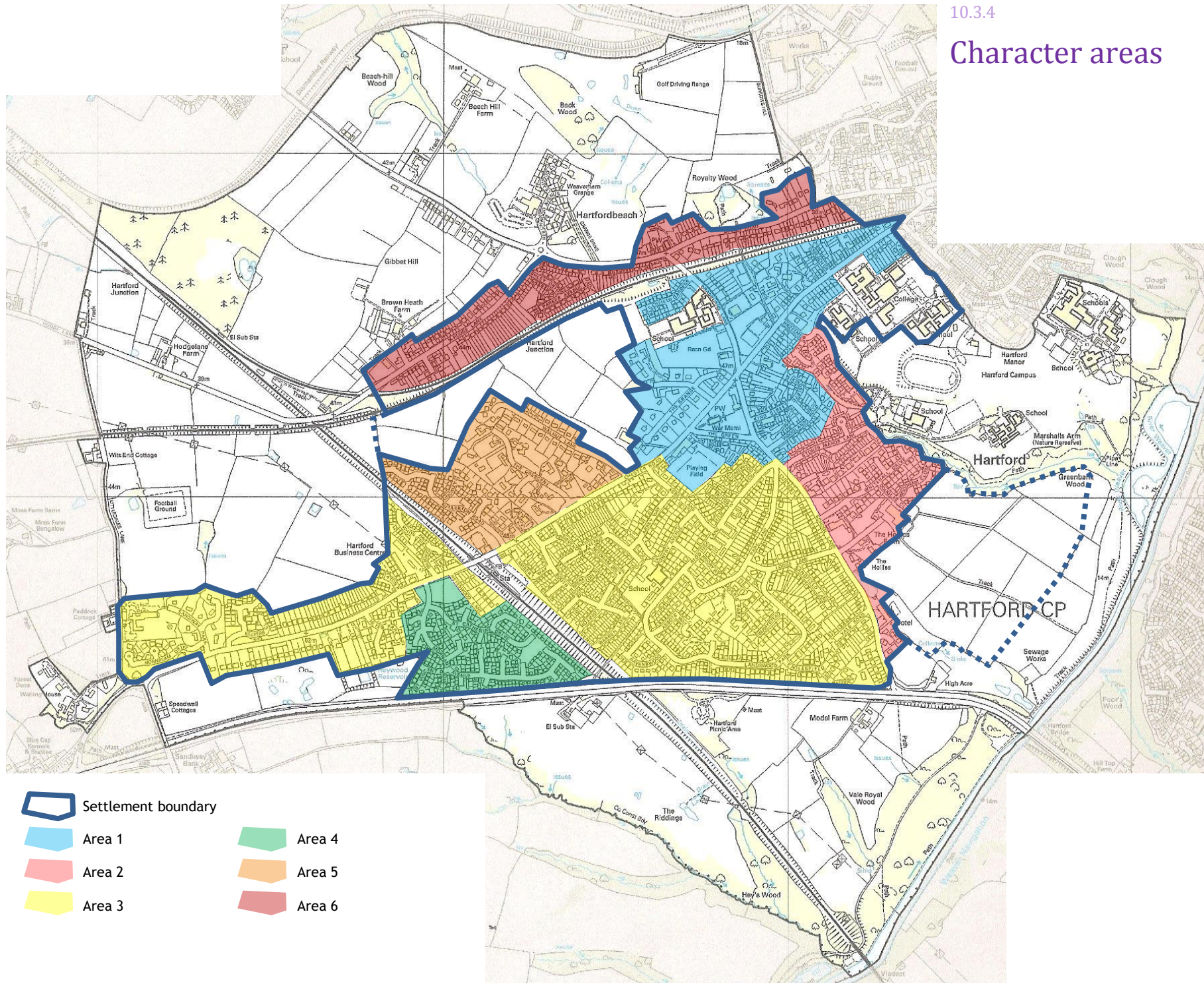
Natural environment

ASLEV (Area of Significant Local Environmental Value)

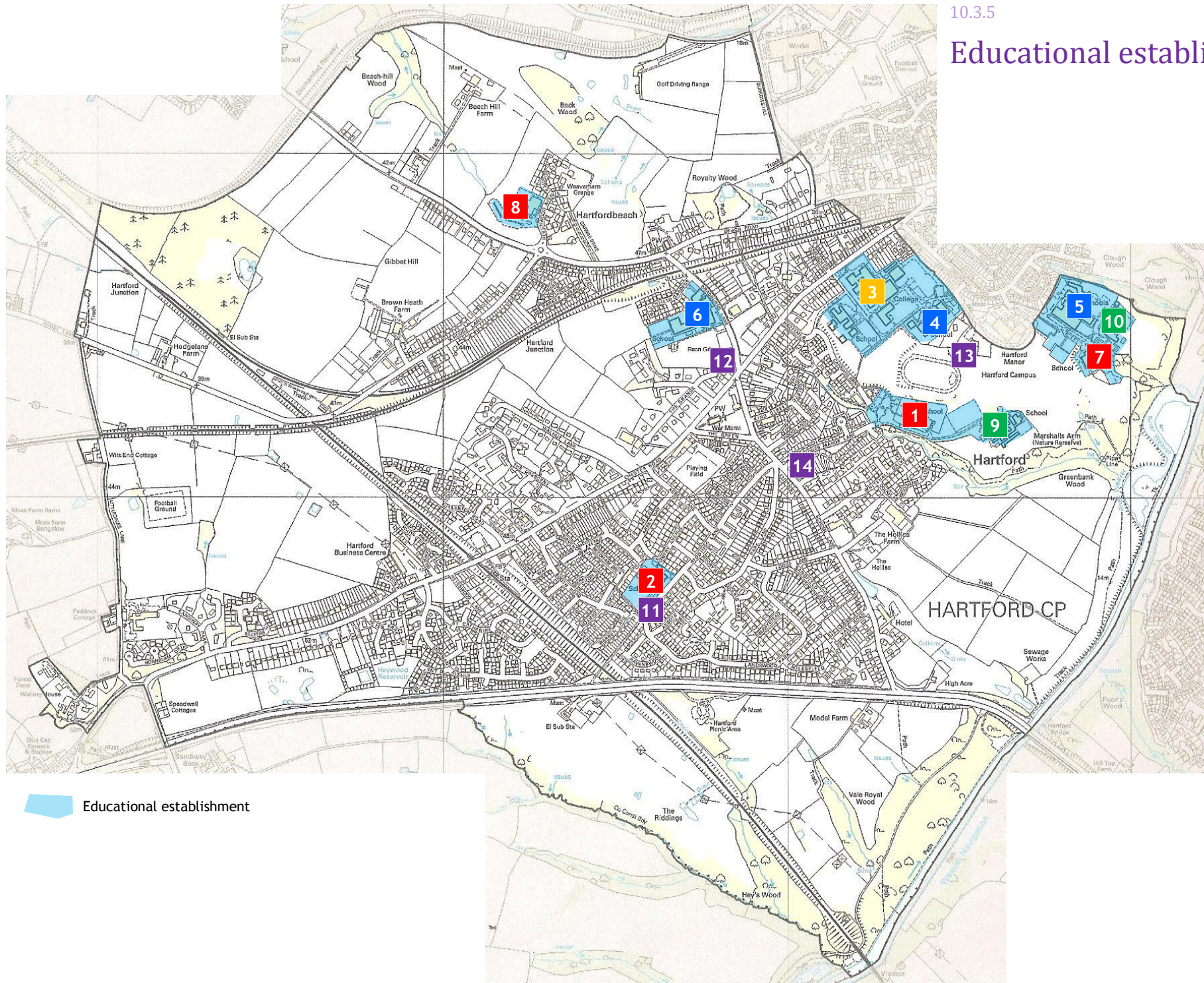
Open spaces



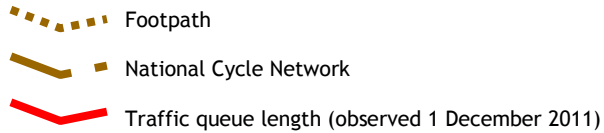
Character areas



Educational establishments



Traffic queue lengths

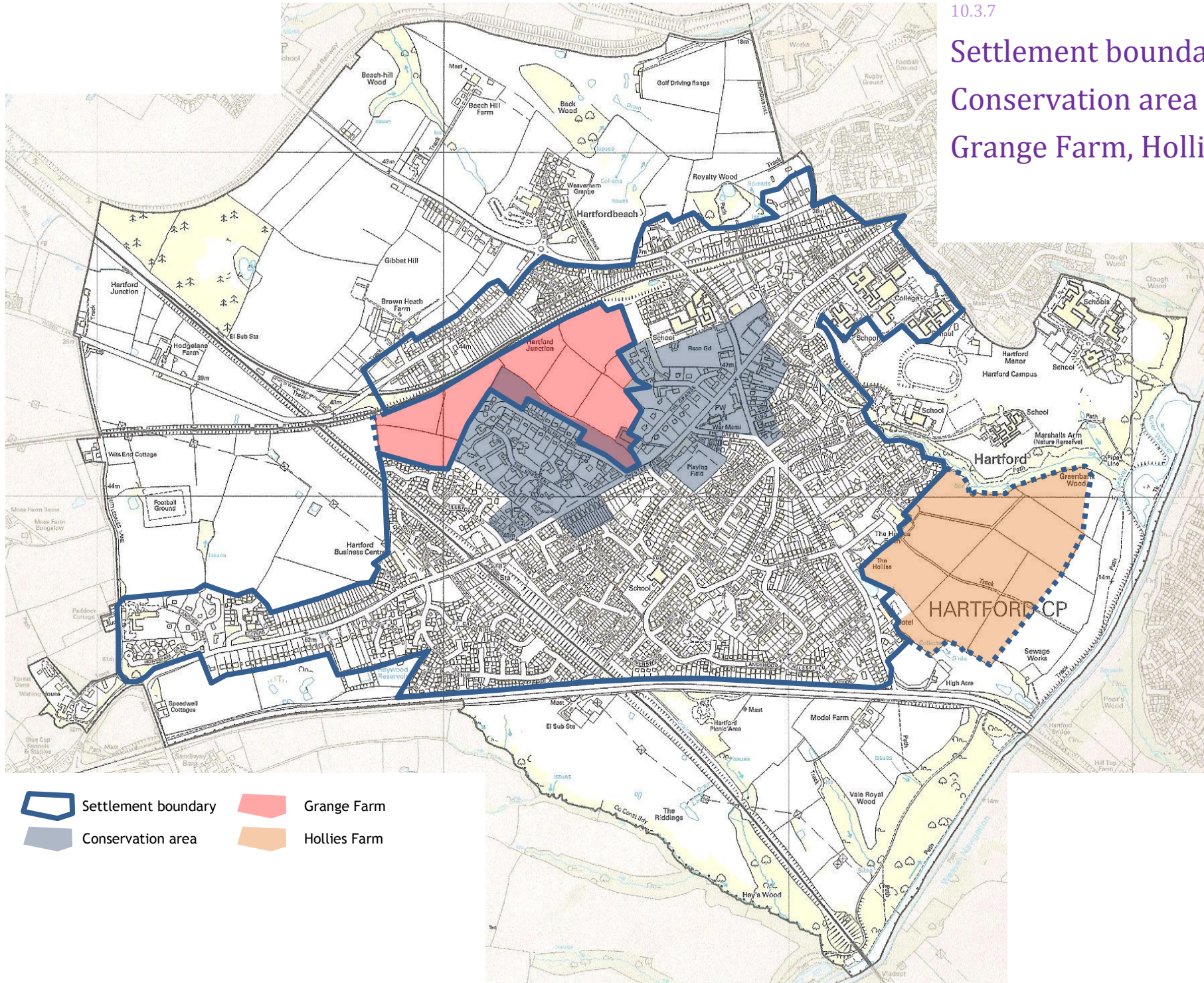


10.3.7

Settlement boundary

Conservation area

Grange Farm, Hollies Farm



10.4 References

This full list of references includes all documents and research that have been referred to and that has informed the preparation of the Hartford Neighbourhood Plan. This list represents the evidence base for the Plan. It is structured around the six policy themes, illustrating the documents that have informed policies in each section.

10.4.1 HOUSING

- National Planning Policy Framework
- Cheshire West & Chester Council (CW&C) Local Plan, Part one: July 2013.
- CW&C Local Plan, Housing Requirement Background Paper (August 2012)
- CW&C Local Development Framework/ Topic Paper – Northwich & Rural
- CW&C Strategic Housing Land Availability Assessment (SHLAA) July 2013
- CW&C Strategic Housing Market Assessment (SHMA) July 2013
- CW&C Integrated Strategy Needs Assessment Summary (housing) (Jan 2014)
- CW&C Ward Profile for Hartford and Greenbank – deprivation.
- Vale Royal Borough Council Local Plan (June 2006)
- Neighbourhood Statistics Office of National Statistics Abbey Ward (ONS)
- Census Data 2011 (ONS)
- Village Design Statement (2005)
- Hartford Parish Plan (November 2004)
- Population Trends (ONS)

- Affordable Housing: Department for Communities and Local Government; National Affordable Housing Programme, Rural Affordable Housing Project, CW&C Local Plan SOC 1 Delivering affordable housing.
- Older People and Housing: Shelter, AgeUK England, Citizens Advice Service.
- Building for Life 12, Design Council 2010
- Homes for Life – Inside Housing

10.4.2 THE BUILT ENVIRONMENT AND LOCAL CHARACTER

- The National Heritage List for England (including listings) English Heritage.
- Building for Life12, Design Council 2010
- Hartford Village Design Statement 2005
- Cheshire Historic Environment Record
- Cheshire Historic Landscapes Characterisation, 2007 – English Heritage
- Historic Landscape Characterisation – Archaeology – English Heritage.
- Historic Environment Vale Royal Borough Council (BE5)
- Listed Buildings and Archaeology, Vale Royal Borough Council (BE8)
- CW&C Local Plan. Historic Environment (ENV5)
- Cheshire Historic Towns Survey – Northwich
- Archaeology Strategy (Cheshire County Council/English Heritage)
- CW&C Local Development Framework/Topic Paper, Northwich and rural North.

10.4.3 TRANSPORT AND COMMUNICATIONS

- CW&C Local Plan Part One July 2013
- CW&C Local Transport Plan 2011-2026
- CW&C Local Development Framework/Topic Paper Northwich & Rural Transport
- CW&C Rural Regeneration Strategy, Local Transport Plan.
- Inquiry Reports

Michael Kitching, BSc MSc CMILT – SK Transport Planning Limited.
 Kenneth Jones, Principle Development Control Officer, CW&C
 Clive Posford, Technical Director URS

- Census 2011, transport (ONS)
- Public transport – Virgin trains, London Midland, bus companies.
- Sustrans (Sustainable Transport)
- National Travel Survey – Dept of Transport
- AA Route Planner
- Building for Life 12 Design Council
- School Travel Plans
- National Opinion Poll
- Sustainable transport and the NPPF - Campaign for Better Transport

10.4.4 LOCAL ECONOMY

- CW&C Draft Employment Land Review (Northwich) 2013
- CW&C Rural Regeneration Strategy
- CW&C Local Development Framework/Topic Paper Northwich & Rural North.
- CW&C Local (Plan ECON 1 Economic growth, employment and enterprise)
- CW&C Ward Profile for Hartford and Greenbank (economy)
- CW&C Local Economic Assessment, (Story of Place)
- CW&C/ Weaver Valley Partnership Development Framework Executive Summary – Barons Quay
- 2011 Census Data. (ONS)
- Cheshire Retail Study (2011 update)

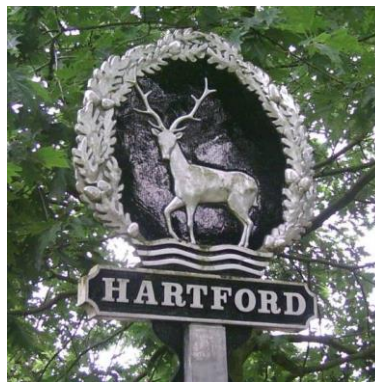
10.4.5 LOCAL FACILITIES

- CW&C Open Space Assessment Executive Summary 2011
- CW&C Local Plan
 - SOC 5 – Health and Well-being
 - SOC 6 – Open Space Sport and Recreation
- CW&C Integrated Needs Assessment (ISNA) Older People.

- CW&C Pupil Distribution.
 - Secondary sector schools (PLASC, January 2012)
 - Primary schools within Northwich and catchment area (PLASC January 2012)
- CW&C – Report on education – Winnington Urban Village (May 2012)
- Department of Education – Pupil projection: Future Trends. (July 2012)
- Ofsted.
- Mornant Avenue Research – Maurice McBride JP
- Census Data 2011
- Sport England
- NHS Health and Wellbeing (The Boorman Report)

10.4.6 THE NATURAL ENVIRONMENT

- NPPF
- Vale Royal Local Plan (2006)
- CW&C Local Plan (2013)
- CW&C Open Space Assessment Executive Summary (2011)
- Hartford Parish Plan (November 2004)
- Hartford Village Design Statement (2005)
- Sustainability Appraisal Scoping Report (CW&C)
- European Landscape Convention (2000)
- Department for Environment, Food and Rural Affairs (DEFRA)
- Natural England
- The Campaign for the Protection of Rural England (CPRE)
- Cheshire Landscape Character Assessment.
- Building for Life 12
- CW&C Development Framework/Topic Paper Northwich & Rural – conservation area.



Hartford's Neighbourhood Plan

Evidence Base

This Evidence Base and the supporting consultation reports are considered to comply with Section 15(2) of part 5 of the 2012 Neighbourhood Plan Regulations.

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