

# Northwich Neighbourhood Plan – Steering Group

NTC Council Chamber at 7.00pm on 31 July 2013

The agenda:

Apologies

- 1) Steering group officers appointment
  - a) Chairman
  - b) Vice Chairman
  - c) Secretary
- 2) NTC Funding update.
- 3) NIRA Town Business Plan update
- 4) Reports:
  - a) Designated area
  - b) Locality
  - c) Taylor Young
- 5) Appointment of topic group leaders
  - a) Housing
  - b) Community
  - c) Infrastructure, Transport and Waterways
  - d) Economic Development – Retail and Commercial
  - e) Recreation and Tourism
  - f) Environment
- 6) Any urgent Business

## Notes of Community Group Meeting 31 July 2013 at Northwich Town Council

*Apologies:* Christine Pickthall, Geoff Lewis, Mike Cookesley and Stephen Bray

*Present:* Rev Alison Harris, Cynthia Moore, David Roberts, Trevor Rawling, John Tackley, John Fifield, Diane Westerby, Jon Westerby, Cllr Gaynor Sinar, Cllr Derek Bowden, Cllr Kevin Rimmer & Cllr Brian Jamieson

*Appointment of steering group officers:* Chairman: David Roberts  
Vice Chairman: Brian Jamieson  
Treasurer/Viability: John Fifield  
Secretary: to be agreed

Terms of Reference for the Steering Group (SG) will be produced.

*Funding update:* DB summarised the current funding – NTC £10,000 in the 2013/14 budget - NTC agreed in principle to £10,000 in 2014/15.

DB will check with Chris Shaw (Town Clerk) if the £3,000 agreed on 3 September 2012 was carried over to 2013/14

The application to Locality for £7,000 is being prepared.

Appeal to Northwich CW&C members for financial support from their member budgets will be followed up.

*NIRA - Town Centre Business Plan (TCBP):* GS gave a brief report on the progress of the TCBP - the analysis of the questionnaire is being carried out.

*Reports:* a) NNP Designated Area was approved by CW&C on 6 June 2013  
b) Locality - The request for a grant is being prepared by DB/BJ  
c) Taylor Young proposal received dated 30 July 2013

We intend to use consultants to provide a professional overview/analysis of the designated area.

This will provide the evidence base for the development ideas coming from the groups.

Any potential developments must be compatible with the CW&C Local Plan to be accepted as the Neighbourhood Plan within the Localism Act.

It was agreed that Taylor Young and two other consultants would be asked to present a proposal to the Steering Group on September 10. A specification outlining our requirements will be provided.

*Topic Area groups:* a) Housing  
b) Community  
c) Infrastructure, Transport and Waterways  
d) Economic Development – Retail and Commercial  
e) Recreation and Tourism  
f) Environment

Terms of Reference for the Topic Area Groups (TAG) will be produced.

The following Topic Area Group leaders were accepted, d) Cllr Gaynor Sinar e) Trevor Rawling & John Tackley f) Jon Westerby

The provision of admin support for the Steering and Topic group was discussed. JF to contact Gill Edmeston to check on her availability and cost to take on the secretarial duties.

The SG discussed how we generate public interest in the NNP along with a request for members of the community to join the Topic Groups. Contact with Gina Bebbington at Northwich Guardian to be made.

Communications with local media - it was agreed that DR would ask John Hulme if he would assist the SG with its press releases. Two other local publications - Our Town and Mid Cheshire Independent Magazine will be contacted.

It was agreed that we need to make progress to build up a sense of moving forward for the community and interest groups and a creative momentum.

# Neighbourhood Plan

## Facilitator Meeting

Meeting – Tuesday 12<sup>th</sup> November @ 7pm NTC Offices

Attendee's – Exec Group - D Roberts, D Bowden, C Shaw, L Moore.

Attendee's – Facilitators (TAG Leaders) – P Hubball, G Sinar, M Cooksley, J Tackley, A Neil, T Rawling, R Adams, B Floyd, J Staley.

Attendee's other- Murray Graham, John & Ian Hulme

Apologies –L Hough, K Rimmer, B Jamieson

## Report

Welcome and introduction by David Roberts, along with a short power point presentation. Thanks were given to Facilitators for their attendance and commitment to the NP. DR went on to give brief explanation on what the next steps would be and asked the Facilitators their views on how they would like to progress with their groups. DR gave packs to each Facilitator which contained sections of the Local Plan which referenced their Topic Groups.

MG explained that as a starting point it would be better for each Facilitator to read through the Local Plan and strike off any points that we agree with and concentrate our attention to the ones we would like to change etc.

It was raised by JS the area of the map and the designated areas and how we could include areas such as Kingsmead and Rudheath, for example, those that fall just outside our boundary. MG acknowledged that this was an important part of the plan that would be addressed. DB explained that the designated area had to be finalised and set for CWAC. RA commented that the Local Plan showed CWAC examples of how they included those greater outside areas into the plan and suggested we look at their examples.

MC/TR requested more information on moving forward and suggested that Murray provide them with a template/timetable which they can work to. MG will look at a draft template for each facilitator.

MC expressed that the management of the Public meeting on 3<sup>rd</sup> December, is crucial in getting attention/interest of the public and recruiting more volunteers. Suggestions were made for a full tutorial in the guardian, explaining the meeting and references to our Website and social media. The idea of using a shop in the town centre to advertise also was suggested to gain community support.

JS suggested that the Facilitators volunteer their input to prepare for the Public Meeting on 3<sup>rd</sup> December. It was agreed that after the next Executive meeting on 14<sup>th</sup> November a meeting will be held on Tuesday 19<sup>th</sup> November at NTC to bring all ideas and suggestions together.

Meeting closed at 8.30pm



## **Appendix 1**

### **Terms of Reference - Northwich Neighbourhood Plan Working Group**

#### ***Introduction***

The Working Group will manage the process in consultation with the Town Mayor and Town Clerk

The aims and objectives of the Neighbourhood Plan (the Plan) are to supplement/complement/underpin the Cheshire West and Chester Council Local Development Framework for Northwich.

A Steering group will be formed which will include 4 Town Council and co-opted members of the community.

The Plan must meet the wider ambitions for the quality of life of citizens, economic growth and sustainable development within the town boundaries.

Sustainability is the guiding factor when land to be used for development is proposed.

#### ***The Working Group***

Reports will be presented to Council meetings for approval. All expenditure must be within the agreed budget.

#### ***The aims of the Working Group***

The Working group will develop and oversee a process that will result in the preparation of a Neighbourhood Plan for Northwich.

To develop partnerships and consult with the local interest groups and the wider community.

To ensure the Plan is in line with and meets the planning standards required by the Localism Act 2011 and the new National Planning Policy Framework.

#### ***The Vision Statement***

‘In 20 years time, Northwich will be a forward looking and a thriving commercial and social town. It will value the local community, and its visitors and provide its people with a safe place to live and work. It will maximise the natural benefits of the area, where everyone can enjoy its unique environment. Long term sustainability will underpin all new development.’

#### ***Membership of the Steering Group***

The steering group will be made up of 4 Town Councillors and members of the community who will be co-opted onto the steering group up to a total of 12.

September 2012

## Neighbourhood Planning Meeting ROAB Club 12/12/12

### Attendance:

Northwich Town Councillors

Cheshire West & Chester Councillor

15 Community Groups including:

Sir John Dean's College  
River Weaver Navigation Society  
Cheshire Community Development Trust  
Northwich Swimming Club  
Winnington Park Rugby Club  
Churches Together  
DAN  
Northwich Rotary  
VRCCG

- This meeting was called to discuss the Neighbourhood Plan for Northwich and those invited to attend as part of the initial consultation process and to end with a Steering Group from those members, which will enable Northwich to produce a Neighbourhood Plan (NP).
- There is a 2 year project to put a planning document into place, which will sit alongside the Local Plan by Cheshire West & Chester (CW&C) and the Northwich Town Team's Town Business Plan.
- The new Local Plan is not as specific or detailed, therefore there is a requirement to produce a NP. This is likely to be completed in 2014.
- An application has been submitted for a designated area, for which the NP will cover.
- Funding of £10,000 has been approved by Northwich Town Council (NTC) and there is a requirement to gain support from other areas and CW&C Councillors.
- NTC have involved Taylor Young with some of the planning process, but wish to use their expertise as and when required to keep down costs as much as possible.
- Winsford Town Council has already started their NP and their current costs are around £90,000, down to Government funding. Northwich will have very little funding, due to the limited amount of the funding available.
- The Topic Groups have been introduced at this meeting, as outlined in Our Northwich newsletter – it was agreed to add under the Health and Wellbeing section the following groups:
  - Leighton Hospital
  - Community Midwife Services
  - Community Health Services
- A questionnaire will be produced in time, which will be given to a cross-section of Northwich residents and will ask their views on each topic area.
- Task Groups will be set up, with a lead member from the Steering Group, to create relevant questions for the questionnaire.
- Hartford and Winsford are already several places ahead of Northwich in terms of their NP.
- It was discussed that an inspector will have to check the plan to ensure it meets 4 main criteria:
  - EU Regulations
  - National Planning Policy Framework
  - Sustainable Development
  - Local Plan
- Potentially, the Northwich NP may need to go into greater Northwich to get through the final referendum.

- The referendum requires 51% of the voting population to agree to the NP for the referendum to go ahead.
- The role of the Steering Group was discussed:
  - NTC Working Group and 10 other group members will form the Steering Group
  - Steering Group to manage the process, manage the Topic Groups and formulate the questionnaire
  - The method and timings of consultation and who to be involved need to be agreed by the Steering Group
- Concerns were brought up about how we get Northwich residents involved, how to convince them that the consultation is actually real, the confidence of the residents and obtaining real feedback.
- It was agreed that the Steering Group is to involve:
  - Residents of Northwich
  - Business Owners
  - Community Groups
  - NTC
  - Visitors
- There is a need for a Northwich NP website to be created, which can involve links to Facebook, Twitter and other websites, such as local community groups, businesses, etc.
- It was brought up to consider the expertise of Locality with the help in developing the NP and this is something which NTC will look into and if they can provide advice on the steps to take. Details for Locality are [www.locality.org.uk](http://www.locality.org.uk) and is a Government Sponsored Company.
- We can also use the expertise of CPRE and NALC.
- It was agreed that the next meeting will identify the shape of the Steering Group and discuss moving forward with the NP.
- It was agreed that a cherry picking approach will be used to create the Steering Group from those who have registered an interest on being part of the Steering Group and/or Topic Groups. This will enable the NP Steering Group to have members from various different backgrounds and ensure that all aspects of the NP are covered through different members expertise.
- The next meeting has been agreed for the new year.

## Comments made during second public meeting on 3<sup>rd</sup> December 2013

### Housing

- Northwich needs housing with transport plans which will encourage people to use public transport
- There is good social housing where it exists but it is in small pockets and there is not enough affordable housing to rent or buy
- Mixed housing is required for both social and non-social tenants with support to gain a suitable tenancy and stop landlords and agents exploiting the poor
- Northwich has “visions” which are not followed through
- Encourage more black and white architecture
- Ensure that adequate assessments are done to provide an adequate number of doctors and NHS dentists where there is new development
- There are enough brownfield sites available for housing rather than the flood plain
- Northwich Town Council should join with other local councils in the area to form one large council
- Any housing development should ensure that there is access to open space/children’s play area
- There is a feeling that the developers can build wherever they want and not consider local needs
- Encourage developers to provide a wider range of housing with more social/affordable housing

### Recreation, Tourism and Waterways

- Appreciation of Grozone
- River, canal and boats are the best assets and are under valued
- Northwich has turned its back to the river and is developing in the wrong place
- Replace Riversdale bridge
- Appreciation of Dane Valley Orchard
- Requirement for a restaurant and cinema
- Local historic architecture should be retained
- Encourage infrastructures which are small to bring creative enterprises together to gain precedence over multinational companies
- St Helens Church should be on the tourist trail
- Redevelop the former British Waterways site and buildings as a hotel
- Encourage development which faces onto the river and develop more open spaces and parks
- Encourage grass roots cultural organisations such as Artworks, VAC and local artists who bring vibrancy, tourism and trade to the town
- There is a good network of local voluntary groups
- Encourage further development like Barons Quay and the new marina
- The Japanese Knotweed and Himalayan Balsam need removing from the river banks
- The local theatre needs more publicity and support
- Rivers and open spaces bring wildlife into the centre of town

### Retail and Commercial

- Appreciation of the Artisan Market
- Develop potential of Witton Street to become a thriving area and concentrate shops to smaller area to reduce the empty shops which creates a negative and depressing effect
- Provide more opportunities for jobs in the arts and cultural sector
- The covered market is depressing and attracts very little passing trade
- Encourage free parking in the town centre
- Encourage smaller shops
- Encourage developers to provide a town centre hotel to provide accommodation to visitors
- Appreciate the mix of independent shops and the introduction of Waitrose
- Provide opportunities and reasons for people to visit the town in the evening with decent restaurants and a cinema.

### Transport and Infrastructure

- There are concerns that the one way system is discouraging visitors to the town
- The one way system is an improvement
- Link cultural attractions by boat
- Improve transport links
- Improve Winnington bridge to allow two way traffic
- There is little consideration for cyclists
- The vehicular access to Barons Quay needs to accommodate two way traffic
- Bus service needs improvement as there is little available in the evening
- Parking restrictions are not being enforced
- Improve road markings on Navigation Road onto the Hayhurst Bridge as they are in the wrong place
- There is good pedestrian access throughout the town
- New rail links required to connect Northwich railway station to Hartford railway station
- Buses are infrequent and expensive, not linked up with a few destinations
- The speed limit through town should be reduced

### Employment

- Northwich is a dormitory town with very little employment, most workers have to travel to Liverpool, Chester or Manchester
- There is scope for employment in Northwich but no one is willing to invest
- There should be more scope for apprenticeships and meaningful work experience
- Transport should be provided to enable students to get to work experience placements
- Additional school places should be made available where development takes place
- More long term employment is needed
- Encourage walking and cycling to work
- There is a need for more culture and support for the arts to assist VAC Gallery in retaining a town centre presence
- There are insufficient school places at present

- Encourage businesses to come to the town

### Health and Well Being

- Encourage people to cycle to work
- Need more community projects like Grozone
- Make developers provide green space
- Continue with the current planting schemes
- Link the surgeries to the community by encouraging healthy walks
- Good facilities for sports activities
- Support for Dane Valley Orchard
- Appreciation for park and café
- Requirement for improved sports facilities
- Concerns about drug/alcohol addiction within the town
- Ensure that Northwich Infirmary is retained with the minor injuries unit
- Link health care trust with holistic therapies through environmental and horticultural projects
- Remove charges for parking at Northwich Victoria Infirmary
- Organise more creative events to include young people
- Make improvements to cycling provision
- Improve footpath alongside the A556 bypass
- Improve provision of mental health services
- Improve provision of support for the recently bereaved
- Replace the metal barriers along the river tow path which have collapsed and not been replaced

### Natural and Build Environment

- Provide more dog bins
- Continue with the spring and summer planting which makes the town attractive
- Appreciation of the rivers, canal, walks and history of the town together with the black and white architecture
- Improvements are urgently needed to Winnington bridge to make provision for traffic travelling in both directions
- Very much welcome the Barons Quay development and would welcome further development along the river front
- Improve connections to Hartford on foot by means of a swing bridge
- Need more housing within the town centre
- Appreciations for Grozone community garden
- Appreciation for Dane Valley Orchard
- Make more of the river as it is Northwich's best asset
- Remove all 50's and 60's concrete buildings
- Concerns regarding contamination of the river
- Consider more sympathetic building to reflect the architecture of Northwich
- Surface pipelines in and around Northwich are an eyesore
- There are concerns that Weaver Square will never be occupied again
- Reduce the number of HGV's using narrow roadways and passages

Residents were also asked how proud they are of Northwich and rate it on a scale of 1 – 12 with 1 being not proud at all. 43 residents took part and between the scales 1 – 4 there were 5 marks, 5 – 8 there were 21 marks and 9 – 12 there were 17 marks.



**Northwich Neighbourhood Plan 2013 – 2030**

**Issues and Options (draft)**



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## Foreword

Foreword by David Roberts, chair, Northwich Neighbourhood Plan Executive Group on behalf of Northwich Town Council

DRAFT

## MY Northwich

The Neighbourhood Plan Group invited all primary and secondary school children in Northwich to contribute to the Neighbourhood Plan. A poster competition – MY Northwich asked children and young people to do three things – design a poster for the town they would like Northwich to become, and create a title or slogan for the Neighbourhood Plan. The winning and short listed entries have been used to illustrate the Neighbourhood Plan. All entries are held by the Town Council.

# Part 1 Introduction

## What is a neighbourhood plan?

Northwich Neighbourhood Plan, (The Plan) is a new type of plan. Introduced by the Government through the Localism Act in 2011, it set out new rights and powers for communities, allowing communities the right to plan for the use and development of land. What distinguishes this Plan from other community lead plans such as Parish Plans is that it is a statutory plan and will be taken into account in the future when planning decisions are made.

Northwich Town Council commissioned the Northwich Neighbourhood Development Plan to be drawn up by the community and set up an Executive Board and a series of seven Task Groups (page 9) to help the community deliver the final Plan. It will set out the community's vision for the future, including policies and proposals that will shape the growth and development of Northwich over the next 15 years, proactively planning for development and its benefits.

## How the Neighbourhood Plan fits into the Planning system

While the Localism Act enables communities to take a lead in producing a statutory Plan it does set out some crucial requirements. One of these is that all Neighbourhood Plans must be in line with higher level planning policy. This means that The Plan has to be in line with the National Planning Policy Framework (NPPF) and local planning policy. Local planning policy is currently contained within the Vale Royal Borough Local Plan First Review and the emerging Cheshire West Local Plan and Part II Local Plan. (Redraft section when policy adopted).

In commencing work on The Plan it was important that it:

- Did not set out to repeat national or Cheshire West and Chester policy, but to put it into a local context
- that it identified a small number of key sites for employment and housing
- that it set out local design principles
- that it set out a small number of policies which can be used when determining planning applications (general or related to specific forms of development)
- that it clearly distinguish between NDP policy and action which can be taken forward by other agencies such as Northwich Town Council and Cheshire West and Chester Council etc
- That The Plan would be sustainable and subject to sustainability appraisal.

A key element of the plan is where new housing and employment should go, it reflects the strategic policies of the emerging local plan and it looks to:

- It allocates land for approximately \*\* new homes to be delivered over the next 15 years
- It allocates approximately \*\* hectares of land for new employment.

However, The Plan is far more than housing and employment and it looks at a wide range of issues including:

- Flooding and how to ensure sustainable land use
- Improving the vibrancy of the town centre
- Improving connectivity and transport links with neighbouring areas
- Planning positively for growth
- Improving investment in facilities including sport and leisure
- Improving the urban design and tourism offer
- Using previously developed land positively
- Turning the River Weaver into an asset ensuring that it is integrated into the Town.

The Plan, its policies and proposals have been subject to a sustainability Appraisal. The Plan has been found to be sound.(TBC)

National Planning Policy Framework  
Government



Emerging Cheshire West Local Plan  
Cheshire West and Chester Council



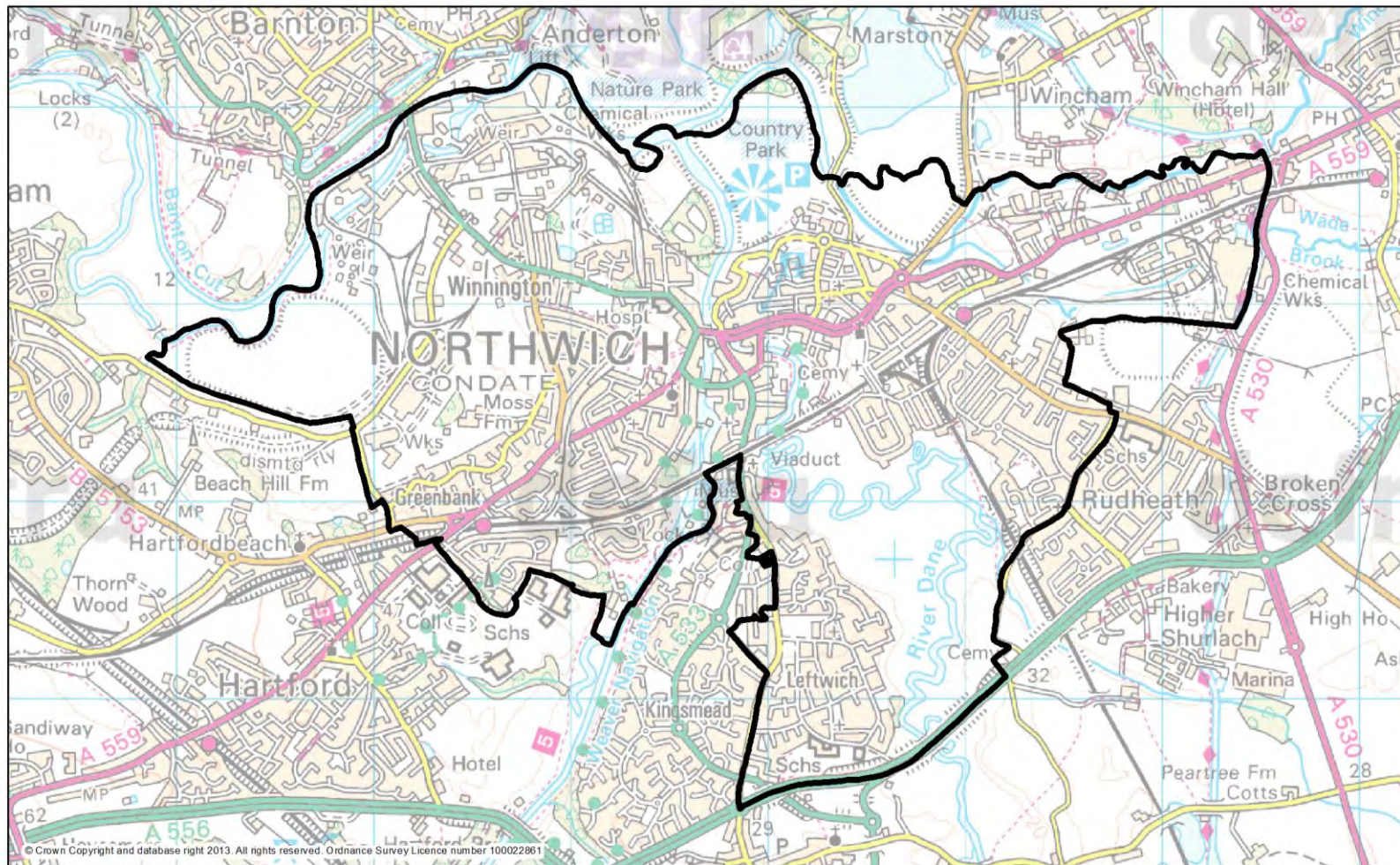
Northwich Neighbourhood Plan  
Prepared by Neighbourhood Plan Team

## Overview of public consultation

The Northwich Neighbourhood Plan has been developed by the Community for the Community. Work began in \*\*\* and has been ongoing. A small working group was set up by the Town Council which brought on board representatives from local businesses ..... Views have been sought using a variety of different consultation types, including, stalls as farmers markets; questionnaires; exhibitions.....The Consultation Statement provides in more detail what took place, where and when, as well as what issues were raised and how The Plan developed over time and took account of issues raised.



## Northwich location Plan



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# The Neighbourhood Plan Process

## Building the Evidence Base

The North Neighbourhood Plan Executive set up a number of Task Groups to start looking at pulling the various elements together. Main purpose of each of the Task Groups is to provide a focus for the key issues that have been agreed by the Executive Group.

- Housing
- Recreation, Tourism and Waterways
- Retail and Commercial
- Transportation and Infrastructure
- Employment and Education
- Health & Well Being
- Natural and Built Environment

Each group will help to draw up a clear evidence base and draft ideas/policies for sharing with the wider community. The starting point was to establish a firm evidence base provides understanding of the area and a foundation on which to write the plan. The evidence base is proportionate to the plan's scope, content, impact and complexity.

## The Task Groups

### Housing

The Neighbourhood Plan gives local people the chance to agree the housing needs of the town in the future. There are many different aspects to housing but they key areas that the Neighbourhood Plan can address are:

- **Establishing detailed Northwich specific planning policies for housing**
- **Identify where any new housing should/could be built**
- **Provide guidance on design and build quality**
- **Affordable homes**



To start to address these issues you should be asking questions like:

- **How many local people are in need of housing?**
- **What types of houses are likely to be needed?**
- **What build quality ought to be demanded?**
- **Where any new houses should be built?**

## **Recreation, Tourism and Waterways**

Northwich has a great number of recreation, tourism and waterways assets within and close to the town. Many are nationally important and others are potentially great attractions to draw visitors into the town.

- **The Anderton Boat Lift**
- **The Lions Saltworks**
- **Carey Park**
- **Northwich Community woodlands and Marbury Park**
- **Town bridges, Riverdale Bridge**

There are of course a number of questions to be asked:

- **Are these assets used to attract people to visit?**
- **Are they easy to get to?**
- **Do they integrate with the town?**
- **Are they used by the residents as well as visitors?**
- **Does the town use the River Weaver and Dane successfully?**

From the evidence gathered the Neighbourhood Plan can look to set out specific policies on:

- **Establishing good promotion of the sites with adequate visitor facilities such as public toilets/bins/interpretation boards**
- **Town trails**
- **New green space and liked attractions within the town**

## **Retail and Commercial**

The town has suffered significantly and disproportionately over the past fifty or so years because of the legacy of slate mining. There are major problems that have accrued due to the lack of investment. Things are changing with the Waitrose investment and Barons Quay but more needs to be done. The Neighbourhood Plan can support the regeneration of Northwich with specific policies on:

- **Establishing detailed Northwich specific planning policies for retail and the town centre (mix/size, use)**
- **Identify where any new retail should/could be built to compliment what is already been built or being proposed**
- **Provide guidance on design and shop fronts, advertising and streetscape.**
- **Identify opportunities for improving availability of local food products in shops and restaurants, thereby reducing food miles.**

## **Transportation and Infrastructure**

Access and Movement around the town is crucial for a successful town to thrive. Good roads, legible pedestrian routes, good buses and an accessible railway station are all essential and the Neighbourhood plan can provide policies such as:

- **Identification of key streets for environmental enhancement (with Environment Task Group)**
- **Partnership Projects such as cycle routes**
- **New riverside footpaths**
- **New connections**
- **Shared surfaces**
- **Single ticketing arrangement**
- **Encourage reduced vehicle use and use of more fuel-efficient vehicles.**

## Employment and Education

The Neighbourhood Plan provides us with an opportunity to re-balance the local economy and move towards a more sustainable community. Currently many residents commute to work outside the town, to Chester, Crewe, and Manchester. The absence of suitable premises and facilities restricts opportunities for businesses and enterprises to start up and expand in the town.

The Neighbourhood Plan could be used to:

- **Support the growth of existing businesses and enterprises**
- **Foster new businesses and enterprises**
- **Provide a wider range of employment opportunities**
- **Help the community to become more prosperous and resilient**
- **Facilitate business and employment-related education and training and apprenticeships**

If these are the local community's aims then a number of questions need to be addressed:

- **What types of employment and enterprise should we seek to promote and encourage?**
- **What premises and facilities are needed?**
- **Where should the premises and facilities be located?**
- **What is the current and future availability of premises and land?**
- **Who owns the premises and land?**

Northwich has always had a wealth of industry and successful businesses. The Neighbourhood Plan can look at encouraging clusters through new policies:

- **Encouraging the growth of Northwich BID**
- **Encourage small scale enterprises**
- **Contribute to the character of the town and the economy**

## Health & Well Being

Northwich has a range of community services and facilities which support the health and well-being of the local community. We tend to think of these as including things like footpaths, cycle parking, public transport, health, recreation and leisure facilities, parks, allotments and other local 'green infrastructure'. It is obviously important that improvements to these assets are planned and especially so when public finances are under pressure.

The current version of the Local Plan sets out a wide range of infrastructure and investment suggestions. However, it is not yet complete and needs input.

Some key questions on community services might include;

- **What do we think of Cheshire West and Chester's Local Plan and list of priorities? Are those on the list rooted in sound evidence and local knowledge?**
- **What is missing and what would our community's priorities be?**
- **What level of provision would we want to try and achieve?**
- **Would we be willing to agree to levels of development over and above our local needs to help pay for improved facilities?**
- **What are the likely costs of providing all of the 'needs' and where would we source the funding; what would a meaningfully, costed and programmed investment plan look like?**
- **Are there ways of delivering the infrastructure that don't require development to pay for it?**

Health and wellbeing is a key area that the Neighbourhood plan can build on strategic policies not just land use policies in the Local Plan. Working with the other groups and in particular Transport and the Environment group to ensure the town offers good opportunity to improve the quality of lives of the residents of Northwich. Policies could include:

- **Adapting to climate change with integrated green spaces/pocket parks and street trees**
- **Community hubs**
- **Allotments**
- **Locations for new health facilities**

## Natural and Built Environment

The special character of the town, associated settlements and landscape depends to a large extent on the area's unique geology. This provides assets that may be developed in new ways within the period of the Neighbourhood Plan as we seek to move to a more sustainable future. The plan offers residents a leading role in determining the nature of new development and ensuring that it complies with the highest standards of design, conservation and sustainability.

The Neighbourhood Plan should determine what elements of the existing environment the community values most highly. It can:

- **Preserve & enhance the special character of the locality**
- **Ensure that new development is compatible with the built and natural environment.**
- **Preserve historic features including green space and 'heritage' trees**
- **Protect and enhance local landscapes (woodland, limestone grasslands and quarry areas) to ensure a sustainable future**

### Key questions

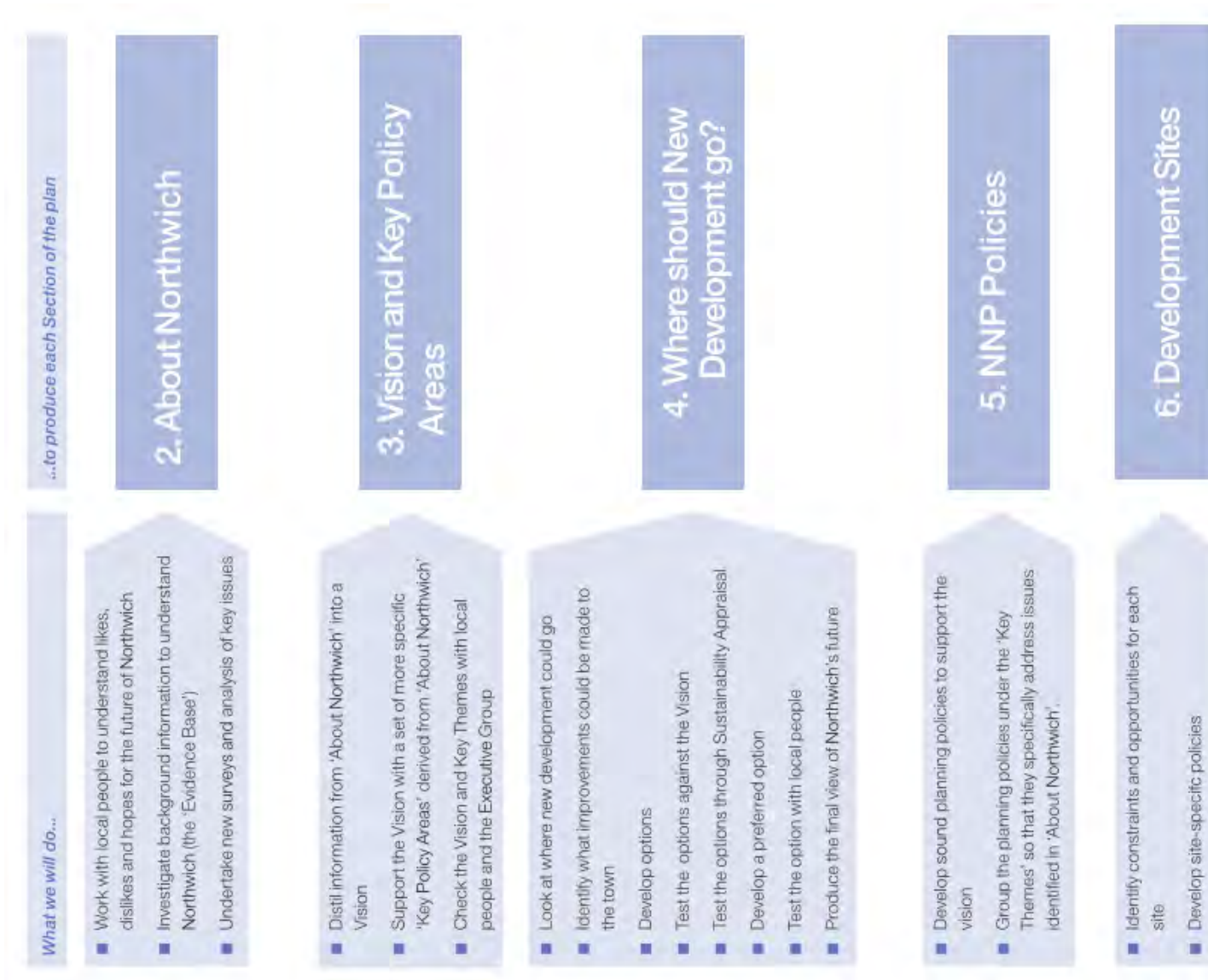
- **What types of new housing design and street layout are appropriate?**
- **Should Northwich's Conservation Areas be extended and further CAs created?**
- **How to preserve green space within the town, including gardens?**
- **How should the margins of settlements, as they give way to open countryside, be treated? (i.e. should there be gradations in density, roof height etc)**
- **How can we link enhancement of the natural environment with addressing issues affecting the neighbourhood such as flooding? Should areas of woodland and lakes be recreated around settlements?**



## How this plan is organised

This Plan is divided into 6 sections.

- Part 1 - This section, explains about Neighbourhood Planning and how we have arrived at where we are.
- Part 2 - Provides an over view of Northwich and the key issues for Northwich identifying the key sources of information and links
- Part 3 - The vision and key policy areas.
- Part 4 - Neighbourhood Plan Policies, which sets out polices to support the overall vision. As well as identifying where new development should go and testing the options.
- Part 5 - Development Sites
- Part 6 - Summary and appendices



## Part 2 About Northwich

### Introduction

Northwich Neighbourhood Development Plan covers the administrative area of Northwich Town Council, it takes in Northwich Town and the surrounding areas of Greenbank (part of the ward of Hartford and Greenbank), Leftwich (part of the ward of Davenham and Moulton), part of Rudheath and part of Lostock Gralam. The area lies at the heart of the Cheshire Plain, at the confluence of the Rivers Weaver and Dane and close to the Trent and Mersey Canals.

This section sets out the regional and local context for Northwich set within the context of an historical perspective, Northwich in 2014 (including a townscape analysis and photographic assessment by secondary school pupils) and the key issues effecting the town and its population.

The Neighbourhood Plan Group has worked with the Task Group and other key agencies such as Cheshire West and Chester Council, Cheshire Community Action and the Mersey Forest, to help build up the evidence base and create the profile. As part of the process we have built up an evidence base including the profiles that Cheshire Community Action has created for communities across the County to help inform the development of a Community Led Plans such as Northwich Neighbourhood Plan. This is part of ACRE's national toolkit for Community Led Planning which shows how you can use the information presented in the profiles to identify key features and characteristics of your community which you may want to investigate further and discuss with other people locally. This information aims to help communities to plan actions for the improvement of your area that are better informed and more likely to benefit everyone locally.

OCSI have developed datasets for all rural communities in England, including parishes, towns and villages. To do this, they have used the Office for National Statistics (ONS) definitions of parishes and urban areas; the data for Northwich is based on this ONS definition which is shown in the map on the following page (due to the differences in definition, there may be small differences between the data provided in this profile and data published in the Census Parish Profiles).



## Historical Northwich



Historically, Northwich was one of the most important centres for the country's salt industry. It is the largest of Cheshire's three "wich" towns and this was as a result of a favourable location at the joining of two rivers, the Weaver and the Dane, and of course the presence of salt. This combination of factors has led to the development of major salt and chemical industries in the town from pre-history to the 19th century.

The area's natural brine springs have been developed and provide a valuable commodity. During the 18th century Northwich had become the main salt manufacturing town in the country and was the location of several manufacturing plants. The main areas of salt exploitation were to the north of the town centre and major industrial sites developed around Winnington, Lostock and Wincham. The salt working led to large areas of subsidence that were later filled with chemical waste (some 800 acres in 1953).



As the town's salt works and mines began to close, the early 20th century saw the town come to be dominated by the chemical industry. During the 1960s the town centre underwent substantial redevelopment and a number of prominent buildings date from this time, including units which pepper the main shopping street and various civic and community buildings.

## Northwich in 2014

The town is well served by, river, canals, rail and road communications. The Weaver is an important navigable waterway; the Chester to Manchester railway runs through Northwich and the mainline from London-Euston to Liverpool and the North of England passes nearby. It is well serviced by bus which links the town to all parts of Cheshire and provides access to the national motorway network including the M6 and M56 as well as Manchester and Liverpool John Lennon Airports.

Its attractive black and white timber framed buildings providing historic and heritage interest which give Northwich and its surroundings its distinctive character.

Housing

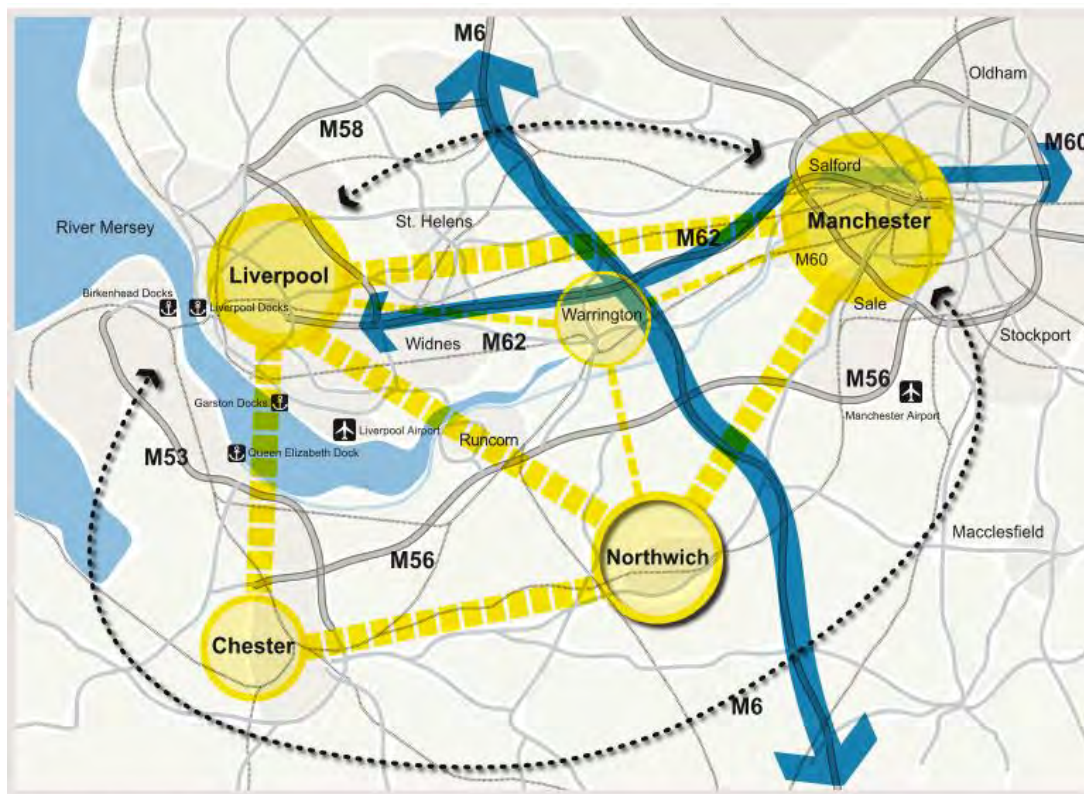
Most recently, a land stabilisation programme has been undertaken, primarily of the Barons Quay area, to enable the development potential of the town centre to be realised.

## Regional and Local Context

**Location and Accessibility:** Northwich is within 45 minute drive from the regional centres of Manchester and Liverpool, and Chester and Warrington are only 20 minute drive. Liverpool and Manchester airports are also easily accessible within 30 minutes distance.

Northwich is identified as a 'key town' in the emerging Cheshire West and Chester Local Plan Part 1. As such it is intended to be a strategic focus for new development and for regeneration resources. Along with its outlying satellite villages it is the largest centre of population and employment within Cheshire West.





Northwich location plan

The town centre serves the local Northwich community but also a large rural catchment. Northwich is also well related to neighbouring towns including Winsford, Altrincham, Knutsford, Frodsham, Nantwich, Crewe and Macclesfield. Local visitor attractions include Northwich Community Woodlands, the Anderton Boat Lift, Delamere Forest, the Salt Museum in Northwich, the Lion Salt Work Museum in Marston, Neumann's Flashes and the Marbury Country Park.

Chester Way, Castle Street and Watling Street form a ring road around the town centre. The Local Highways Authority is currently reviewing the potential to introduce a gyratory system to improve movement around the town centre.

Northwich rail station is located approximately 2 kilometres to the east of the town centre and is within a 10 minute walk of the main shopping area. This provides a service from Manchester Piccadilly to Chester via Stockport, Altrincham, Hale and Knutsford. Access to the strategic rail network is from Hartford, approximately 5 mile distance, which connects to Liverpool Lime Street and Birmingham New Street.

The majority of bus stops in the town centre are found on Watling Street which provides direct access to the majority of town centre facilities and neighbouring centres. The main pedestrianised area of Northwich town centre is on Witton Street and the town centre is relatively accessible (in terms of proximity) to surrounding residential areas.



The Plan area still contains some 168 hectares of previously developed land (National Land Use Data Base: HCA,2009). It is this industrial heritage which will allow Northwich an opportunity for the area to be transformed. Significant projects are already currently underway which will help to capture this potential by using the derelict and redundant sites, regenerating the area as well as ensuring that the River becomes an integral part of the town. Projects such as Barons Quay development which is a proposal for the town centre which will include the development of new retail and residential areas, public realm, a hotel and cinema; all set in the context of improving the way the town centre and River Weaver interact.

## **Barons Quay**

As a result a multi-million pound investment from English Partnerships and the former Vale Royal Borough Council delivered a programme of land stabilisation across 32 hectares of the town centre. This in turn released the major development and regeneration opportunity that is Barons Quay. With the spotlight on Barons Quay, the Northwich Vision Board was established to deliver and implement proposals for the Vision area.

The Vision was formally adopted as planning policy in the Vale Royal Local Plan (2006). Setting out clear guidance for development within the town centre, Barons Quay is identified as the most important regeneration opportunity within the town centre with a focus on retail, mixed-use development as the primary driver to deliver the 'step up' and 'step change' necessary to strengthen and enhance Northwich's position. To bring forward proposals, the Council entered into a Development Agreement with developers Wilson Bowden to redevelop the Barons Quay area. However, due to the downturn in market conditions the scheme developed was no longer financially viable, and the agreement with Wilson Bowden has since been terminated through mutual agreement.

The development and regeneration of Barons Quay will contribute towards enhancing the distinctive character of Northwich and its future sustainability. It will provide a new cinema and variety of leisure activities, connections with the river and open space, significant new retail including comparison shopping and a convenience food store, a series of new public realm spaces, environmental enhancements, access, car parking and highways improvements.

## **Northwich BID**

## **Winnington Urban Village**

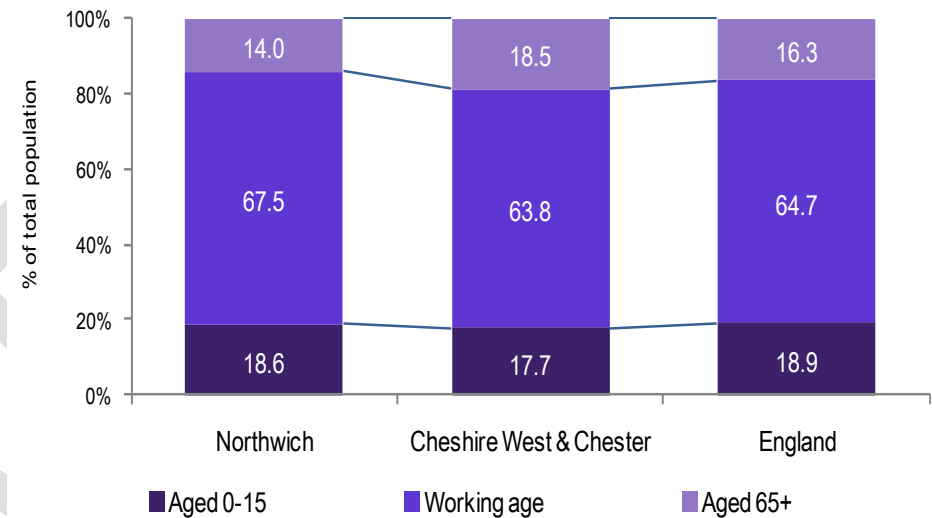
The site is currently predominantly vacant, previously developed land which lies west of Northwich Town Centre. The site has planning approval for 1,200 dwellings, commercial (B1, B2 and B8 uses) retail, leisure and community facilities, primary school, open space and associated infrastructure.

Northwich Memorial Centre which will bring much needed new leisure facilities into the heart of the Town.

DRAFT

How many people live locally? <b>19,925</b> 49.6% male; 50.4% female	How many households? <b>8,800</b>	Children under 16 <b>3,700</b> 18.6% (England average = 18.9%)	Working age adults <b>13,445</b> 67.5% (England average = 64.7%)	Older people over 65 <b>2,780</b> 14.0% (England average = 16.3%)
Lone parent families with children <b>690</b> 27.3% of all families with dependent children (England average = 24.5%)	Single pensioner households <b>955</b> 10.9% of households (England average = 12.4%)	People from Black or Minority ethnic groups <b>1,200</b> 6.0% (England average = 20.2%)	People born outside the UK <b>1,045</b> 5.2% (England average = 13.8%)	Dependency Ratio <b>0.48</b> England average = 0.55

Population by age

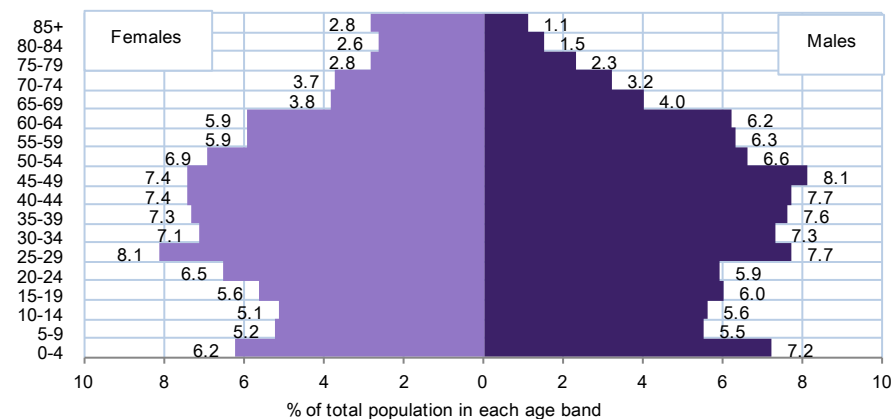


Source: Census 2011 (table KS102EW)

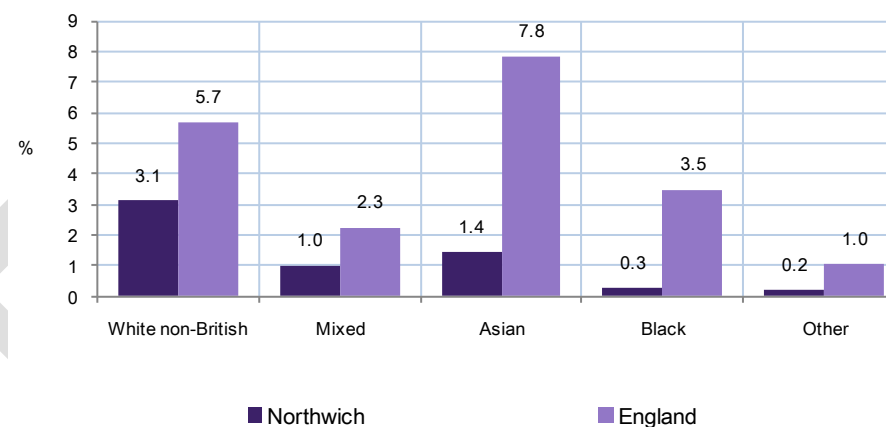
With a population of around 20,000, and just under 9000 households the local population is relatively well skilled and affluent, although many travel outside of Northwich for employment, shopping and leisure (68% of adults at working age compared to the national average of 65%). A higher than average percentage of the population is educated to degree level or above (23%), unemployment is generally low (3.6%) and average salaries are generally higher than the Cheshire West and Chester average. There are however, some areas of deprivation and this is reflected in the areas which immediately surround the town centre.



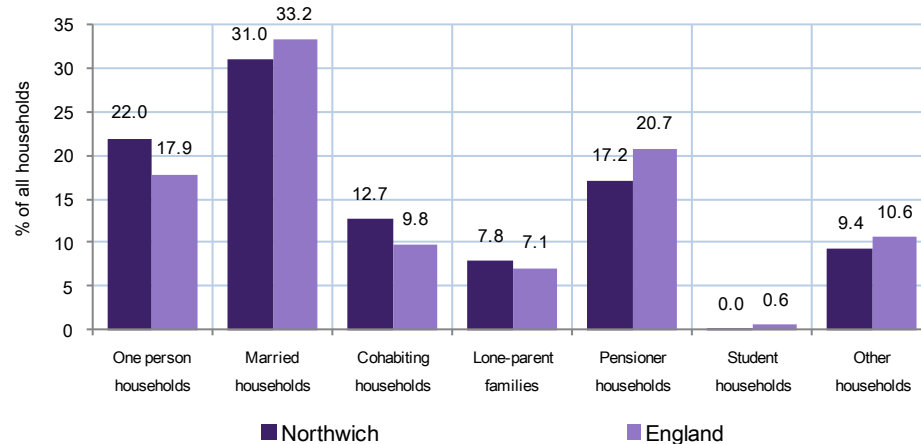
Population estimates by 5 year age band



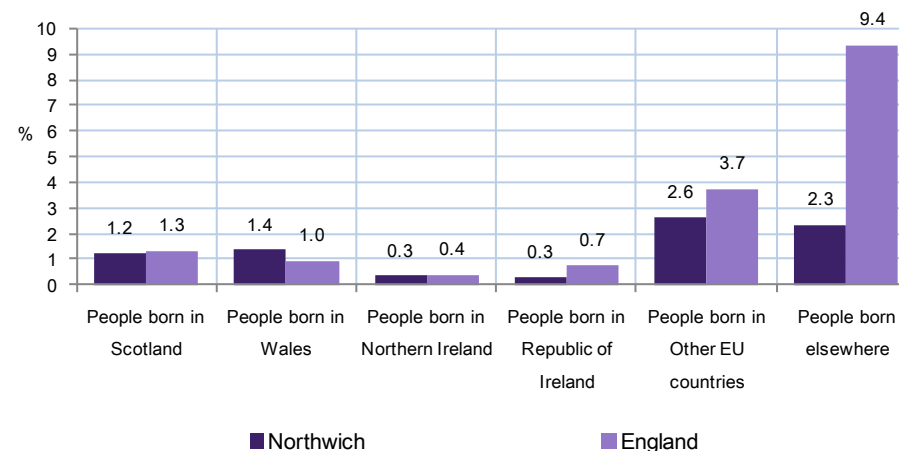
Population by ethnic group



Population by household composition



Population born outside England



Source: Census 2011 (tables KS201EW, KS204EW and KS105EW)



## Housing

The Neighbourhood Plan gives local people the chance to agree the housing needs of the town in the future. There are many different aspects to housing but the key areas that the Neighbourhood Plan can address are:

- **Establishing detailed Northwich specific planning policies for housing**
- **Identify where any new housing should/could be built**
- **Provide guidance on design and build quality**
- **Affordable homes**

## Recreation, Tourism and Waterways

Northwich has a great number of recreation, tourism and waterways assets within and close to the town. Many are nationally important and others are potentially great attractions to draw visitors into the town.

- **The Anderton Boat Lift**
- **The Lions Saltworks**
- **Carey Park**
- **Northwich Community woodlands and Marbury Park**
- **Town bridges, Riverdale Bridge**

## Retail and Commercial

The town has suffered significantly and disproportionately over the past fifty or so years because of the legacy of slate mining. There are major problems that have accrued due to the lack of investment. Things are changing with the Waitrose investment and Barons Quay but more needs to be done. The Neighbourhood Plan can support the regeneration of Northwich with specific policies on:

**Public Consultation** : Winnington RC : Tuesday, 3 December 2013 : The comments on Northwich Town Centre from about 100 attendees were as follows:-

- Appreciate the Artisan Market
- Develop potential of Witton Street to become a thriving area and concentrate shops to the smaller area to reduce the empty shops which creates a negative and depressing effect
- Provide more opportunities for jobs in the arts and cultural sector
- The covered market is depressing and attracts very little passing trade
- Ensure free parking in the town centre
- Encourage smaller shops
- Encourage developers to provide a town centre hotel to provide accommodation to visitors
- Appreciate the mix of independent shops and the introduction of Waitrose
- Provide opportunities and reasons for people to visit the town in the evening with decent restaurant and cinema

**Town Centre** : Current Position : A walkabout survey in April 2014 revealed that over 40 shops in Northwich Town Centre were vacant, the overwhelming majority of which were in Weaver Square. Experian Goad plans attached marking in red vacant shops



Experian Goad Plan Created: 08/04/2014



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**Barons Quay Development** : The Barons Quay development is to comprise 300,000 sf retail. Work on site is expected to commence Autumn 2014 with the supermarket (Asda) and the Cinema (Odeon) due for occupation Winter 2016/17. The overwhelming majority of the 10 acre site is within CWAC ownership and the remainder is the subject of a Compulsory Purchase Order. TAG comments are:-

- We are concerned that there will not be sufficient demand from Retailers to take up the available space without resulting in even more void shops in the existing town centre.
- We do not think the proposed scheme focuses enough on to the River.
- We consider the scheme should include family housing so as to assist with the night time economy and security
- We consider the Barons Quay development to be an opportunity to move the outdated and struggling Market Hall from Weaver Square into a Victorian style Market Hall as in Golden Square, Warrington. Photograph attached.
- We are supportive of the new cinema and the proposed restaurants but we are concerned that the height and architectural style of the scheme is out of keeping with the scale of the existing town centre buildings

**Weaver Square:** About 25 units vacant out of 45 (55%) and we consider it unlikely that most of them will be reoccupied even as the economy improves and Barons Quay comes on stream unless it is modified/demolished and aimed at completely different occupiers. Historically, Weaver Square was occupied by many national multiple retailers but they have vacated to out of town stores or out of Northwich completely because both the shops and Northwich itself were considered too small for their needs. We envisage two scenarios:-

- Demolition of the central core including the Market Hall for use as a surface car park with the remaining shops being visible from Watling Street/Chester Way to attract trade from predominantly car borne shoppers, particularly at night time.
- Demolition of the entire and replaced with family housing

On the 30 September 2014, Cheshire West & Chester Council announced that it has acquired the lease of the 66,000 sq ft Weaver Square Shopping Centre, which was left half-empty when its previous owner ceased trading in 2012. As owners of the freehold of the land, the council successfully negotiated with receivers, Colliers International, for the formal surrender of the 99-year ground lease for Weaver Square. The authority's estates management team will become landlord to the 22 tenants in the precinct, with 21 units currently vacant.

Weaver Square shopping centre is located near other land interests owned by CWAC, including the Market Hall, Victoria Club car park and the vacant Watling Street office building. Cheshire West & Chester Council will now begin a review of its longer term plans for Weaver Square and the adjoining properties looking at their strategic value in the regeneration of the town centre.

**Markets :** It is evident that both the indoor and outdoor Markets are no longer “fit for purpose” – they are both too large and uninspiring for today’s shopper. The success of the Artisan Market shows clearly that there is demand for a Market in Northwich if it is done in a different way. We suggest that a new Victorian style Market is located on Barons Quay which might operate for 2/3 days per week but offering different types of Market such as Farmers, Car Boot, Antiques, Young People as well as Artisan with traditional stalls. This would provide variety and attraction and should be flexible to expand or reduce to meet demand.

The monthly Artisan Market in High Street and Witton Street has proved extremely successful and beneficial to the permanent shops and we would like to see this continued.

- We consider that the permanent stallholders in the Indoor Market might be relocated to kiosks in High Street and Witton Street, perhaps 6-10 along the route.

**Winnington :** In the last 2/3 years there has been significant new house building in the Winnington area and it is very likely that there will be further housing development as Tata (Brunner Mond) reduces its operations. We consider that there should be an opportunity for a Neighbourhood Shopping Centre comprising convenience foodstore and 6/10 smaller shops including fast food along the lines of the successful parade at Kingsmead.

**Castle :** This is a significant and long established retail parade which accommodates convenience shops, specialist retailers, fast food and restaurants. The latter add considerably to the footfall/safety at night and this should be encouraged. Car parking can sometimes be difficult and should be improved.

**Leftwich :** On Clifton Drive in the middle of the Leftwich estate there is a parade comprising convenience store (in a converted public house) and about 6 other small shops including hairdresser, fast food, pharmacy and veterinary with limited parking and prominence. Consideration should be given to providing an alternative scheme similar to Kingsmead on some of the landscaped land fronting London Road at the junction with Old Hall Road. The scheme might include a public house and community accommodation. If this resulted in the existing shops relocating from Clifton Drive then those properties could convert to residential.

**Station Road, Witton** : This is smaller but similar in uses to Castle but it provides a much needed centre for the immediate locality and should be encouraged. Major roadworks are about to commence which may have repercussions and this area will need to be reconsidered once these are completed.

**Middlewich Road, Rudheath** : Similar in style and uses but a smaller centre compared with Station Road or Castle. Again, a much needed facility serving the local community.

**Out of Town** : Northwich, like other Market Towns, has seen the introduction and expansion of edge of town retailing. These developments (together with on-line and click and collect retailing) have had a considerable adverse impact on Town Centres. We recommend there is no further expansion of out of town/edge of town retailing in the Northwich area and those that are existing should be maintained properly – the B&Q anchored scheme on Manchester Road is showing signs of its age and design.

**Offices** : We consider the potential for significant new office development in the town centre to be very limited due to very low rentals and high building costs. There will always be demand from local Solicitors, Accountants etc but this is likely to be accommodated within upper floors over retail space. Northwich has two very successful business parks on its outskirts, namely Gadbrook Park and Cheshire Business Park where there is land available and rents at levels that are commercially viable for further development.

**Hotels and Restaurants** : We would encourage further development of both hotels and restaurants, particularly in Northwich Town Centre close to the River but we would recommend some flexibility in their location if occupiers came forward with alternative sites. The hotel and restaurant trades provide job opportunities both full time and flexible part time which are attractive to younger and older people which is beneficial for the entire community.



## Transportation and Infrastructure

Access and Movement around the town is crucial for a successful town to thrive. Good roads, legible pedestrian routes, good buses and an accessible railway station are all essential and the Neighbourhood plan can provide policies such as:

- **Identification of key streets for environmental enhancement (with Environment Task Group)**
- **Partnership Projects such as cycle routes**
- **New riverside footpaths**
- **New connections**
- **Shared surfaces**
- **Single ticketing arrangement**
- **Encourage reduced vehicle use and use of more fuel-efficient vehicles.**

Cheshire West and Chester Local Plan Part 1 policies on Transport and Sustainability state:

**STRAT 10 Transport and accessibility:** In accordance with the key priorities for transport set out in the Local Transport Plan, development and associated transport infrastructure should:

- Provide and develop reliable and efficient transport networks that support sustainable economic growth in the borough and the surrounding area
- Reduce carbon emissions from transport and take steps to adapt our transport networks to the effects of climate change
- Contribute to safer and secure transport and promote forms of transport that are beneficial to health
- Improve accessibility to jobs and key services which help support greater equality of opportunity
- Ensure that transport helps improve quality of life and enhances the local environment

New development will be required to demonstrate that:

- Additional traffic can be accommodated safely and satisfactorily within the existing, or proposed, highway network
- Satisfactory arrangements can be made to accommodate the additional traffic before the development is brought into use
- Appropriate provision is made for access to public transport and other alternative means of transport to the car
- Measures have been incorporated to improve physical accessibility and remove barriers to mobility, especially for disabled and older people. The safety of all road users should be taken into account in the design and layout of new developments.

Opportunities to improve public transport facilities will be taken wherever possible, through improved services, interchange facilities and parking at railway stations. Developments that would generate significant amounts of movement should be accompanied by a Transport Assessment and Travel Plan, in accordance with Council guidance. New developments will be expected to provide adequate levels of car and cycle parking in accordance with the Council's parking standards, taking account of:

- The accessibility of the development
- The type, mix and use of the development
- The availability of, and opportunities for, public transport
- Local car ownership levels

Parking provision should support the viability of town centres whilst minimising traffic congestion. Proposals should seek to maximise use of sustainable (low carbon) modes of transport, by incorporating high quality facilities for pedestrians, cyclists and public transport and where appropriate charging points for electric vehicles. Opportunities will be sought to extend and improve access to local footpath and cycle networks, including greenways, canal towpaths and the Public Rights of Way networks.

Developments should ensure that footpaths and cycle ways are included as an integral part of the design. Safe and convenient routes should be provided which link between main buildings and the surrounding local area and facilities. Measures to ensure safety of pedestrians include crossings, lighting and good overlooking of footways.

The Cycling Strategy sets out the Council's plans and proposals to make cycling easier, cheaper, safer, attractive and more convenient over the next 15 years. It sets out standards for cycle parking in new developments. An aim of the strategy is to ensure that all new development and housing that is built close to our existing cycle networks is linked to the network, and that new buildings have suitable cycle facilities. In line with actions set out in the Council's Cycling Strategy, planning obligations and conditions will be used to extend and improve access to local cycle and pedestrian networks and to make sure that new developments possess a high standard of facilities for cyclists.

Improving connectivity between West Cheshire and surrounding areas is a goal of the LTP. Cheshire West and Chester has strong links with neighbouring areas, in particular Liverpool, Wirral, Manchester, North East Wales and Cheshire East. Links to Manchester and Liverpool Airports, Port of Liverpool and major rail gateways such as Crewe and Chester stations are very important to the borough. There are a number of planned or proposed schemes to improve transport linkages in the wider area that are either out of the borough or beyond the control of the Council that have the potential to directly benefit people who live, work, and visit the borough, and as such will be supported:



- M53 motorway and M56 improvements
- A54 – M6 corridor
- A55 / A483 improvements
- North East Wales Area Based Transport Strategy and A55 / A494 corridor improvements
- Improved rail access to Manchester Airport
- Reinstatement of the Halton Curve for passenger services
- Northern Hub rail improvements
- Crewe – Holyhead Electrification
- Electrification of Chester – Warrington/Manchester railway line
- Electrification of Wrexham – Bidston railway line
- Re-doubling of the Wrexham – Chester railway line
- Re-opening of Sandbach to Northwich line to passenger traffic including re-opening Middlewich Station.

## Transport Principles

Transport is primarily a means to an end, and the purpose of transport is to facilitate people's access to those places and activities which are necessary or desirable to enable them to participate in community life to the full. Good quality travel opportunities support the viability of the community and contribute to the quality of life for those who live, work, visit, study or spend their leisure in the town. However, whilst we all need transport facilities, transport systems can have adverse side effects which include risks to personal safety, damage to the natural environment, the severance of activities by transport infrastructure, noise, atmospheric pollution and visual intrusion. The challenge is to plan for the most acceptable balance between the ease of travel and the impacts of transport systems.

Not all people have equal access to all forms of transport; activities have different access requirements depending upon who needs to access them and their mode of travel, whilst various parts of the town and adjacent parishes have different sensitivities to the adverse effects of transport. In general the principles of transport planning should therefore:

- embrace the different needs of all sectors of the community;
- recognise the different functions of transport for various activities; and
- minimise the adverse effects of transport in those places where they are most significant.

## Specific Transport Planning Principles

The following transport principles are suggested to underpin the transport policies and proposals to be incorporated into the Neighbourhood Plan.

1. Transport policies and transport systems should be integrated to ensure that the needs of all users are addressed.
2. Transport policies should maximise the attractiveness of sustainable travel modes so as to minimise global and local environmental impacts.
3. Seamless integrated local and long-distance journeys without the use of a car should be made possible.
4. Active travel options should be encouraged and supported to support a healthy and fit community.
5. The transport system should be safe for all users.
6. In all areas traffic speeds, traffic volumes and access by heavy vehicles should be managed in relation to the volume of pedestrian and cycle traffic to ensure that walking and cycling are safe and attractive travel options;
7. Whilst there should be greater parity between different users, giving equal consideration to cyclists and those with mobility difficulties and visual impairment, applying the principles of Sustainable Safety

This must include those in cars, those using public transport, those travelling on foot. Any unaccompanied person above the age of 12 should be able to walk around the town without physical or security risk.

The Neighbourhood Plan will set out the vision for the development of Northwich for the next 15-20 years. It can include:

- General policies to guide the development of the town and surrounding area;
- Specific proposals for development, land-use and infrastructure (including transport) that can be delivered by local Councils and other public agencies, including an action and delivery plan;
- Advocate changes and improvements to services provided by the private sector including amongst others developers, service and utility providers and transport companies.

Within the overall development of the Neighbourhood Plan, the transport policies will be integrated with policies for the economy, housing, employment, the environment, the commercial, educational and social development of the town so as to provide a comprehensive and integrated vision for the development of Northwich as a quality place to live, work and spend leisure time.

**Northwich Transport Issues** A wide range of transport issues have been identified in the consultation carried out to date. Ideas of what issues need to be addressed and how they might be tackled have been gathered by a process of open input, with no assessment or evaluation yet attempted. Consequently ideas so far gathered may be incompatible with one another, or prove to be unaffordable, inconsistent with wider objectives or undeliverable. With current developments underway it is realised that Northwich has a continuously changing environment which may make some of the appended suggestions obsolete or unfeasible. However at this stage of the plan development process all suggestions and observations are included for further consideration, and none are as yet either confirmed or rejected.

The issues put forward below are presented in the order of the number of contributors who mentioned them, most common first. Road Traffic Northwich is a market town and serves a large rural catchment. The prosperity of the town depends upon access to the town centre and its wide range of retail, commercial, recreational and leisure facilities. Although there has been little development in the town over a number of years recent development on The Marina Site and planned development of The Memorial Court Site and Barons Quay has and will as a consequence lead to increasing traffic congestion on the approaches to the town and central area, not just at peak hours but at times throughout the day. DATA NEEDED TO DEMONSTRATE ESTIMATED INCREASES IN TRAFFIC FLOW.

The Barons Quay Impact Study of 2011 refers to the necessity for a Transport assessment to be undertaken- 4.13 When the development of Baron's Quay is progressed through a planning application a detailed Transport Assessment will be required, The TA will need to set out the public transport, infrastructure changes and traffic management measures that are proposed as part of the development, and will need to demonstrate that the scheme can satisfactorily accommodate any increase in travel on the roads immediately surrounding the Baron's Quay site without having an adverse impact on the safe and efficient operation of the existing highway network. Given that the existing site is used as surface level car park with in excess of 453 spaces, the scheme will nearly double the existing level of parking which will clearly affect traffic in and around the site and will require further investigation.

The traffic situation is identified as a significant issue by many contributors to the plan. The general growth of the town, its surrounding communities and the increasing numbers of visitors to the centre have combined to aggravate a situation that was already an issue in peak hours. Despite the introduction of a new One Way system in the town further development may put the road system under even greater pressure.

**Traffic Management** Despite concerns shown by a large number of the public and users of the town's facilities CWAC is now carrying out completion of a new ONE WAY SYSTEM that during its trial phase did not appear to alleviate traffic problems. The opening of the new Waitrose Supermarket on the Marina Site appears to have aggravated the problem by causing a loop in the town centre for people wishing to access the site via the Bull Ring causing extra traffic to circulate and exacerbate an already overloaded road system. The opening of the new leisure complex at The Memorial Court that sits immediately

adjacent to one of the new one Way system junctions will add more demand into this area and these consequences of how traffic will enter and exit the site have yet to be felt. There is currently a proposal for the enlargement of The Leicester Street Roundabout to accommodate future increased traffic demand but as yet no proposals have been forthcoming regarding improvements to the access to the proposed Asda site on Barons Quay including the roundabout at the top of Chesterway adjacent to Sainsbury. An issue has been identified at the Junction of Navigation Road with Chester Way immediately adjacent to Hayhurst Bridge where traffic wishing to access the one way system with a view to travelling via Winnington have to cross a continuous stream of two lanes of traffic.

The access via the one way Winnington Bridge will prove to be an increasing problem for vehicles wishing to travel to Northwich via Barnton particularly once the new Urban Village complex has been completed. As the volume of traffic increases as new developments come on stream the safety of pedestrians and cycle users outside the pedestrian areas needs to be considered. Discussion needs to take place regarding introducing lower speed restrictions or other traffic calming measure. Public Transport Railways There needs to be consideration regarding an integrated policy to provide enhanced seamless interchange between various forms of public transport e.g. Train to Bus. In particular this problem is magnified by the distance between the Rail Gateway and the Bus Terminus and the difficulty for the public to transfer on foot between the two gateways.

Extra Car Parking at both Greenbank and Hartford Railway Stations needs to be provided (Although the latter is recognised as being situated outside the plan area in terms of transport the town centre is impacted upon by developments outside its physical limits) Consideration needs to be made for the provision of increased frequency of services on the Manchester/Chester line. The feasibility of reopening the Northwich to Crewe link with a new station at Gadbrook Park should be examined. The West Coast Main Line and the Manchester/Chester line converge just off Hodge Lane at Hartford. The creation of a new rail interchange would facilitate seamless interchange between the lines

Bus Services Better connection between the Bus Terminus and Rail Gateway would enhance the access for rail passengers to the town centre. This could be achieved by moving the Bus Terminus Northward closer to the new town centre as the Barons Quay development unfold or providing a Rapid Transit Shuttle Bus Service between the Station and Town Centre.

The implementation of an integrated timetable and Route Planning bringing together the many different service providers to provide an enhanced service. For the future Joint Ticketing Initiatives should be a priority action providing cut price competitive usage for Rail, Bus and Taxi users. The advances in ICT technology should be recognised as a beneficial aid to more efficient public transport usage particularly the use of 4g and forthcoming 5g networks that would facilitate computerised 'text and travel' initiatives. Taxis Consideration of more taxi ranks particularly at the Rail Station Cycling It was acknowledged there is little or no cycle way provision in the town. Despite the plans for Riversdale Bridge coming to fruition and the early development of The Weaver Way the Public Authority should partner with Sustrans to develop an integrated cycle network for the town

There is little or no provision for safe cycle storage in the town and that this should be enhanced once the cycle network is improved. CWAC's Cycling Strategy points the way forward in terms of what it sees as the future for cycling. In particular its long term strategy states that it will -

- Commission additional cycle master plans to help identify opportunities and future programmes to improve and increase cycle networks so as to improve connectivity to jobs, schools and local services elsewhere in the Borough;
- Encourage local communities who are preparing Neighbourhood Development Plans to consider cycling facilities, provision and access to cycle routes

In line with these long term priorities CWAC should support the long term development of a Cycling Strategy for the town including a 'Cycleway Infrastructure Plan' that will enable Northwich to become a 'Cycling Friendly Town'.

**Pedestrianisation.** In certain areas of the town there is little or no footpath provision and an enhanced pedestrian provision should be considered. There should be a priority to look at a 'Shared Space Concept' particularly as new developments take place in the town. Not only would this enhance the safe provision of walking but would also help alleviate the current stop/start problem that is affected the through flow of traffic. The one subway in the town centre is likely to be closed under current policy. The many pedestrian traffic light points in the town lead to the through flow of traffic being affected. The provision of more accessible/useable subways would assist traffic flow and enhance Pedestrianisation. As the Barons Quay development comes to fruition a footbridge should be considered across the River Weaver from Barons Quay to Lock Street.

**Parking** Free parking is regarded as one of the key Unique Selling Points of the town. Introduction of Parking Charges has destroyed the retail and leisure value of many Market Towns. The introduction of Parking Charges for Northwich should be resisted at all costs. To assist the capacity of car parks a time limit on parking of say 3 hours should be introduced with a permit system for residents and workers. Careful consideration should be made of sufficient free parking provision particularly during the Barons Quay development period. For the future as the town develops a Park & Ride facility may well be needed.

**6. Conclusion** The issues and solutions suggested in this document are by no means definitive and as the town continues to develop a continuous assessment of transport requirements will need to be undertaken. Although CWAC has produced an Integrated Transport Strategy for 2011 - 2026 this document does not tackle specific transport issues or offer strategic development plans for specific towns such as Northwich. As a foundation for this exercise an INTEGRATED TRANSPORT STRATEGY FOR NORTHWICH must be undertaken as soon as possible to assess and address current and future transport issues for the town and to offer solutions. To compliment the above work to realise the full potential of Northwich as an expanding and developing 21 Century Market Town and in particular to realise the towns full potential as a visitor and leisure destination a DESTINATION MANAGEMENT PLAN (DMP) should be undertaken. This is a process of leading, influencing and coordinating the management of all the aspects of a destination that contribute to a visitor's experience, taking account of the needs of visitors, local residents, businesses and the environment. A DMP is a shared statement of intent to manage a destination over a stated period of time, articulating the roles of the different stakeholders and identifying clear actions that they will take and the apportionment of resources

## Employment and Education

The Neighbourhood Plan provides us with an opportunity to re-balance the local economy and move towards a more sustainable community. Currently many residents commute to work outside the town, to Chester, Crewe, and Manchester. The absence of suitable premises and facilities restricts opportunities for businesses and enterprises to start up and expand in the town.

The Neighbourhood Plan could be used to:

- **Support the growth of existing businesses and enterprises**
- **Foster new businesses and enterprises**
- **Provide a wider range of employment opportunities**
- **Help the community to become more prosperous and resilient**
- **Facilitate business and employment-related education and training and apprenticeships**

Northwich has always had a wealth of industry and successful businesses. The Neighbourhood Plan can look at encouraging clusters through new policies:

## Health & Well Being

Northwich has a range of community services and facilities which support the health and well-being of the local community. We tend to think of these as including things like footpaths, cycle parking, public transport, health, recreation and leisure facilities, parks, allotments and other local 'green infrastructure'. It is obviously important that improvements to these assets are planned and especially so when public finances are under pressure.

The current version of the Local Plan sets out a wide range of infrastructure and investment suggestions. However, it is not yet complete and needs input.

Health and wellbeing is a key area that the Neighbourhood plan can build on strategic policies not just land use policies in the Local Plan. Working with the other groups and in particular Transport and the Environment group to ensure the town offers good opportunity to improve the quality of lives of the residents of Northwich. Policies could include:

## Natural and Built Environment

The special character of the town, associated settlements and landscape depends to a large extent on the area's unique geology. This provides assets that may be developed in new ways within the period of the Neighbourhood Plan as we seek to move to a more sustainable future. The plan offers residents a leading role in determining the nature of new development and ensuring that it complies with the highest standards of design, conservation and sustainability.

The Neighbourhood Plan should determine what elements of the existing environment the community values most highly. It can:

- **Preserve & enhance the special character of the locality**
- **Ensure that new development is compatible with the built and natural environment.**
- **Preserve historic features including green space and 'heritage' trees**
- **Protect and enhance local landscapes (woodland, limestone grasslands and quarry areas) to ensure a sustainable future**

DRAFT



## Section 4

### Housing

Housing is an important issue in all communities. Increases in house-prices, which recently have far outstripped average increases in earnings, mean that local people may be priced out of the housing market in the area in which they grew up. For a community to sustain a fair and balanced housing market, it must provide affordable housing accessible to the local community. However, local housing development can also strain local services, as well as affect the character of the area (although a larger population may be able to sustain more shops, businesses and local amenities).

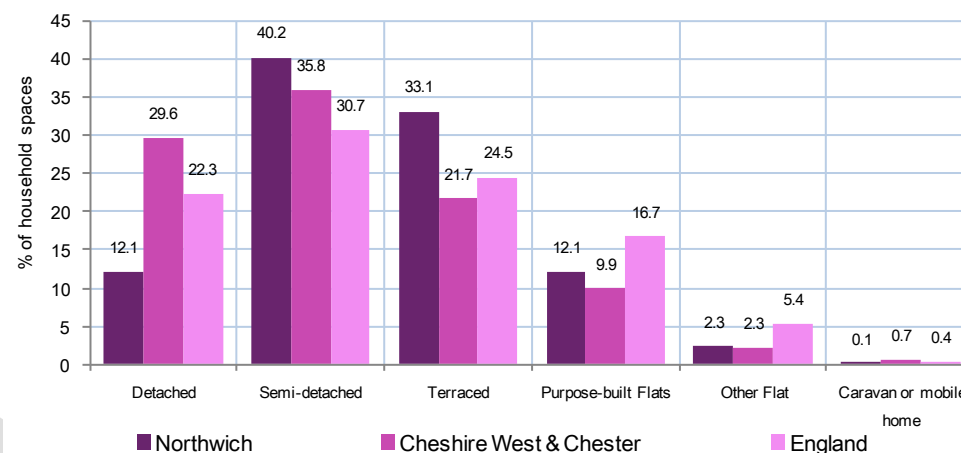
With levels of overcrowding increasing, record population growth and the limited supply of affordable homes, evidencing the type and availability of housing in the local area will be essential to community planning.

Detached houses	Semi-detached houses	Terraced houses
1,107	3,664	3,018
12.1% of dwellings (England average = 22.3%)	40.2% of dwellings (England average = 30.7%)	33.1% of dwellings (England average = 24.5%)
Flats (purpose built)	Flats (other)	Caravan or other temporary accommodation
1,107	214	13
12.1% of dwellings (England average = 16.7%)	2.3% of dwellings (England average = 5.4%)	0.1% of dwellings (England average = 0.4%)

The data shows the housing types in the local area. Data is taken from Census 2011 and offers the most up to date account of the types of housing in the local area.

The bar chart on the right shows how your area compares against the local authority and national averages on the type of housing.

Dwelling type breakdowns



Source: Census 2011 (table KS401EW)

The mixture of owner-occupied, social rented and private rented accommodation in the area is an important component in the sustainability of the local community. With high house-prices, it may be difficult for less affluent people (for example younger people or families who have grown up in the area) to stay in, or move to, areas which have low levels of social or private rented housing.

Housing that is owner occupied	Housing that is social rented	Housing that is private rented	Other rented accommodation
<b>5,612</b>	<b>1,591</b>	<b>1,400</b>	<b>196</b>
63.8% of households (England average = 64.1%)	18.1% of households (England average = 17.7%)	15.9% of households (England average = 15.4%)	2.2% of households (England average = 2.8%)

The data shows housing tenure in the local area and is taken from the Census 2011, the most up to date source of information on housing tenure in the local area. Although trends in housing tenure have varied across the country since 2001, nationally owner occupied housing has declined (-5%) and private renting has gone up (6%) to 2011. This trend is particularly acute when considering age breakdowns, with “Generation Rent” becoming a common term as young people are increasingly out priced of the housing market.

Housing tenure breakdowns



Source: Census 2011 (KS402EW)

The bar chart shows how your area compares against the local authority and national averages on levels of owner occupation and renting.



# Residents and Community Survey

## How to complete and return this survey

You can complete this survey on paper or online at <http://www.northwichplan.org.uk/>.

Completed surveys can be returned to one of the following collection points:

- ☐ Northwich Town Council  
The Council Offices, Church Road, Northwich, CW9 5PB
- ☐ CW&C Northwich Information Centre  
1 The Arcade, Weaver Square, Northwich, CW9 5AS

Or alternatively, you can post your completed survey to the Northwich Town Council Offices at the address above.

## Introduction from the Chairman of the Neighbourhood Plan

Dear Resident,

This questionnaire is based upon the feedback that you have given us and the comments you have made from earlier consultations as well as the background work being undertaken by the Neighbourhood Plan Steering Group.

This will be **your Plan** and will be centred on what you want, so please take this opportunity to answer the questions and add in any comments that you may have on any subjects. Your response to this questionnaire will be used to inform the draft plan. If you think we have missed anything please let us know.



Help us to plan your Northwich of the future. Thank you and we look forward to receiving your response.

Best Wishes

David Roberts

## What is a “Neighbourhood Plan” and why do we need one?

Since 2012, local communities have been able to produce a neighbourhood plan for their area. A Neighbourhood Plan is a document that will set out how the future will look in Northwich.

Northwich will grow in the next 10 to 15 years and this Plan will show where and how development and growth will take place. This will give us the opportunity to protect what we like about Northwich and look at changing those things that we dislike. Now is your chance to shape the future of Northwich, please let us know what you think.

Once it is completed, our Plan must pass an independent examination and then be approved by Referendum by you the local community before it can be adopted by Cheshire West and Chester Council as planning policy. This document will then be used to help determine planning applications within our area.



## Housing

Cheshire West and Chester Council specifies that at least 4,200 dwellings (houses, flats, etc.) are required in Northwich and its surrounding villages for the next 20 years.

What types of accommodation do you think Northwich needs?



No more needed

More needed

A lot more needed

Detached houses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Semi houses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Terraced houses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flats	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bungalows	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Homes for Rent	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Affordable housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Supported housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Owner Occupied	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shared Ownership	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Social Housing for Rent	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private Rented	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Who would you prioritise providing new homes for?  
(please indicate your 1<sup>st</sup> and 2<sup>nd</sup> priority)

	1 <sup>st</sup> Priority	2 <sup>nd</sup> Priority
Single person households	<input type="checkbox"/>	<input type="checkbox"/>
Couples without children	<input type="checkbox"/>	<input type="checkbox"/>
Families with children	<input type="checkbox"/>	<input type="checkbox"/>
Elderly people	<input type="checkbox"/>	<input type="checkbox"/>
Homeless adults	<input type="checkbox"/>	<input type="checkbox"/>
(please tick only one in each column)		

2.

3. What would be the best approach to new housing development in Northwich?  
(please tick as many as appropriate)

- |   |   |
|---|---|
| <input type="checkbox"/> Fill in space between existing houses with small numbers of new houses                                 | <input type="checkbox"/> Large new housing estates  |
| <input type="checkbox"/> Brown field sites (i.e. sites that have been have <u>not</u> developed in the past, such as industrial | <input type="checkbox"/> Green field sites (i.e. sites that been previously developed) sites) |
| <input type="checkbox"/> Other (please specify)   |   |

---

4. Are there any sites in Northwich that you think would be appropriate for housing development?

---

1.



5. Are there any areas in Northwich you would like to see protected from new housing development?

6. Do you think that it is important that the design and materials used for new housing complements that of existing neighbouring properties?

☐ Yes

☐ No

7. What proportion of new housing developments should be made up of “affordable homes”? (i.e. homes that are provided to rent or buy at below market prices, e.g. social rented, low cost or shared ownership for households whose needs are not met by the market.)

Less than 30%

30%-50%

50%-70%

70%-90%

90%-100%

☐
☐
☐
☐
☐

## Recreation, Tourism and Waterways

When did you last visit the following attractions in Northwich?

	Within the last month	Within the last year	More than a year ago	Never visited
Anderton Boat Lift	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lion Salt Works	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weaver Hall Museum (formerly The Salt Museum)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carey Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dane Valley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Furey Wood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marbury Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Flashes (Ashton's, Witton and Neumanns)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Church Walk Children's Paddling Pool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Verdin Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vickersway Park (a.k.a. Roker Park)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Do you think the above attractions are fulfilling their potential?

☐ Yes

☐ No

3. Which of the following options would enhance these attractions?

	No impact	Moderate impact	Significant impact
Improve access to these attractions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve integration into the town centre (e.g. through town trails)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increasing awareness of attractions through promotion/advertising	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better facilities for visitors (e.g. public toilets)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional comments			

4. Would you, or a member of your family, use an adventure course if it was developed in Carey Park, Marbury Park or Verdin Park?

☐ Yes

☐ No

5. Do you think the River Weaver, River Dane and Trent and Mersey Canal are used to their full potential?

☐ Yes

☐ No

6. What could be done to improve these assets as recreational and visitor attractions?

1.



What recreational / leisure facilities would you like to see in Northwich?

	Strongly oppose	Oppose	Neutral	In Favour	Strongly In Favour
More sports facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More open spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cinema	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dedicated Arts performance & display areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outdoor play areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional public marina near Baron's Quay	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
River Weaver boat trips	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved community woodlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7.

## Retail and Commercial

For new commercial development, do you think that there should be clear architectural design guidelines to reflect the unique heritage and character of Northwich?

☐ Yes

☐ No

2. Do you visit the Northwich Artisan Market?

Yes, regularly

☐

Yes, occasionally

☐

No

☐

3. Do you use Northwich Market?

Yes, regularly

☐

Yes, occasionally

☐

No

☐

4. Would you be in favour of a new permanent site for the Northwich market? If so, where?

☐
☐

5. If yes, which of the following would you want?

An indoor market

☐

A traditional outdoor covered market

☐

Both

☐

6. Where would you like to see new retail/commercial development in Northwich?

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1.



## Transport and Infrastructure

Are there any streets in Northwich that you feel could be improved? This could be in terms of parking, grass verges, introduction of traffic calming measures, etc.

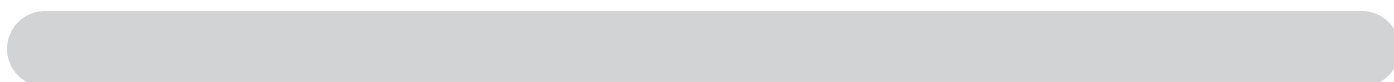
2. How do you consider the following transport/traffic issues?

	Less required	No change required	More required
Bus Services to outlying districts – frequency and availability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Free car parking in the town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pay car parking in the town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Footpaths/pedestrian routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Enforcement of speed limits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic calming measures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Connections between stations and town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. A number of long-term strategic improvements have been suggested to the transport infrastructure of Northwich and the surrounding area. Of the following, which are you in favour of, and how would you rate its potential impact?

	In favour	No impact	Moderate impact	Significant impact
Reusing the disused mineral railway line to create a road linking Winnington to the A49 at Weaverham	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Creating a safe-cycle network linking together the existing cycle routes around the town and outlying villages	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Re-opening the Northwich-Middlewich-SandbachCrewe railway line to passengers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

1.



Creating a new interchange station between Hartford and Weaverham on the junction of the LiverpoolLondon and Chester-Manchester railway lines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Installing a new two-way bridge at Winnington	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Installing a third bridge over the Weaver in the town centre linking Leicester Street to Winnington	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Employment

Would you cycle to work if safe and convenient cycle paths were provided?

☐ Yes

☐ No

2. What type of businesses should the Neighbourhood Plan encourage? Please tick all that apply.

	Preference
Retail	<input type="checkbox"/>
Pubs, restaurants and cafes	<input type="checkbox"/>
Tourism / heritage based	<input type="checkbox"/>
Hotel accommodation	<input type="checkbox"/>
Leisure services	<input type="checkbox"/>
Community Services	<input type="checkbox"/>
Industrial and manufacturing	<input type="checkbox"/>
Financial and professional services	<input type="checkbox"/>
Business services	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>

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3. What one thing would make Northwich more attractive to business start-ups or expansions?

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1.



4. Where would you like to see new employment opportunities created in Northwich?

	<u>1<sup>st</sup> preference</u>	<u>2<sup>nd</sup> preference</u>	<u>3<sup>rd</sup> preference</u>
New town centre developments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Renovation of existing buildings and vacant units in the town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Out of town / business parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Health and Well Being

If land became available for allotments, would you use it?

☐ Yes

☐ No

2. How do you rate open spaces and play areas around Northwich?

Not important

☐

Neutral

☐

Important

☐

3. To what extent do you believe open and green spaces should be protected from development?

Strongly against protection

☐

Against protection

☐

Neutral

☐

In favour of protection

☐

Strongly in favour of protection

☐

4. Do you think services at the Victoria Infirmary in Northwich should be reduced, maintained at the current level, or enhanced? Please add any comments below.

Reduced

☐

Maintained

☐

Enhanced

☐

1.



## Natural and Built Environment

How do you value the following elements of Northwich's environment?

	Not important	Important	Very important	Industrial and waterways heritage
Green open spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
River Weaver, River Dane and valleys	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Woodlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historical buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. To what extent do you believe the local landscape should be protected and enhanced?

Strongly against	Against	Neutral	In favour	Strongly in favour
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. The Neighbourhood Plan could seek to impose particular conditions on development. Of the following, which (if any) are you in favour of?

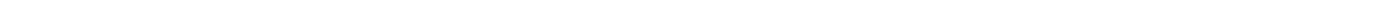
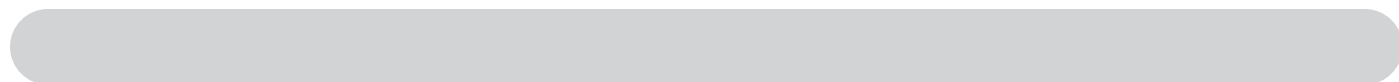
	Against	Neutral	In favour
Encourage graduated and reduced development towards the boundaries and the countryside	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preserve the local character through design guidelines for new developments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encourage traditional materials and styles in new developments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Create new heritage character zones to protect buildings and structures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Should Northwich's Conservation Area be protected? (Area around London Road, Navigation Road, Castle Street, Winnington Street, High Street, Witton Street and Church Road)

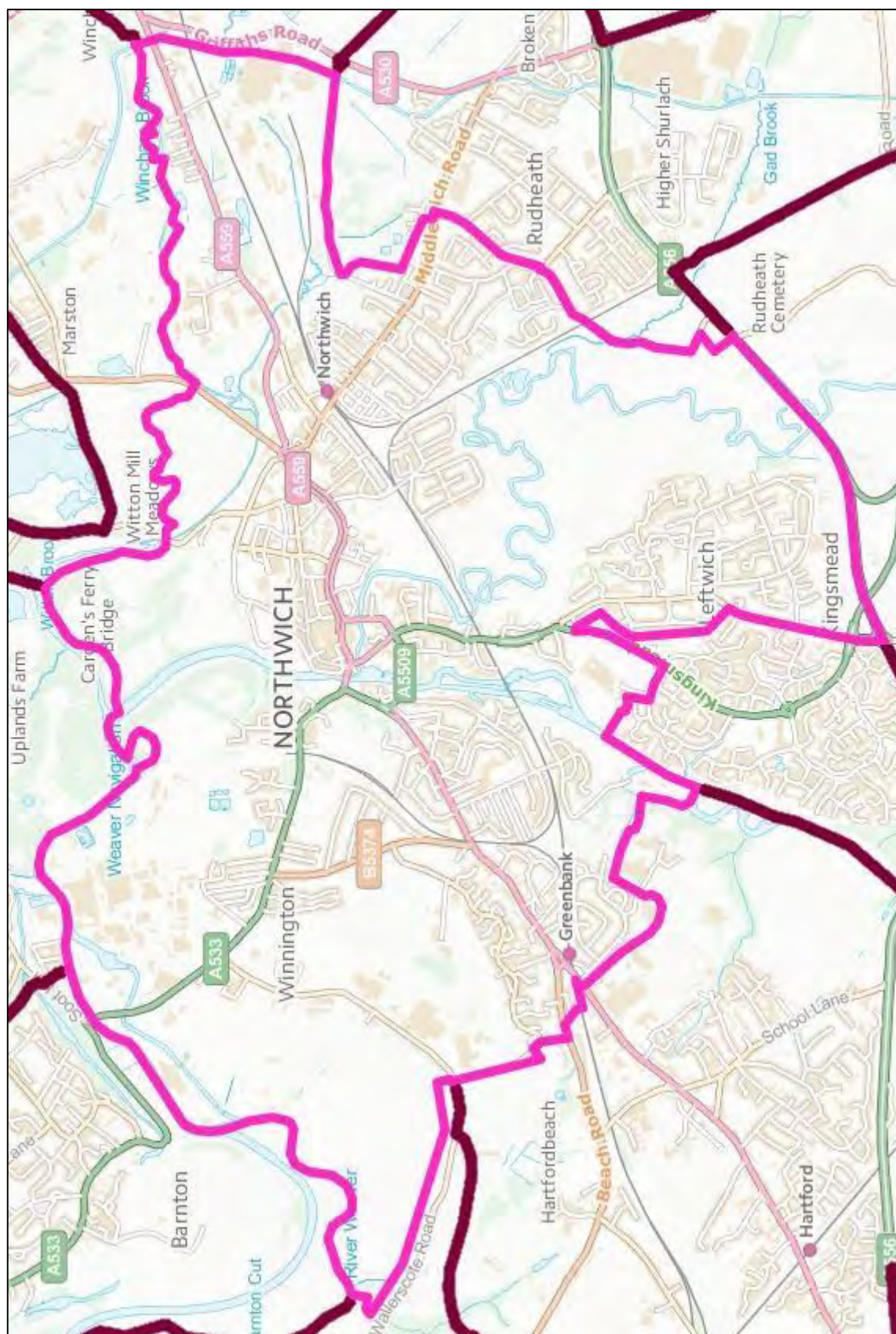
<input type="checkbox"/> Yes	<input type="checkbox"/> No
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5. Are there any areas or buildings in Northwich you would like to see protected or enhanced?

1.







## About you

### Why do we need this information and what will we do with it?

This information will demonstrate that we have received the views of a true cross section of our community. You will not be identified in any way in the decision making process of the Plan. Please note if you are under 16 then consent will be required and a signature obtained from a parent or responsible adult.

#### Your postcode

.....

#### Your age group

Under 11	11-18	19-29	30-45	46-64	65-84	85+
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Gender

☐ Male ☐ Female

(Tear here to retain the Data Protection statement for your records)

### Data Protection

Your personal information is protected by law and the questionnaire form may be completed anonymously. Research findings will be reported in a manner which prevents identification of any participant or person mentioned in the questionnaire. By providing comments you are accepting that those comments will/may be published and open to public scrutiny and that by completing and submitting comments you understand this and agree to publication.

The Northwich Neighbourhood Plan Steering Group is asking for your postcode so that we can carry out a statistical analysis of whereabouts in the parish the completed questionnaires have come from. The postcode will not be used to identify the person who has completed the questionnaire.





# Business Survey

## How to complete and return this survey

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- ☐ Northwich Town Council  
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Or alternatively, you can post your completed survey to the Northwich Town Council Offices using the supplied stamped addressed envelope.

## Introduction from the Chairman of the Neighbourhood Plan

Dear Business Owner/Manager,

This questionnaire is based upon the feedback that you have given us and the comments you have made from earlier consultations as well as the background work being undertaken by the Neighbourhood Plan Steering Group.

This will be **your Plan** and will be centred on what you want, so please take this opportunity to answer the questions and add in any comments that you may have on any subjects. Your response to this questionnaire will be used to inform the draft plan. If you think we have missed anything please let us know.



Help us to plan your Northwich of the future. Thank you and we look forward to receiving your response.

Best Wishes

David Roberts

## What is a “Neighbourhood Plan” and why do we need one?

Since 2012, local communities have been able to produce a neighbourhood plan for their area. A Neighbourhood Plan is a document that will set out how the future will look in Northwich.

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Once it is completed, our Plan must pass an independent examination and then be approved by Referendum by you the local community before it can be adopted by Cheshire West and Chester Council as planning policy. This document will then be used to help determine planning applications within our area.



1. How would you classify your business?

	Your Business
Farming	<input type="checkbox"/>
Building and construction	<input type="checkbox"/>
Retail – mostly convenience goods	<input type="checkbox"/>
Retail – mostly comparison goods	<input type="checkbox"/>
Pub, restaurant or café	<input type="checkbox"/>
Manufacturing	<input type="checkbox"/>
Knowledge-based	<input type="checkbox"/>
Hair and beauty	<input type="checkbox"/>
Health and care services	<input type="checkbox"/>
Creative	<input type="checkbox"/>
Financial and professional services	<input type="checkbox"/>
Other (please specify below)	<input type="checkbox"/>

2. How far away from your business do you live?

Less than 1 mile	Between 1-5 miles	6-10 miles	11-25 miles	More than 25 miles
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. What is your usual means of transport to work?

Car/Van	Bus	Train	Taxi	Bicycle	Motorcycle	Walking
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Would you cycle to work given safe and convenient cycle paths?

☐ Yes

☐ No

5. What type of premises does your business operate in?

Working from home ☐ In premises/space leased by the business ☐ In premises/space owned by the business ☐ Other (please specify) ☐

6. To what extent are the following important reasons for the location of your business in Northwich?

	Not Applicable	Not significant	Some significance	Very significant
Where owner / key employees live	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Central to customer-base	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Near suppliers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Good communications	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Passing trade	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of local workforce	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of appropriate premises	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Attractive setting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Government incentives to locate here	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of car parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public transport access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Affordability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. What would help your business develop and thrive during the Northwich Neighbourhood Plan period to 2030?

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8. Should the Neighbourhood Plan allocate more land for employment purposes?

☐ Yes

☐ No

9. What one thing would make Northwich more attractive to business start-ups and expansions?

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10. Do you have any additional comments about business activity/employment in Northwich?

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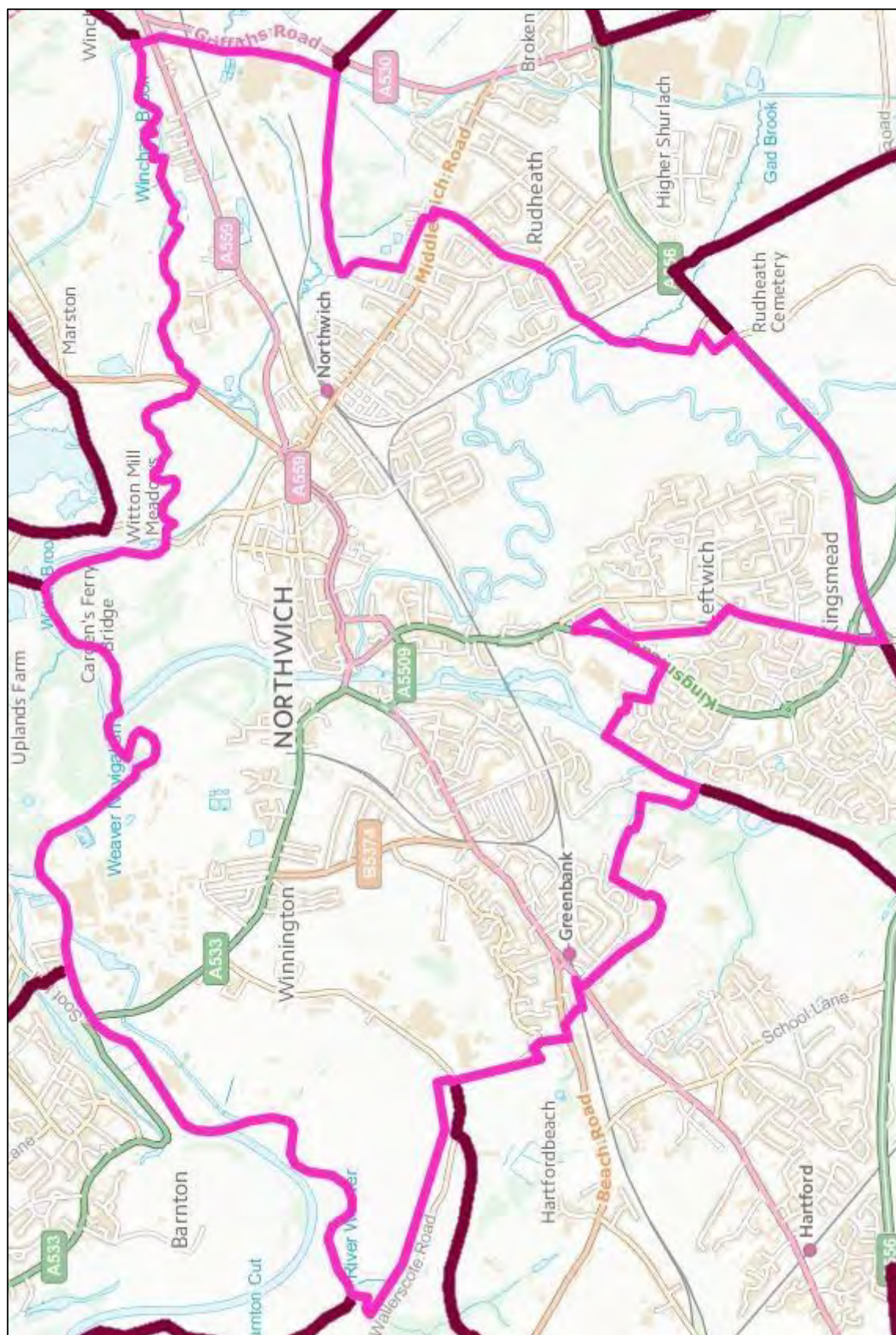
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## Why do we need this information and what will we do with it?

This information will demonstrate that we have received the views of a true cross section of our community. You will not be identified in any way in the decision making process of the Plan.

**Name    Company Name    Address**

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**Post Code    Telephone Number    Email Address**

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(Tear here to retain the Data Protection statement for your records)

## Data Protection

Your personal information is protected by law and the questionnaire form may be completed anonymously. Research findings will be reported in a manner which prevents identification of any participant or person mentioned in the questionnaire. By providing comments you are accepting that those comments will/may be published and open to public scrutiny and that by completing and submitting comments you understand this and agree to publication.

The Northwich Neighbourhood Plan Steering Group is asking for your postcode so that we can carry out a statistical analysis of whereabouts in the parish the completed questionnaires have come from. The postcode will not be used to identify the person who has completed the questionnaire.

## LOCAL SCHOOLS QUESTIONNAIRE

Northwich Town Council & The Neighbourhood Plan kindly ask for your help in completing the following questionnaire. This information along with your ideas, will be put forward in the Neighbourhood Plan to help shape the future of Northwich, the town that you live in. Many thanks!

What do you like best about Northwich?

.....  
.....  
.....

Where is your favourite place in Northwich?

.....  
.....  
.....

What would you change in our Parks & Play Areas?

.....  
.....  
.....

What would you like to see along the Riverside ?

.....  
.....  
.....

What would you like to see in Northwich in 10 years time?

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.....  
.....

Do you have any other comments or suggestions about your town?

.....  
.....  
.....



First Public  
Survey  
Neighbourhood Plan  
Early Spring 2015



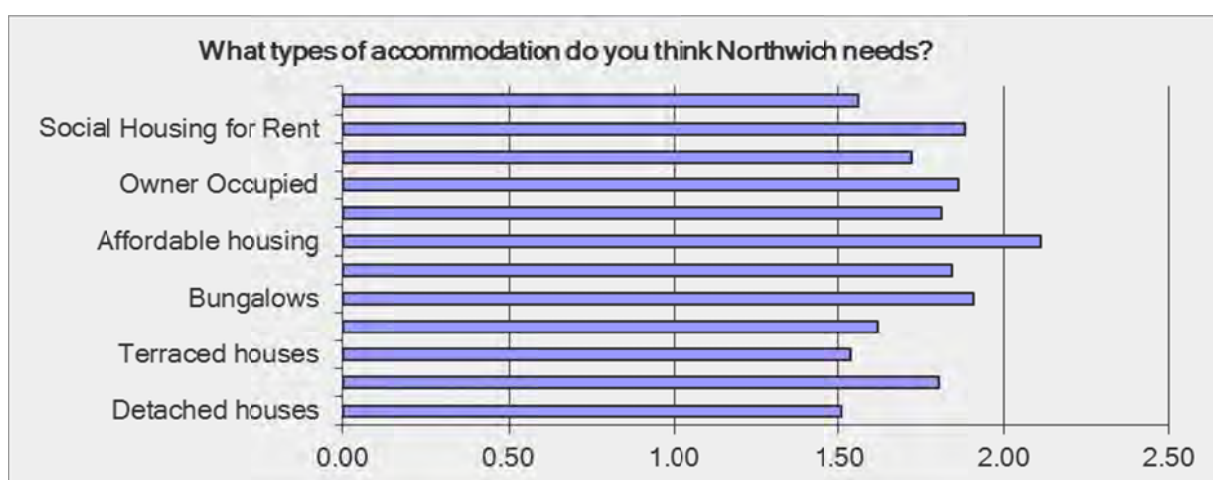
## **Residents and Community Survey.**

### **What did they say?**

#### **Housing:**

*What types of accommodation do you think Northwich needs?*

With the highest rating average of 2.11 the respondents feel that there is a need for more affordable housing in Northwich. The respondents also felt that there is a lack of bungalows and social housing within Northwich. The graph below shows the rating average of each type of housing with the highest rating average being the one that the respondents believe there is further need for.



*Who would you prioritise providing new homes for?*

The majority of respondents (302 out of 588) felt that the first priority for any new housing should be families with children. The second priority, with 159 respondents stating this, was elderly people.

*What would be the best approach to new housing development in Northwich?*

A clear majority (567 out of a total of 648 respondents) feel that the best approach for future housing developments was to use brownfield sites in and around Northwich. Although there were only 89 respondents who selected 'other' a lot of those who did suggested redeveloping the empty units in town as housing. The fewest amount of responses (50 each) suggested both Greenfield sites and large new housing estates.

*Are there any sites in Northwich that you think would be appropriate for housing development?*

From this question there were a lot of suggested sites for future housing developments, however a significant amount of the respondents suggested abandoned factory sites such as ICI and TATA. As well as these housing development in Weaver Square has been suggested in order to make use of it, and as one respondent stated, bringing housing into



Northwich Town Centre would make it feel safer at night.

*Are there any areas in Northwich you would like to see protected from new housing development?*

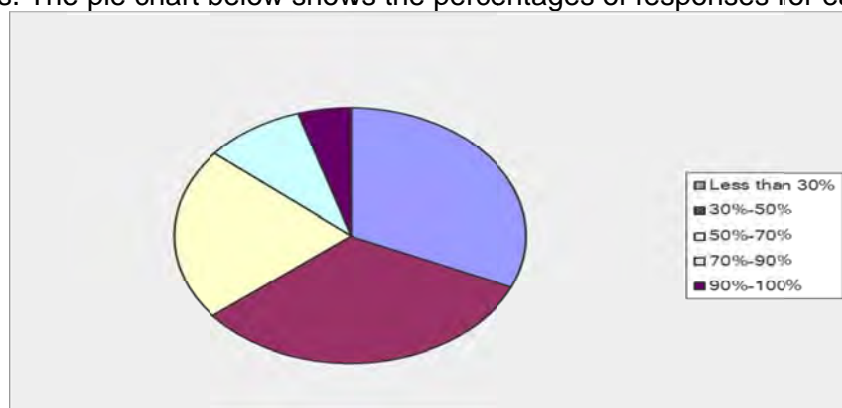
The majority of respondents believe that green field sites, open spaces and parks should be protected from future housing development. Some of the specified areas include Marbury Park, Verdin Park and Moss Farm.

*Do you think that it is important that the design and materials used for new housing complements that of existing neighbouring properties?*

A significant majority (554 out of a total of 631 respondents) believing that the design and materials used for new housing should complement that of existing neighbouring properties compared to just 12.2% who feel that it is not an important factor.

*What proportion of new housing developments should be made up of “affordable homes”? (i.e. homes that are provided to rent or buy at below market prices, e.g. social rented, low cost or shared ownership for households whose needs are not met by the market.)*

A majority (402 out of 626 respondents) feel that no more than 50% of new housing developments should be made up of affordable homes with 31.6% believing that it should be 0%-30% and 32.6% of the respondents stating between 30%-50% of new housing developments. The pie chart below shows the percentages of responses for each option.



### **Recreation, Tourism and Waterways:**

*When did you last visit the following attractions in Northwich?*

From the responses given Marbury Park is the most popular attraction in Northwich with 227 respondents having visited within the last month that they completed the survey and 250 within the last year. The least popular of the attractions listed was the Lion Salt works, closely followed by Church Walk Paddling pool with over half of the respondents having never visited either attraction.

*Do you think the above attractions are fulfilling their full potential?*

Out of a total of 612 respondents 45.9% felt that the attractions were not fulfilling their potential while the remaining 54.1% felt that they were.

*Which of the following options would enhance these attractions?*

The two options that people felt would enhance the attractions listed were providing better facilities for visitors, with 395 respondents out of 616 feeling that this would have a significant impact and increasing awareness of the attractions where 303 out of 586 respondents felt this option would significantly impact the attractions. Supporting this result a lot of the comments given mentioned providing toilet facilities and cafes at some of the attractions would make them more appealing. Further to this, increasing awareness would also appear to benefit both the attractions and the people of Northwich as a few of the comments mentioned never having heard of some of the attractions including Carey Park or Vickersway Park despite having lived in Northwich for a number of years.

*Would you, or a member of your family, use an adventure course if it was developed in Carey Park, Marbury Park or Verdin Park?*

The majority of the respondents, 62.2%, stated that they, or a family member, would use an adventure course if it were provided for them.

*Do you think the River Weaver, River Dane and the Trent and Mersey Canal are used to their full potential?*

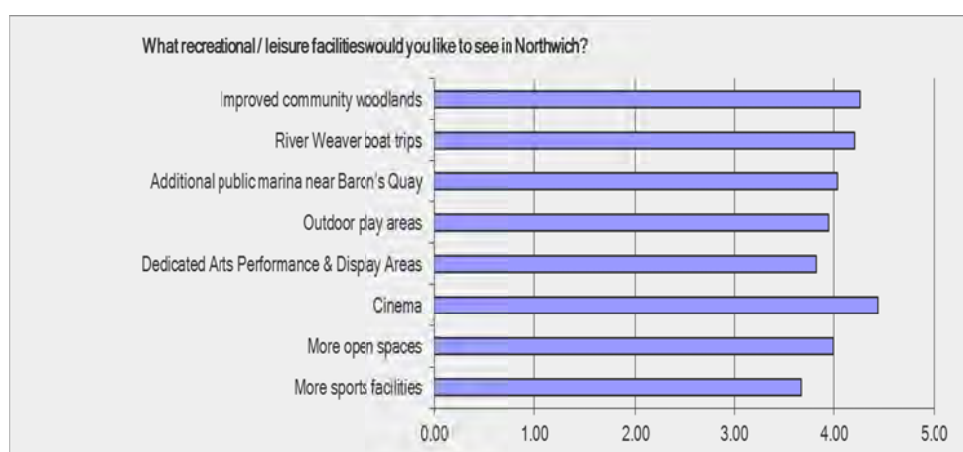
A significant majority of respondents (536 out of 616 respondents) feel like the waterways in Northwich are not used to their full potential.

*What could be done to improve these assets as recreational and visitor attractions?*

There were a wide variety of suggestions in order to improve the parks, with many of the respondents suggesting benches and picnic areas as well as cafes and toilets. With regards to the waterways, people feel that they would benefit significantly from boat hire, riverside cafes, and generally making more of a feature of them. Another common suggestion for the attractions in general was to hold more events, with some suggesting a folk and boat festival such as in Middlewich, in order to attract people to them and to Northwich.

*What recreational/leisure facilities would you like to see in Northwich?*

Out of the suggested facilities bringing a cinema into Northwich produced the highest rating average at 4.44, with 558 out of 632 respondents either in favour or strongly in favour of it. Other facilities which rated highly with respondents were improved community woodlands and River Weaver boat trips. Some of the further suggestions respondents provided were a bowling alley, bars and restaurants as well as mirroring the previous question with requests for water activities such as boat hire and boat trips. The graph below shows the rating average of the suggested facilities, with the highest rating average being the option that the respondents are most in favour of.



*For new commercial development, do you think that there should be clear architectural design guidelines to reflect the unique heritage and character of Northwich?*

The clear majority of respondents (88.1% from 638 respondents) stated that there should be guidelines in place for new commercial development within Northwich.

## **Retail and Commercial**

*Do you visit the Northwich Artisan Market?*

As only 12.6% of people out of 650 respondents stating that they do not visit the Northwich Artisan Market, it is clear that the Artisan Market is an asset to Northwich and is encouraging people back into Northwich Town Centre when. As well as this the difference between those who visit the Artisan regularly compared to those who only visit occasionally is almost on par with 41.2% and 46.2% respectively.

*Do you use Northwich Market?*

The majority of respondents stated that they use the market occasionally with 376 out of 644 saying this. Compared with the Artisan Market, Northwich Market has fewer people using it regularly at 21.3% and more that say they never use Northwich Market at 20.3%.

*Would you be in favour of a new permanent site for the Northwich market? If so, where?*

The respondents were evenly split for this question with 50.8% in favour of a new permanent site for the market and 49.2% against moving the market. Those in favour have suggested multiple areas for the markets such as within the Barons Quay development and Weaver Square, but the majority feel that it should be in close to all the shops and facilities in the town centre in order to provide the custom for the stall holders. Those who believe the market should stay where it is have acknowledged that the current site, both the indoor and outdoor market, needs updating to make it more appealing to passing trade.

*If yes, which of the following would you want?*

A vast majority of the respondents (259 out of 433) would like to see both an indoor market and a traditional outdoor covered market.

*Where would you like to see new retail/commercial development in Northwich?*

The majority of respondents feel that any new retail development should be in the town centre, specifically Weaver Square as most of the retail units here are empty. Other suggestions also include Barons Quay and the top end of town by the library.

## **Transport and Infrastructure**

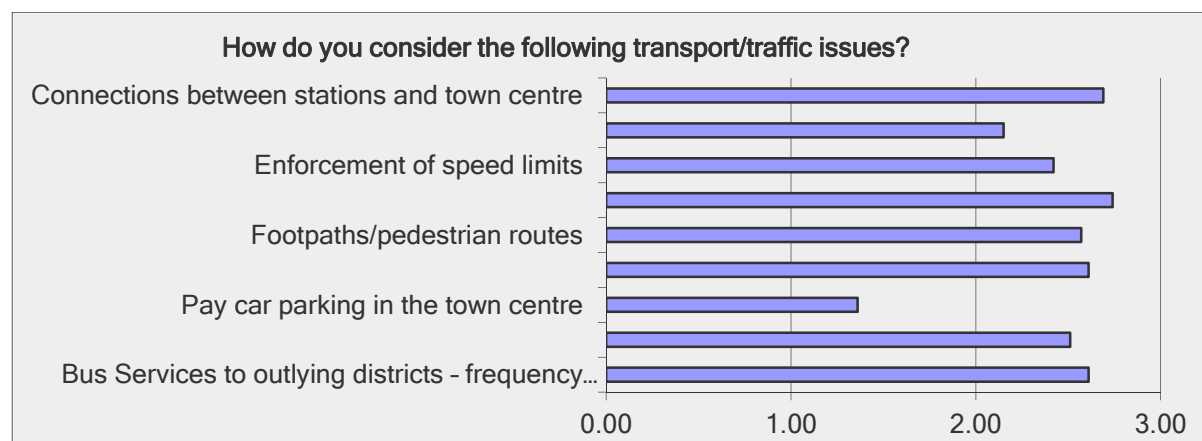
*Are there any streets in Northwich that you feel could be improved?*

As it is highly likely that the results for this question are influenced by where the respondents live there was a lot of suggestions of streets that could be improved in Northwich. Despite this, Castle, Leftwich and London Road were highlighted by multiple people as needing improvement/traffic management. As well as these three areas a significant amount of respondents object to the gyratory system that has recently been installed in Northwich

Town Centre.

*How do you consider the following transport/traffic issues?*

From the results, it is clear that the respondents feel that there is a need for more road maintenance to take place in Northwich as well as further connections between the stations and the town centre. With 363 of the respondents stating that there should be less of, pay car parking is something that a significant majority of the respondents are strongly against in Northwich. The graph below shows the rating average each of the issues received, the highest rating averages signalling the issues that the respondents feel more are required of.



*A number of long-term strategic improvements have been suggested to the transport infrastructure of Northwich and the surrounding area. Of the following, which are you in favour of, and how would you rate its potential impact?*

Many of the respondents (386 respondents) are in favour of installing a new two-way bridge at Winnington and feel that it would have a significant impact on Northwich. The rest of the strategic improvements shown were also supported by many of the respondents, however, with only 280 respondents in favour of creating a new interchange between Hartford and Weaverham on the junction of the Liverpool-London and Chester-Manchester railway lines, this came in as the least favoured option.

*Would you cycle to work if safe and convenient cycle paths were provided?*

Out of the 547 responses gained from this question 282 (51.6%) respondents said that they would cycle to work, with 265 (48.4%) stating they would not.

*What type of businesses should the Neighbourhood Plan encourage?*

The main type of business that the respondents think should be encouraged in Northwich is Retail with 381 out of 575, and with 379 out of 575 respondents Pubs, Restaurants and Cafés came in closely behind.

## **Employment**

*What one thing would make Northwich more attractive to business start-ups or expansions?*

The main theme that comes through on this question is that the respondents feel that cheaper rents and business rates would be beneficial to business owners as well as the



town. Also repeatedly suggested is improving the transport links, including road, bus and rail services.

*Where would you like to see new employment opportunities created in Northwich?*

From the results generated it is clear that the respondents' first preference for creating new employment opportunities is through the renovation of existing buildings and vacant units in the town centre with a rating average of 1.3. With a rating average of 1.9, putting it as the second preference was new town centre developments. Finally out of town/business parks was rated as the third preference with 444 out of 623 respondents placing it as their third choice.

## **Health and Well Being**

*If land became available for allotments, would you use it?*

Just over two thirds of the respondents (67.9% of 614) stated that they would not use allotment space should it become available. However, with almost a third stating that they would this suggests that there is still need and want for allotments in and around Northwich.

*How do you rate open spaces and play areas around Northwich?*

The open spaces and play around Northwich were rated as important by 80.1% of 627 respondents with only 9 respondents believing that they are not important.

*To what extent do you believe open and green spaces should be protected from development?*

The majority of the respondents (67.5% out of 621) are strongly in favour of protection, with a further 21.1% in favour.

*Do you think services at the Victoria Infirmary in Northwich should be reduced, maintained at the current level or enhanced?*

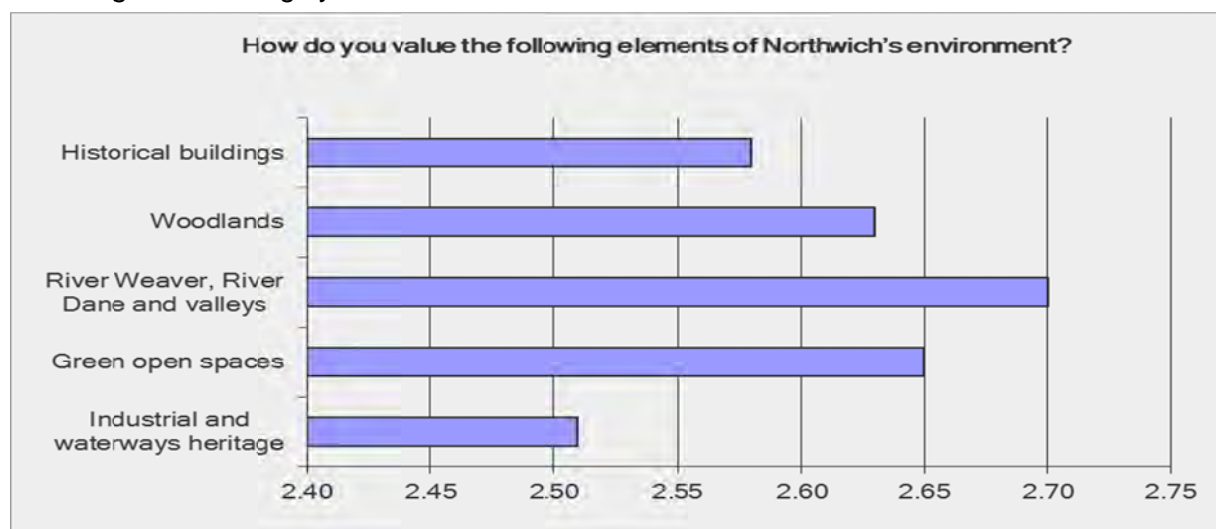
A significant majority (510 out of 629 respondents) believe that the services at Victoria Infirmary should be enhanced. Further to this with those that left comments for this question there were a lot that feel that the parking at the Infirmary should be free as well as introducing a 24 hour accident and emergency service. Other comments include suggestions of re-opening the wards and increasing services to provide x-ray at all times, maternity services as well as others which will benefit the growing population of Northwich as well as the Leighton, Warrington and Chester Hospitals.

## **Natural and Built Environment**

*How do you value the following elements of Northwich's environment?*

With the highest rating average of 2.7, the element that the respondents felt was the most important of Northwich's environment is the River Weaver, River Dane and valleys. This was followed by the green open spaces and woodland. The element rated as the least important was the industrial and waterways heritage with a rating average of 2.51 despite its link in with the River Weaver, River Dane and valleys. Due to these results it is clear that the people of Northwich enjoy having outdoor activities and value them highly. The graph below

shows each of the elements and the rating average they received, the highest rating average showing the most highly valued element.



*To what extent do you believe the local landscape should be protected and enhanced?*

With 67.5% of the responses the majority of people are strongly in favour of protecting the local landscape with a further 25.7% in favour of its protection.

*The Neighbourhood Plan could seek to impose particular conditions on development. Of the following which (if any) are you in favour of?*

Although all of the suggested development conditions received a significant amount of respondents in favour of each of them, with the highest rating average of 2.78 and 492 respondents in favour, preserving the local character through design guidelines for new developments stands out as the condition which people strongly feel should be imposed on new developments.

*Should Northwich's conservation area be protected?*

A significant majority of respondents (535 out of 615) feel that the conservation area should be protected.

*Are there any areas or buildings in Northwich you would like to see protected or enhanced?*

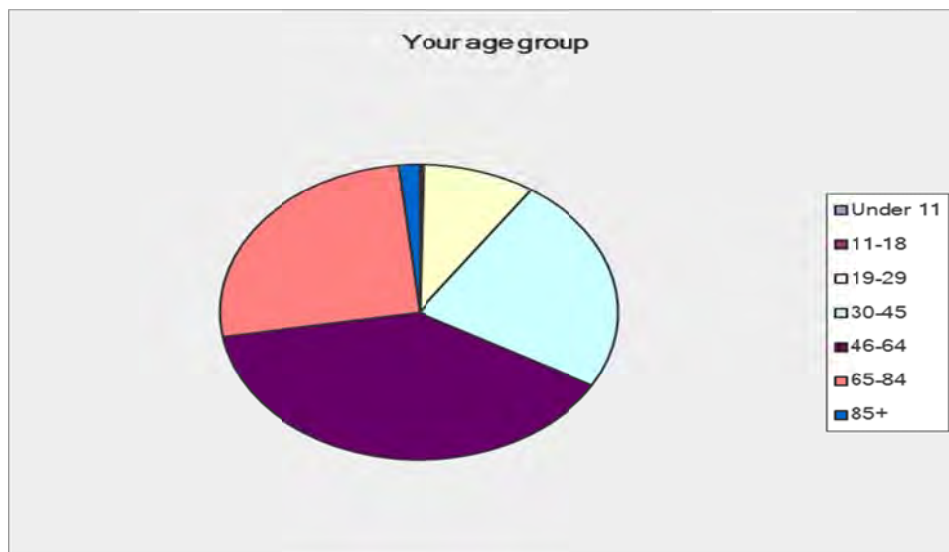
A vast majority of the respondents feel that the black and white buildings in town, including the Library, etc, should be protected and enhanced as many feel like they are just being left to rot, the derelict ones at the bottom of Winnington Hill cause a debate between those respondents who feel the buildings should be improved and those who feel that they should be demolished. As well as these many of the parks and open spaces are mentioned as needed to be protected. However, many respondents feel that the 1960's style buildings such as the police station and the old registry office are an eyesore and should be demolished.

## **The demographic spread of responding residents**

*Age Group?*

Overall, a wide variety of ages are represented through the respondents. The majority of

respondents, at 246 respondents were between 46-64 years old. The pie chart below shows the distribution of age ranges of the respondents.



### *Gender?*

With 309 male respondents and 320 female respondents there is a fairly even split and therefore the results are more reliable as representative of the whole of the population of Northwich.

## **Business Survey**

Business surveys were created and distributed to small business owners within Northwich in order to gauge views on the Retail and Commercial TAG from those who work within it. Out of the 150 that were distributed 21 responses were collected to collate and analyse.

### **What did they say?**

#### *How would you classify your business?*

With 35%, the majority of the businesses who completed the survey stated that they belonged to the 'Retail – mostly comparison goods' category. None of those who responded were classified as farming, pub, restaurant or café, knowledge based or financial and professional services. Due to this the responses for the other questions could be swayed to the retail sector.

#### *How far away from your business do you live?*

Out of the 20 responses given for this question a clear majority 45% lived between 1 – 5 miles from the business premises, whereas only 1 respondent (5%) lived more than 25 miles away.

*What is your usual means of transport to work?*

A clear majority (18 out of a total 21 respondents) stated that their usual means of transport to work was by car/van with the remaining 3 respondents all walking to work.

*Would you cycle to work if given safe and consistent cycle paths?*

The responses to this question differ drastically from the same question asked in the Residents and Community survey. With only 21.1% of those stating that they would cycle to work compared with 51.6% in the Residents and Community Survey.

*What type of premises does your business operate in?*

This question showed that the premises mainly used for businesses within Northwich are leased/owned by the business with equal amounts (45%) of respondents selecting each of these options. The final 10% (2 respondents) stated that their premises was mixed hereditament.

*To what extent are the following important reasons for the location of your business in Northwich?*

Out of the 15 responses to this question the reason that came out as the most important factor in the location of a business, with a rating average of 3.43, is the affordability, closely followed by the location of the customer base and being central to it (rating average 3.33). The least important factor was Government incentives to locate to the area with a rating average of 1.79.

*What would help your business develop and thrive during the Northwich Neighbourhood Plan period to 2030?*

The general feeling coming through the responses for this question is the need for adequate free parking within the town along with a good traffic flow, which, the business owners who responded believe, would increase footfall throughout the town and benefit all businesses in town.

*Should the Neighbourhood Plan allocate more land for employment purposes?*

Despite the responses to this question being minimal (only 13 responses) a clear majority at 69.2% felt that more land should be allocated for employment purposes

*What one thing would make Northwich more attractive to business start-ups and expansions?*

A lot of the comments within this question reflected those in the Residents and Community Survey stating that lower rents and business rates would encourage more businesses into Northwich. Another common answer among those who responded was better infrastructure, including the roads, transport links and more entertainment facilities e.g. cinema, restaurants in order to increase the footfall in Northwich and make any new business venture worthwhile. These suggestions mirror those received in the Residents and Community Survey.

*Do you have any additional comments about business activity/employment in Northwich?*

The suggestions given for this question were vastly varied, however a couple of the responses included actively encouraging major retail names into Northwich Town Centre as opposed to on retail parks, as they felt this would then bring the customers back into Northwich. Another response that was mentioned by a few of the respondents was the road infrastructure and how difficult it can be at times getting into Northwich due to numerous road closures/works at the same time.

## **Mid Cheshire College Survey**

David Roberts and Brian Jamieson (chair and vice chair of the NNP) went into Mid Cheshire College, Hartford in April 2013 in order to discuss ways that the college could support the NNP. It was decided that Mid Cheshire College would assist in the promotion of the NNP and that photography through student projects would be an appropriate method

A total of 55 students responded to the survey both via survey monkey and by returning the paper copies (a detailed copy of the results is shown in appendix **A?**). Of the 55 students that replied there was an even split between the amount of males and females who responded with 27 males and 28 females participating in the survey.

As well as the surveys the NNP Executive group went into the college on 11<sup>th</sup> of February 2015 to deliver a short presentation. This focus group was attended by over 30 students and chaired by Gina Bebbington (Chief reporter on the Northwich Guardian) in order to raise awareness and inspire more of the students to complete the surveys.

### **What did they say?**

*What one thing about Northwich do you most like?*

This was given as an open ended question giving the students chance to write whichever aspect of Northwich they liked the most, answers ranged from Mid Cheshire College to the open spaces and Artisan Market, however, most of the comments referred to specific shops such as Game and the eateries in Northwich e.g. McDonalds, Subway and Costa.

*What one thing about Northwich do you most dislike?*

As with the previous question there was a wide range of responses but there was a strong feeling of there not being enough for the youth of Northwich to do as well as not enough shops for them. A couple of comments also felt that there was a lack of police in the area with one stating that they do not feel that safe due to this.

*If you had the power, how would you improve Northwich?*

*Generally:*

As was mentioned within the Residents and Community Survey, the lack of shops within Northwich needs addressing and preferably attracting more/better shops to the town centre.

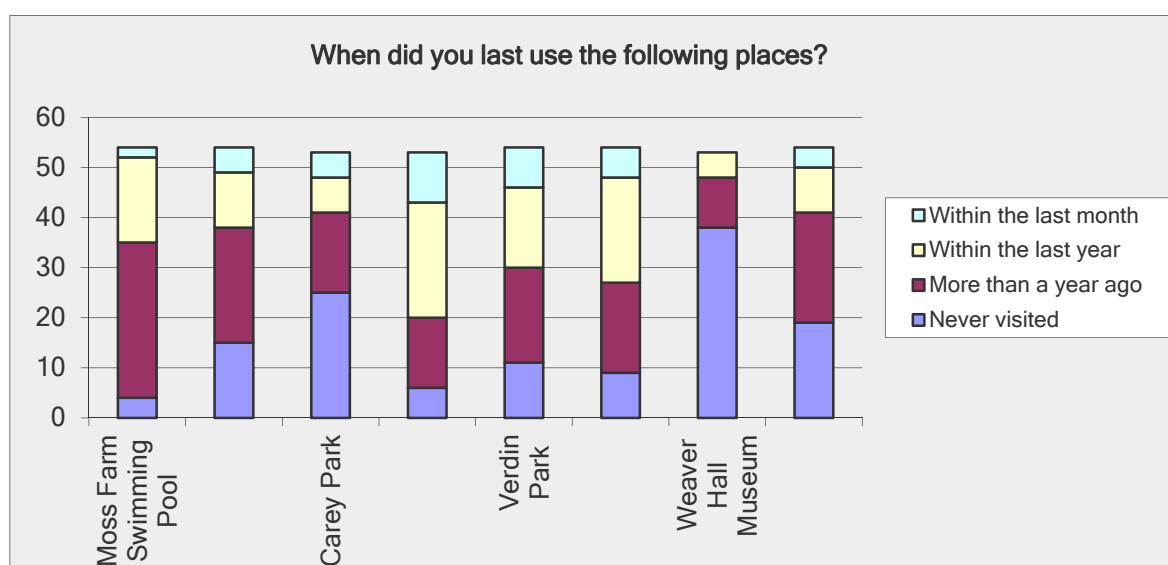
*For your age group specifically:*

Those who responded to this question suggested multiple things, but the view is that in order

to improve Northwich for their age group there should be affordable entertainment facilities such as a cinema and bowling alley. Further to this many of the suggestions included attracting better/more shops into the town centre.

*When did you last use the following places?*

The most popular of the places given was Marbury Park with 10 out of 54 respondents having visited in the last month alone. Weaver Hall Museum was the least visited attraction with 38 respondents out of 54 having never visited. The graph below shows a breakdown for each of the answers given for each of the attractions.



*How do you normally get to and from college?*

A significant majority of the respondents, with 46.3%, stated that they normally use a car to get to and from college, with using the bus and walking being the second and third most popular means of travel.

*How important do you think are the following?*

With the highest rating average of 2.57 having convenient public transport links into and around Northwich were viewed as the most important of the options available. The town's waterways (e.g. access, leisure use, etc.) were shown to be viewed as the least important with a rating average of 2.11, but despite this out of the 54 students who completed this question 45 of those believe that the waterways are important/very important as opposed to just 9 who believe that they are not important at all.

*Northwich is surrounded by water – the River Weaver, the River Dane, the Trent and Mersey Canal, and numerous small lakes and meres. Would you like to see a landscaped riverside and a new marina downstream from Town Bridge, in the area of the Baron's Quay development?*

A clear majority (39 out of 51 respondents or 76.5%) would like to see the riverside improved and landscaped. This reflects those answers given in the Residents and Community Survey where it was suggested often to improve the walkways and towpaths as well as adding cafes, picnic areas, etc. The result from Mid Cheshire College implies that the students also feel like the waterways we have are under appreciated.

## **Sir John Deane's College**

On the 11<sup>th</sup> February 2015 a focus group attended by over 20 students and chaired by Gina Bebbington was conducted at Sir John Deane's College. Members of the NNP Executive Group and council office staff were present to respond to student questions regarding the Neighbourhood Plan. As well as hoping to generate a good response from the students through the surveys, despite this response rate for the college was low with only 9 surveys being completed. However, as the same questions were used for the Mid Cheshire College surveys, the answers given will support those received from Mid Cheshire.

### **What did they say?**

*What one thing about Northwich do you most like?*

The most common answer for this question was the transport links with three of the respondents stating this. The Northwich Artisan Market was also high on the list of positive aspects of Northwich. This supports the results gained from the Mid Cheshire College survey where respondents also appreciated the Artisan Market.

*What one thing about Northwich do you most dislike?*

The respondents, like those from the Mid Cheshire College Survey, disliked the amount of empty shops that there are in Northwich Town Centre. There is a strong feeling of wanting bigger named shops in Northwich which are targeted at the younger customers.

*If you had the power, how would you improve Northwich?*

*Generally:*

The majority of responses stated that Northwich should be cleaner. They also felt that the empty shops should be filled, preferably with bigger brands, of a better variety. This thought is mirrored from the Residents and Community Survey as well as Mid Cheshire College survey.

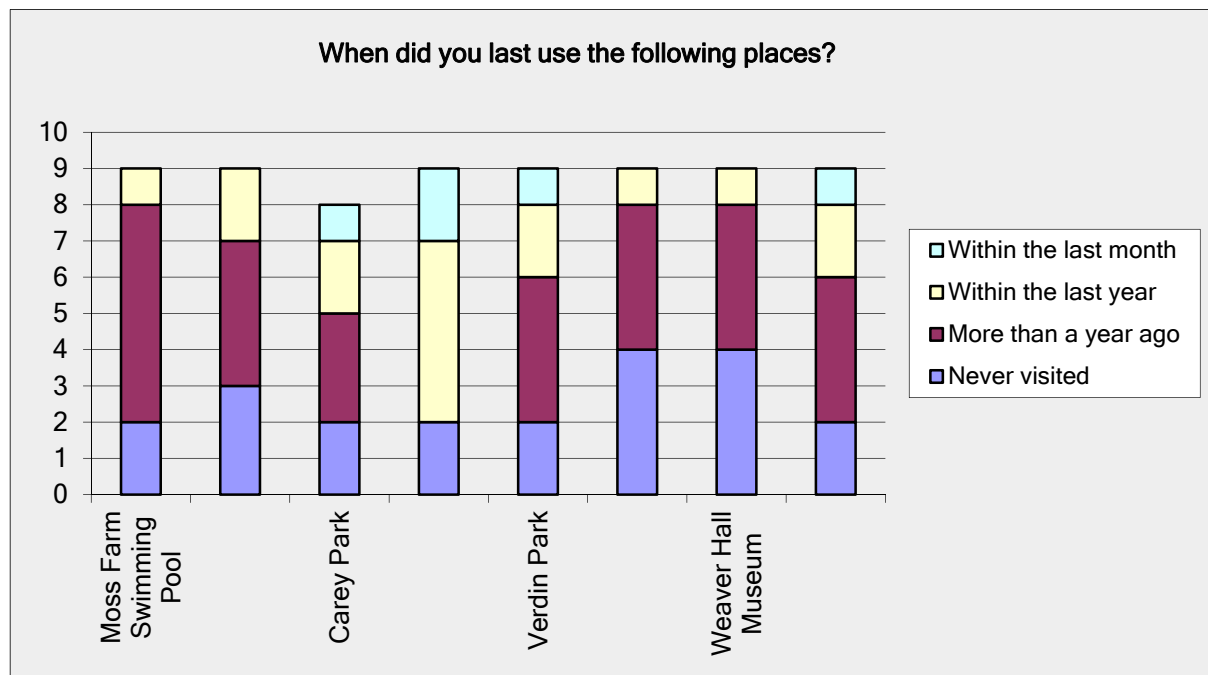
*For your age group specifically:*

The responses to this question mirror those received from Mid Cheshire College with students requesting a cinema, restaurants and better shops aimed at their generation. Many of the students have stated that bring in bigger named brands would encourage them to use the town centre more.

*When did you last use the following places?*

As is shown in the graph below, Marbury Park is the most popular attraction with 2 of the respondents visiting it in the last month and 7 in the last year. The least popular attractions are Vickersway Park and Weaver Hall Museum. Looking at the results from Sir John Deane's College and Mid Cheshire College together, Weaver Hall Museum is failing to

attract the younger generation.

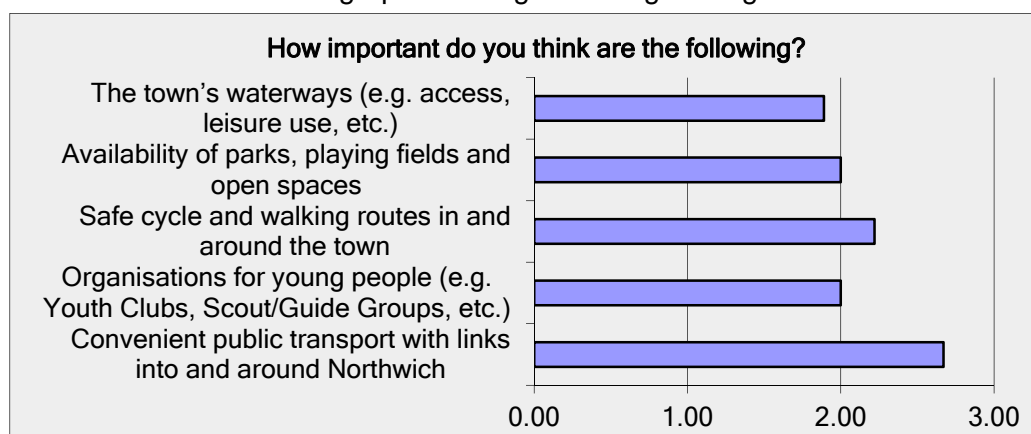


*How do you normally get to and from college?*

With 50% of respondents stating this, the main method of transport to and from college was via car. Again mirroring Mid Cheshire College Results, as well as the Business survey where the majority of both groups used a car as their main transport.

*How important do you think are the following?*

With the highest rating average of 2.67, students rated having convenient public transport links into and around Northwich as the most important of the options given. With the lowest rating average, at 1.89, the towns' waterways are viewed as the least important for Sir John Deane's students. Below is a graph showing the rating average for each element.



*Northwich is surrounded by water – the River Weaver, the River Dane, the Trent and Mersey Canal, and numerous small lakes and meres. Would you like to see a landscaped riverside and a new marina downstream from Town Bridge, in the area of the Baron's Quay development?*

The majority of respondents (89.9%) would like to see the riverside improved and landscaped. This again reflects the responses given in both the Mid Cheshire College survey



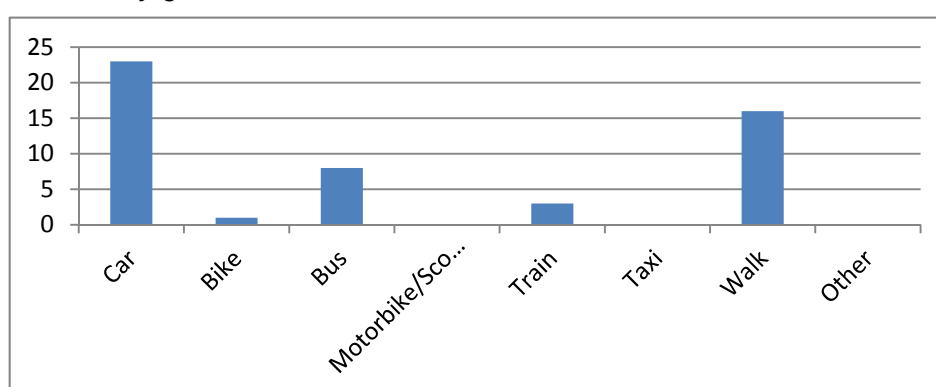
and the Residents and Community survey as all groups believe that the waterways should be enhanced.

## **High School Survey**

The school survey was sent out to 2 high schools serving Northwich. They were sent information about the Neighbourhood Plan and were requested to gather equal numbers of male and female students to complete the survey. 47 surveys were completed to have the responses collated and analysed in order to shape the NNP.

### **What did they say?**

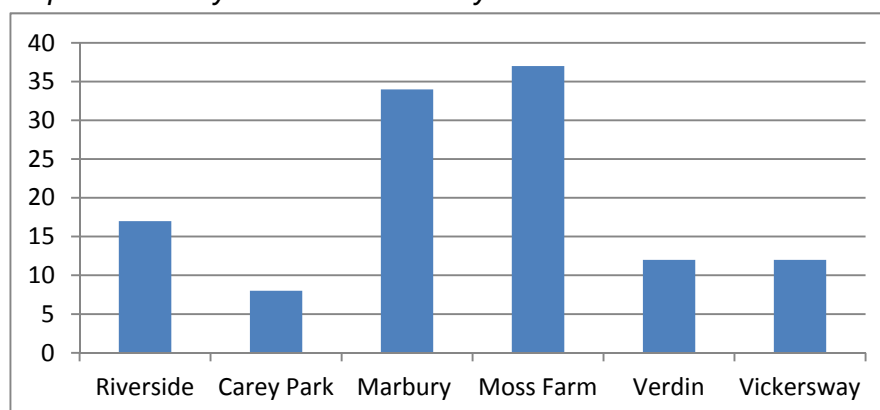
*How do you normally get to and from school?*



*What would need to be done to encourage you to cycle/walk more?*

In order to increase the amount of those who walk/cycle the respondents feel that there need to be more cycle paths as well as making the roads safer.

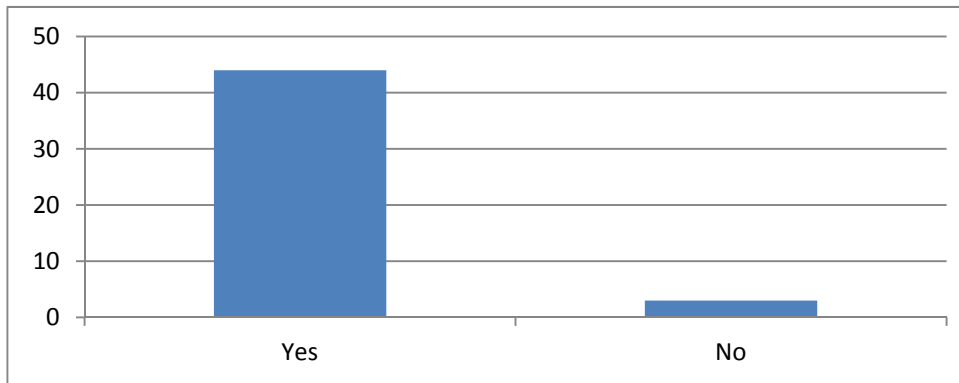
*Which of these places have you used in the last year?*



Being the second most popular attraction for high school students, the popularity of Marbury Park shown in this graph is reflected from the Residents and Community Survey as well as the College survey.

*Do you use your local shops? Do you use the Town Centre Shops?*

With the results being the same for both of the questions, the majority of respondents (as shown in the graph below) use both their local shops as well as those in the town centre.



*If you wanted to tell a visitor how to recognise Northwich what building, landmark or landscape would you tell them about?*

Many of the respondents listed Anderton Boat Lift, the Canal and Waitrose within this question.

*What one thing about Northwich do you like the most?*

Although there were a wide variety of responses for this question including the sweet shop and the green spaces, Moss Farm and McDonalds were the most common answers.

*What one thing about Northwich do you most dislike?*

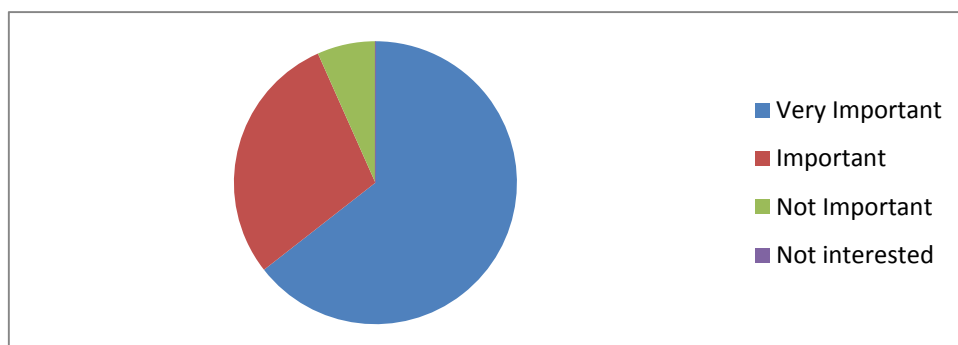
Despite the respondents being unable to drive many of them stated that the thing they least liked about Northwich is the traffic and the one way system. Another aspect which received a lot of comments is the aesthetics of some of the buildings, especially the police building and the empty shops in town.

*What one change would most improve Northwich for people of your age?*

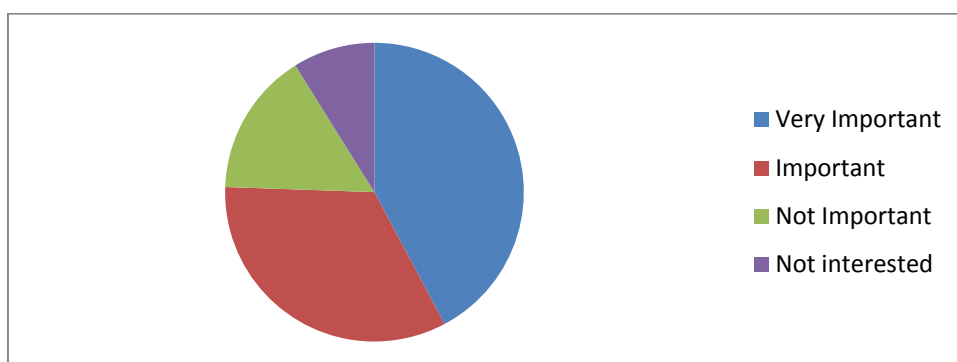
Bringing a cinema into Northwich is high on the list of what the respondents would like along with a better variety of well-known shops. Further to this many also stated that a paintball arena would be a welcome addition to Northwich.

*How would you rate the following:*

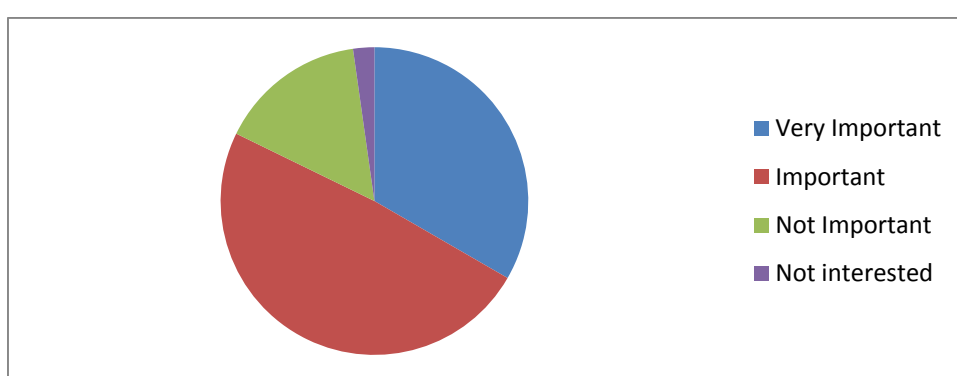
*Public transport links to other towns and areas*



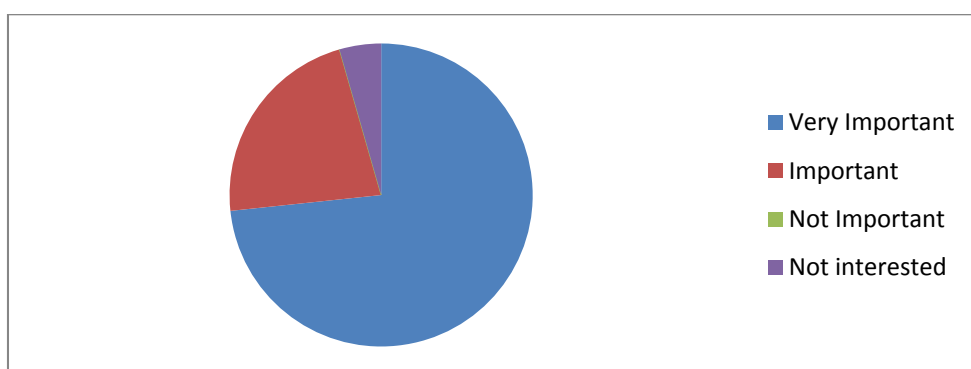
### *Organisations for young people*



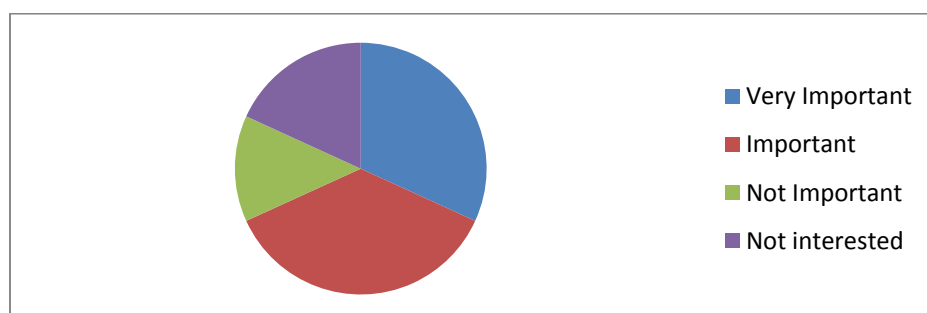
### *Bicycle/Walking routes in and around the town*



### *Pleasant physical environment*



### *The way we use our waterways*



### *Further comments*

The responses within this section mirror the answers given to '*What one change would most improve Northwich for people of your age?*' with the addition of some stating the more parks/green open spaces would be beneficial to all residents of Northwich.

Further information with all of the responses and answers given to each question is shown in *appendix ....*

### Primary School Survey

The primary school survey was sent out to **NUMBER** of schools within the NTC boundary. Each of these was sent information about the NNP and requested to gather equal numbers of male and female students to complete the survey. 72 surveys were completed.

#### **What did they say?**

##### *What do you like best about Northwich?*

The three most common answers in received from this question were the parks, the shops and how friendly Northwich is. Other answers covered a range of things from the rivers to the Library.

##### *Where is your favourite place in Northwich?*

As with the previous question there were a wide variety of responses to this question, but the places that came out as in the top three were the shops, the town and the parks. Vickersway Park in particular was identified by those who responded as it came out as joint third with 'the parks' in general.

##### *What would you change in our parks and play areas?*

With a significant lead over any of the other comments, the respondents feel that the main change in the parks and play areas should be more equipment added for all age ranges. Although Townshend Road Park (Lostock Gralam) is not within the Northwich Town Council boundary that was used as a boundary for the NNP, improving this park on all counts was the second most suggested change to the parks and play areas of Northwich.

##### *What would you like to see along the riverside?*

Boats, cafes/restaurants and benches came out as the top three suggestions in order to make the riverside better with 14, 13 and 9 votes respectively; these comments also mirror those of the Residents and Community Survey where a lot of the responses also felt the same as the children.

##### *What would you like to see in Northwich in 10 years' time?*

As with all the other surveys, minus the business survey, the children who completed the surveys would like a cinema in Northwich, as well as a bowling alley, which has also been mentioned in other surveys. The theme coming through from all surveys is that people are looking for more activities within Northwich, whatever shape they may come in. Children in

this survey have also suggested things such as an arcade, graffiti walls, a theatre and an aquarium.

*Any further comments/suggestions?*

The most common response within this question has also been mentioned previously in the other surveys, this is the fact that those who completed the survey feel that Northwich needs more/better shops. Other opinions included that Northwich needs to be cleaner, have more activities for children within Northwich.

Further information with all of the responses and answers given to each question is shown in *appendix ...*

## **Rupert Adams (Natural and Built Environment) Report 16.02.16**

### **The Role of TAG Group Leaders; a Personal Perspective.**

In the spring of 2013 I was approached by Northwich Town Council with a view to my leading a Topic Area Working Group (TAG)

As a resident of the Northwich area with both a professional (former Head of Environmental Health) and private (committee member of numerous local, regional charitable environmental organisations) interest in the environment I was approached in the spring of 2013 by the Neighbourhood Plan team at Northwich Town Council with a request for me to lead a Topic Area Working Group (TAG) as part of the Neighbourhood Plan process. During 2013 and through a number of meetings the Neighbourhood Plan Team and TAG leaders debated and formulated the approach to be adopted for the development of the Plan, and the role and subject areas of the various TAG leaders. In my own case I was allocated leadership of what became the Built and Natural Environment Task Group. We were asked to consider who might be included on the task groups, and how we might engage with the selected group (including others who might express an interest in being involved) and the wider community. My own group included (not necessarily from the outset or throughout) representatives from the Northwich and Area Heritage Society, the Northwich Heritage Townscape Bid Group, Friends of Anderton and Marbury (FoaM), Friends of Furey Wood, Friends of Leftwich Meadows, Friends of Marshall's Arm LNR, SaltScape Forum, Northwich BID, Canal and River Trust, Butterfly Conservation, Grow Zone, Groundwork and at any one time up to six individuals. I also used a group of friends and relatives (from or associated with the Plan area) as additional sounding boards.

From the outset, and subject to group members' agreement, it was my intention to create a virtual forum where we could communicate by email and on-line links to documents. Other TAG leaders chose to meet with their groups face to face or by sharing hard copy correspondence. As TAG leaders our initial role was to facilitate discussion and collate the views of members of the group, to undertake consultation directly with the wider community (for example at the Artisan markets) and collate and review responses and views received from the various consultation processes that would take place. Our next role would be to write up those thoughts and ensure that they correctly represented the views of those making them by feeding them back and again consulting the wider community.

At my first (for the Plan this was the second) public event on 13 December 2013 members of the public were invited to give their views, and join one or more of the TAGs. In addition to facilitating discussion and taking notes within the TAG area, post-its of views were gathered from the wider audience, which were later collated and distributed to TAG leaders. The members of the Environment Built and Natural Group agreed to share electronic communications. The views gathered at this event, and others that had been obtained in the meantime from events such as the Artisan market, were reviewed at a subsequent public meeting in February 2014 when they were prioritised. We sought to identify the top five issues within the TAGs area of interest. Because of the resignation of the Health & Wellbeing TAG leader I ran a joint session with their Group, identifying the top four issues, which were subsequently referred to the new TAG leader. These initial priorities were screened against responses being received as part of the wider consultation processes, and

adjusted accordingly. As a whole these issues were used to inform the Stage 2 wider consultation process.

Throughout the following months of 2014 the prioritised views were continuously assessed against further consultation exercises and these shared with TAG members. This process led to the drafting of the key issues and draft policy approaches that could be taken to address them. These were again reviewed by the TAG and following their broad acceptance the document was supplied to and discussed with Urban Roots. Alongside this document work began on mapping, selection of photographic content and the associated appendices that would support the Environment area.

Although the TAG leaders and Executive Group had met frequently the work conducted by the TAG leaders up until this stage (i.e. until autumn 2014) had been conducted mainly in silos; we had not reviewed our findings as whole, considered synergies, or more importantly identified conflicts. However, with Urban Roots gathering together and sharing the information (18/9/14) and the mapping (October 2014) of issues by the Town Clerk we were able to see how the various TAG areas would fit together in the draft document. What we had clearly reflected community views and concerns but the document lacked cohesion and in some areas had not developed planning style policies. However, the resultant document was suitable to test through the range of surveys that had been developed by the Executive in consultation with Urban Roots.

Each TAG leader was asked to review their areas against the consultation responses. In my own case there were no real surprises, a few minor tweaks were incorporated, for example the specific policy to protect “views”.

This process led to the development of the initial Draft Plan, initially with help from Urban Roots and subsequently with editorial support from Town Councillor Andrew Cooper who joined the executive group in late summer 2015. Following consultations with key partners, for example Cheshire West and Chester Council a revised draft document was circulated to TAG leaders and through me to the Environment TAG. Cllr. Cooper undertook discussions with each TAG leader to review the document as a whole and specifically the chapter and policy areas relevant to the TAG. Some minor changes were made at this stage, and in other cases arguments constructed as to why the wording should be remain as was; both to ensure public views were maintained.

The final draft was subsequently issued for statutory consultation.

Further to the Statutory Public Consultation TAG leaders were asked to review comments where respondents had said in answer to the question “do you agree with...?” either “no” or “only partially agree” . Although few in number (most respondents had been in agreement with the Environment clauses) some observations proved challenging. Some, for clearly commercial reasons wanted entire deletion of certain policy proposals, to have done so would have ignored public opinion, and could therefore be dismissed. Others resulted in minor but positive changes, for example the recognition that the planting of fruit trees in public areas could specifically be encouraged.

CWaC comments were particularly helpful, for example the Neighbourhood Plan proposes development that reflects the “black and white....architecture” whereas G9 of the saved Vale Royal Local Plan requires “contemporary design”. To address this potential conflict the Neighbourhood Plan team has been asked to review and re-write G9.

All in all and in my view the development of the Neighbourhood Plan has involved a thoroughly inclusive consultation process.



**Northwich Neighbourhood Plan**  
**Executive Group & TAG Facilitator Meeting**  
**Tuesday 12<sup>th</sup> May 2015. NTC Offices.**

Apologies: Stephen Hall, Guy Rands, Peter Gibbs, Brian Jamieson,

Attendees: David Roberts, , John Fifield, Lesley Moore, Derek Bowden, Mike Cooksley, Bob Floyd, Trevor Rawling, John Tackley, Murray Graham, Nick Hughes – Chris Shaw & Andrew Cooper , late arrival.

Purpose of this meeting was to enable the TAG Facilitators to give views on the recent NNP Consultation Draft.

**Notes :**

Various suggestions were given regarding the structure of the document and each TAG Facilitator gave a brief report on each of their sections. It was felt that there were also many references which were out of date and not current as well as some incorrect details. Areas/issues that have not been included and general typing errors. More attention to detail.

It was recognised that we do need an aspirations section within the document and a possibility of this instead of a summary?

**Action Points**

- It was agreed that the TAG Facilitators compile details of the amendments to their section as well as other details they feel should be looked at. These details should be sent to John Fifield who has agreed to be the main contact who will then forward all details to Murray Graham. Details to JF by 22<sup>nd</sup> May.
- DB has agreed to work on the document and starting with the Introduction, About Northwich section and Vision Statement with Key issues.
- Next meeting not finalised until the document has been revised



# Draft Northwich Neighbourhood Plan





## About this draft

The Draft Plan (October 2015) is being made available to the public for formal consultation and feedback.

The public includes not just the residents of Northwich but stakeholders from the wider Northwich area, including neighbouring parishes, employers, schools and colleges, government agencies, voluntary organisations, etc.

During the consultation periods, comments, observations and objections will be received, and, in the light of these, the Plan may be amended.

The phases of consultation are as follows:

- Public Consultation, lasting six weeks. After this has completed, amendments from the Public Consultation will be incorporated;
- Submission to Cheshire West and Chester Council for approval, lasting a further six weeks;

- Submission to the Independent Examiner.

Once the Plan has successfully passed through these phases, it will be put to the people of Northwich in a referendum. The electorate consists of the residents of Northwich Civil Parish.

Given a simple majority voting for approval, the Plan is adopted in law as the planning document for Northwich.

We hope you enjoy reading the Plan, and are able to provide us with as much constructive feedback as possible.

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# Foreword

FOREWORD BY DAVID ROBERTS, CHAIR, NORTHWICH  
NEIGHBOURHOOD PLAN EXECUTIVE GROUP



Never before has the whole community been able to express their opinions and lay out a vision of how they would like to see Northwich develop over the next 15 years and beyond, but that's exactly what this Neighbourhood Plan allows.

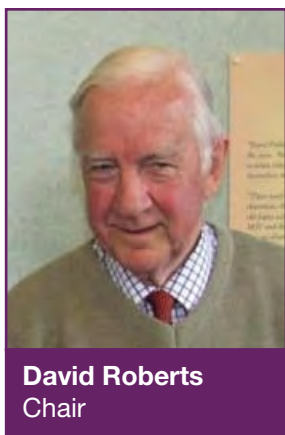
This is the first draft for preliminary appraisal. It follows nearly two years of painstaking research, analysis and public response. We are certain that if it is adopted, it will have benefits for the entire community, not only within the Parish of Northwich, but for all the nearby villages.

Northwich is a town with perhaps the most untapped potential of any in the North West. Its greatest natural asset remains its location on the confluence of two rivers, with access to strikingly attractive countryside right on the cusp of the Town Centre. Northwich's position in close proximity to the main North-South motorway, the West Coast Main Line, and two international airports adds to the potential for the town as a major centre of economic growth in mid-Cheshire.

The desolate abandoned chemical factories of Brunner Mond are being transformed into substantial residential developments. Their popularity reflects the confidence people have in Northwich's future, and the fundamental desirability of Northwich as a place to live.

The Neighbourhood Plan is about so much more than just housing, however. It sets out a vision – your vision – for what kind of a town we want Northwich to be: how we can make the most of the investment and regeneration in Northwich to provide new jobs; an improved town centre; a reinvigorated waterfront; a transport system fit for the 21st century; more things for people to do, especially in the evenings; and perhaps most importantly, how we can protect and enhance our natural assets and heritage.

Remember: this is your plan, for today, tomorrow, and the next 15 years. This is a critical time for Northwich, and it's important that we get this right now, and make Northwich the place we want it to be.



**David Roberts**  
Chair



**Chris Shaw**  
Town Clerk

## Executive Group

David Roberts  
John Fifield  
Councillor Derek Bowden  
Councillor Andrew Cooper  
Councillor Brian Jamieson  
Councillor Sam Naylor  
Chris Shaw Town Clerk

## Topic Area Group Leaders

Steve King	Retail and Commercial
Peter Gibbs	Employment
Guy Rands	Education
Bob Floyd	Housing
Rupert Adams	Environment - Natural and Built
Mike Cooksley	Transport and Infrastructure
Steve Hall	Health and Wellbeing
John Tackley	Recreation, Tourism and Waterways
Trevor Rawling	Recreation, Tourism and Waterways





# Section 1

## Introduction

The Brunner Public Library, designed by A. E. Powles.

New Stock  
just arrived  
prices from £1



# 1.1 About Neighbourhood Plans

1.1.1 Neighbourhood Plans are a relatively new type of planning document introduced in the Localism Act 2011, which came into force in April 2012. They are defined as follows:

- A “neighbourhood development plan” is a plan which sets out policies (however expressed) in relation to the development and use of land in the whole or any part of a particular neighbourhood area specified in the plan.

1.1.2 Neighbourhood Plans form part of the Government’s approach to planning, which aims to give local people more of a say about the future of their area. The Northwich Neighbourhood Plan is such a plan.

1.1.3 Although the Government’s intention is for the local people to decide what goes on in their towns, the Localism Act sets out some important principles to which Plans must abide. One of these is that all Neighbourhood Plans must be in line with higher level planning policy. That is, Neighbourhood Plans must be in line with the National Planning Policy Framework (otherwise known as the NPPF) and local policy, in this case the Cheshire West and Chester Local Plan Part I and Part II.

1.1.4 The Cheshire West and Chester Local Plan requires that the town of Northwich and adjoining settlements of Anderton, Barnton, Davenham, Hartford, Lostock Gralam, Lower Marston, Lower Wincham, Rudheath and Weaverham provide by 2030:

- a minimum of 4,300 new homes;
- a minimum of 30 hectares of additional land for business and industrial development.

1.1.5 The Localism Act allows the Plan to provide *more* than this number of houses and amount of employment land, but it does not allow the Plan to provide for *less*.

1.1.6 Neighbourhood Plans generally fall into one of two types:

- Policy-only Plans
- Policy and Land Allocation Plans

1.1.7 Where a Neighbourhood Plan allocates land for housing, as part of this process options and alternatives should be considered. The decision should be supported by a robust evidence base which clearly identifies how the decisions have been made, the issues which have been considered and evidence that the sites are likely to be developed over the plan period.

1.1.8 In addition to being compliant with European Strategic Environmental Assessment and Habitat Regulations, a Sustainability Appraisal (SA) would need to be undertaken on a Plan that makes land allocations. The latter would not normally be required for a Policy-only Plan.

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## The Northwich Neighbourhood Plan

1.1.9 In September 2012, Northwich Town Council agreed that it should work with the community to create a Neighbourhood Plan. Unlike other Neighbourhood Plans that are consultant-led or Council-led, the Town Council agreed that the Plan should be community-led.

1.1.10 An executive group was set up comprising four Town Councillors, two Local Business Leaders and the Town Clerk. This group has called on support from a professional consultant, Urban Roots, with extensive experience in Local Authority planning.

1.1.11 Following advice from Cheshire West and Chester Council, the executive group agreed that the Plan should be a **Policy-only Plan**. The principal reason for this was that although there is substantial brownfield land within Northwich, much of it suffers contamination following decades of industrial use. Proving that a site of this kind is likely to be developed over the plan period would therefore be costly and beyond the resources available to the Town Council.

1.1.12 The executive group instead agreed to work with Cheshire West and Chester Council to achieve desired land allocations through the Local Plan Part II.

1.1.13 A number of Topic Area Groups (TAGs) were set up, each with a leader/facilitator chosen from the local community, based on their knowledge and experience in that area. These TAGs are:

- Retail and Commercial
- Employment and Education
- Housing
- Environment - Natural and Built
- Transport and Infrastructure
- Health and Wellbeing
- Recreation, Tourism and Waterways

1.1.14 Through a series of public meetings, over 60 people volunteered to work on the Plan, joining one or more of the TAGs.

1.1.15 The TAGs were able to identify strengths, issues and opportunities in their areas through public meetings, monthly street stalls in the town, and a number of surveys. These helped to inform the vision and objectives of the Plan.

1.1.16 Through research, discussion and constant interaction with the community, the TAGs have set out a series of policies that seek to secure the vision and objectives. The policies themselves are described later in this document.

1.1.17 The Plan, once agreed through referendum, will be used by Cheshire West and Chester Council to help decide whether development proposals are acceptable.

## What the Neighbourhood Plan does

1.1.18 The Plan will answer seven key questions:

- How should the town centre be further developed and improved, ensuring safe and easy access for both residents and visitors?
- How can walking and cycling routes and facilities around the town be improved, for both recreation and commuting?
- Should we retain a market, and if so, how can it be made to flourish?
- How can we make best use of Northwich's rivers and waterways for retail, tourism and leisure?
- Should we maintain the character of the town by ensuring that new development is in keeping with Northwich's historic timber-framed and black and white buildings?

- How should we protect and make the best of our green open spaces, woodlands, parks and sports facilities?
- How can we make Northwich more environmentally sustainable?

## How this Plan is organised

1.1.19 The Plan is divided into five sections:

- **Section 1: Introduction.** This section explains what a Neighbourhood Plan is, and how this Plan has been developed.
- **Section 2: About Northwich.** This section provides a detailed look at the town, its districts, and what the issues and opportunities are. It also provides an overview of the initial stages of public consultation.
- **Section 3: Vision and Core Objectives.** This section sets out the overall vision for the town, derived from the public consultations, the expertise of the TAG groups, and other sources of evidence.
- **Section 4: Neighbourhood Plan Policies.** This section sets out the policies that have been developed to address the vision and core objectives.
- **Section 5: Appendix.**

The executive group invited students at Mid-Cheshire College to undertake a photographic survey of Northwich. The aim was to capture the town as it really is, both good and bad - not necessarily how we imagine it to be. The results were used to inform the TAG groups and to illustrate the Neighbourhood Plan.







## Section 2

### About Northwich



Robert Verdin, salt manufacturer, philanthropist and MP for Northwich.

## 2.1 Overview of Northwich

### Introduction

2.1.1 This section provides:

- a detailed look at Northwich, including its history, its neighbourhoods and the key issues and opportunities that affect the town;
- a summary of the issues raised by the community during public meetings, at street stalls and in surveys.

### Overview of the Town

2.1.2 Northwich is located in mid-Cheshire, in the eastern part of the Cheshire West and Chester unitary authority. The Parish of Northwich comprises the town centre and a number of surrounding neighbourhoods, including Winnington, Greenbank, Castle, Leftwich, Witton and Lostock. The area lies at the heart of the Cheshire Plain, at the confluence of the Rivers Weaver and Dane and close to the Trent and Mersey Canal.

### Historical Northwich

2.1.3 The chronology of settlement at Northwich is imprecise, but it is known through various documentary and archaeological evidence that Northwich was a Roman settlement of some importance during the 1st and 2nd centuries, most likely due to its strategic position on the confluence of the River Weaver and River Dane, and the presence of brine springs.<sup>1</sup>

2.1.4 Northwich's importance as a salt-producing town continued through the medieval period<sup>2</sup>, but it was the technological changes of the 17th century that were to have the greatest long term impact. Around this time, salt extraction switched from mining to the pumping of hot water to be returned as brine. By the 19th century, the scale of operations was beginning to cause widespread and catastrophic subsidence, leading to flashes, localised flooding, mine collapses and damage to buildings and infrastructure.<sup>3</sup>

2.1.5 Northwich is widely regarded as the “cradle” of the chemical industry. In 1874, John Brunner and Ludwig Mond founded Brunner Mond, using salt to produce soda-ash<sup>4</sup>. As the town's salt works and mines began to close, the early 20th century saw the town become dominated by the chemical industry, both in terms of employment and land use.

2.1.6 The Solvay process (the chemical process by which soda-ash is produced) uses limestone as a source of calcium carbonate, resulting in a paste-like lime waste. Vast quantities of lime waste were disposed of in the areas created by subsidence. This has prevented expansion and development to the immediate north of the town.

2.1.7 The problems created by this history of



**Fig 1:** Rail waggons at Winnington Works, c. 1910-20. Source: Cheshire Image Bank, ref. c06682.

dereliction began to be addressed in the 1980s with the Cheshire County Council Strategic Land Reclamation.

2.1.8 Over a 30 year period, some 323 hectares have been reclaimed for recreational use<sup>5</sup>. Known collectively as the Northwich Community Woodlands, this consists of Furey Wood, Anderton Nature Park, Witton Flash, Dairy House Meadows, Witton Mill Meadows and Ashton's and Neumann's Flashes.

2.1.9 Perhaps the biggest achievement was in solving



**Fig 2:** Map of Northwich Community Woodlands. Source: <http://www.northwichwoodlands.org.uk/>.

the town's subsidence problem by establishing one of the country's first ever land stabilisation programmes. Four mines, chosen for the risk they posed to the town centre, were filled with a mixture of pulverised fuel ash, cement and salt. This was completed in 2007.



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## Northwich Neighbourhoods

2.1.10 Historically, the township of Northwich was dwarfed by its larger neighbours, Witton-cum-Twambrook, Winnington and Castle Northwich. The modern town still retains the separation and distinct identity of its neighbourhoods.

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### Winnington Urban Village

2.1.11 In July 2000 Vale Royal Borough Council (the predecessor authority to Cheshire West and Chester) agreed to allow progression of proposals from Brunner Mond to redevelop redundant and under-used land at its Wallerscote/Winnington works site into an “Urban Village”, comprising a mixture of uses including residential, employment, leisure, a school, local services and open spaces.<sup>6</sup>

2.1.12 Following a number of twists and turns, construction finally started on the 1,200 home development in mid-2013.<sup>7</sup> Between 1st April 2014 and 31st March 2015, 159 homes were completed.<sup>8</sup>

2.1.13 At its current stage of development, much of the amenities residents of the Urban Village rely on, such as convenience shops, schools and healthcare facilities are outside the immediate area in neighbouring Winnington or further afield, causing pressure on those services.

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### Winnington

2.1.14 Winnington has a long association with the chemical industry, being the home of Tata Chemicals Europe (formerly Brunner Mond / ICI). Although soda-ash is no longer produced on the site, there is still a combined heat and power station that continues to supply electricity and steam to Lostock Works.<sup>9</sup>

2.1.15 There is a broad mix of housing, good recreation and sports facilities and a primary school.

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### Greenbank

2.1.16 The Greenbank neighbourhood is in two halves:

- To the south of Chester Road is predominantly social housing, with some privately rented or owner occupied houses interspersed.
- To the north is The Pippins – a meandering new build estate along the edge of the Moss Farm Leisure Complex.

2.1.17 Greenbank has a small parade of shops close to the railway station, and is well served for both primary and secondary schools.

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### Castle

2.1.18 Built on the site of a Roman Fort overlooking the River Weaver, Castle contains a broad range of house styles and tenures, including socially-rented tenements, Victorian terraces, semi-detached houses, bungalows,

and some larger detached houses.

2.1.19 Castle has a long parade of shops, including a number of restaurants, take-away food outlets and two public houses. The area is served by Charles Darwin Primary School. Verdin Park lies to the north.

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### Town Centre

2.1.20 The retail aspect of the town centre is covered in detail later in this section.

2.1.21 Much of the housing in the town centre has long since been demolished, but some still remains around the edges, along with some new-build retirement flats, sheltered accommodation and town houses. There is a play area and children’s paddling pool to the south, whilst the extensive Carey Park and the rest of the Northwich Community Woodlands lie to the north.

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### Leftwich

2.1.22 Leftwich has evolved in three distinct waves:

- The larger old detached and semi-detached houses along the London Road corridor;
- The post-war social-housing estate, built on the estate of Leftwich Old Hall;
- The more modern new-build estate, built on the estate of Brockhurst Hall.

2.1.23 Outline planning permission was been granted for a further 250 homes to the north east of Leftwich on the Dane Valley flood plain, whilst the Council did not have a five-year housing land supply.

2.1.24 Leftwich has a small parade of shops in the centre of the social-housing estate, as well as a day nursery, SureStart Children’s Centre, primary school, and the town’s main secondary school.

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### Witton

2.1.25 Witton covers most of the east side of Northwich and encompasses the station. There is a broad mix of housing of varying quality, including Victorian terraces and semi-detached houses, post-war social housing and some more modern bungalows.

2.1.26 There are two parades of shops, a primary school, and a number of parks and play areas.

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### Lostock

2.1.27 Although home to the town’s remaining soda-ash plant, Lostock is the smallest neighbourhood, built as it is along Manchester Road and encircled by Wincham Brook, Wade Brook and the Trent and Mersey Canal. Housing is predominantly Victorian terraces, with some more modern in-fill.



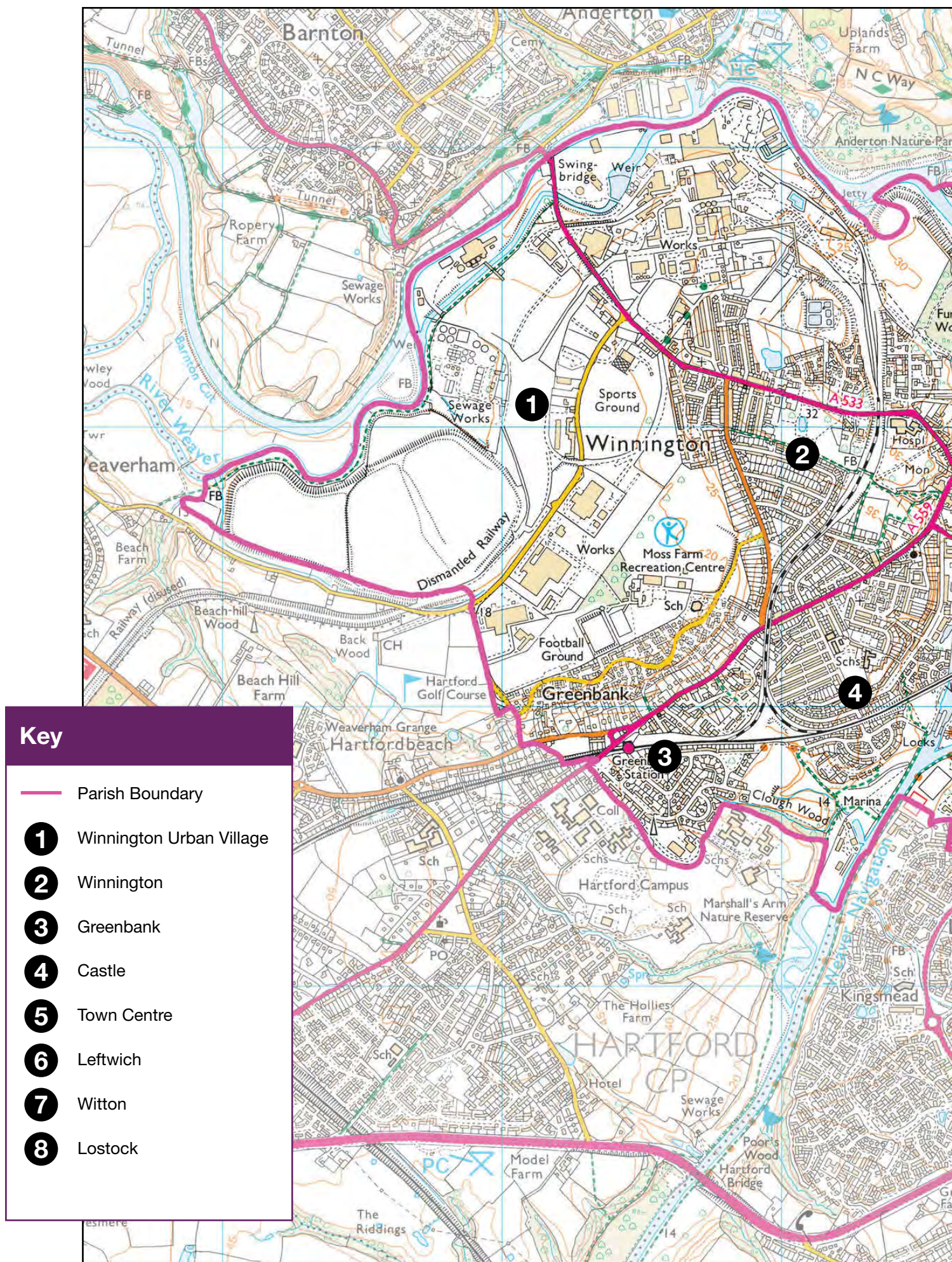
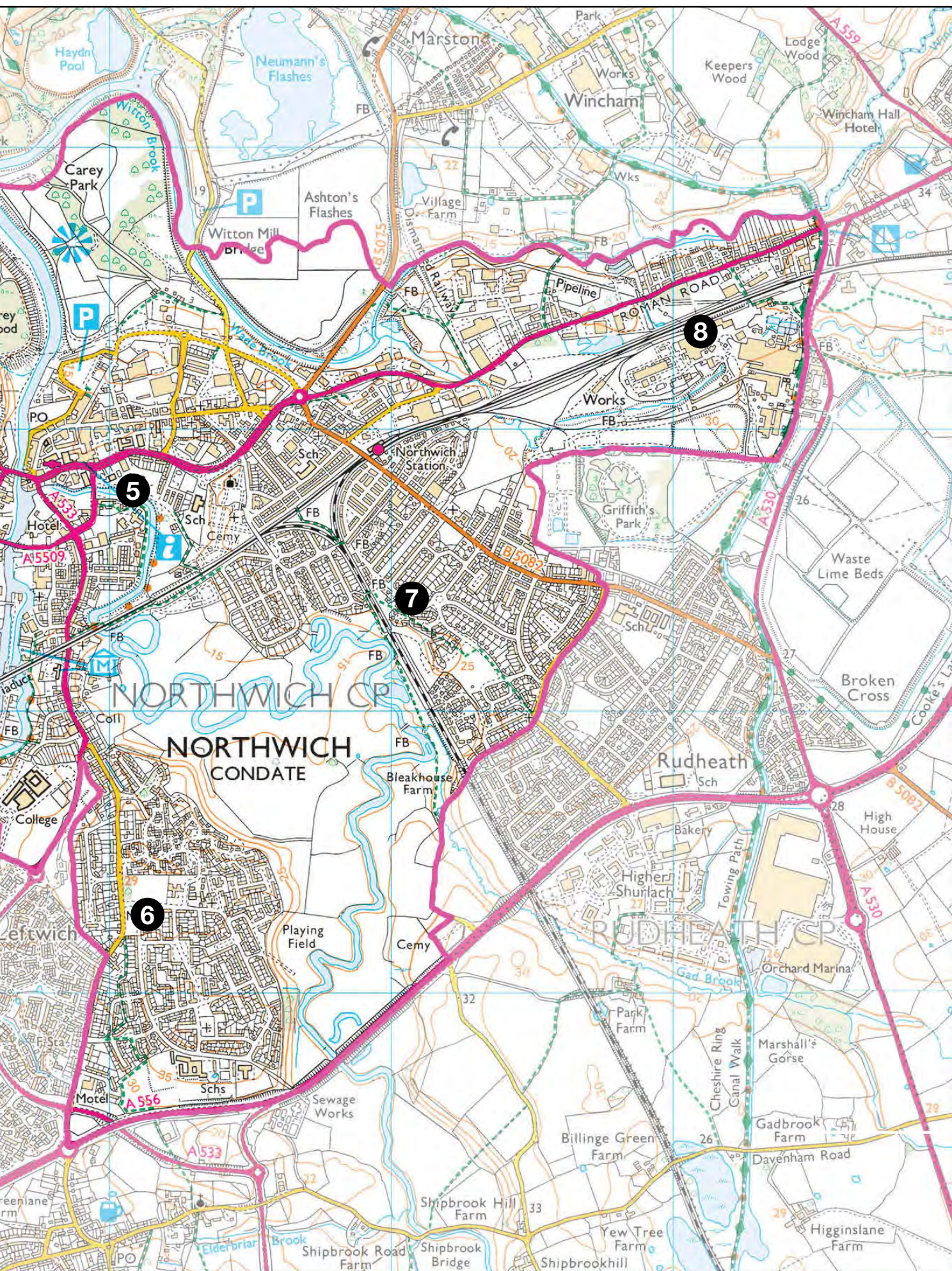
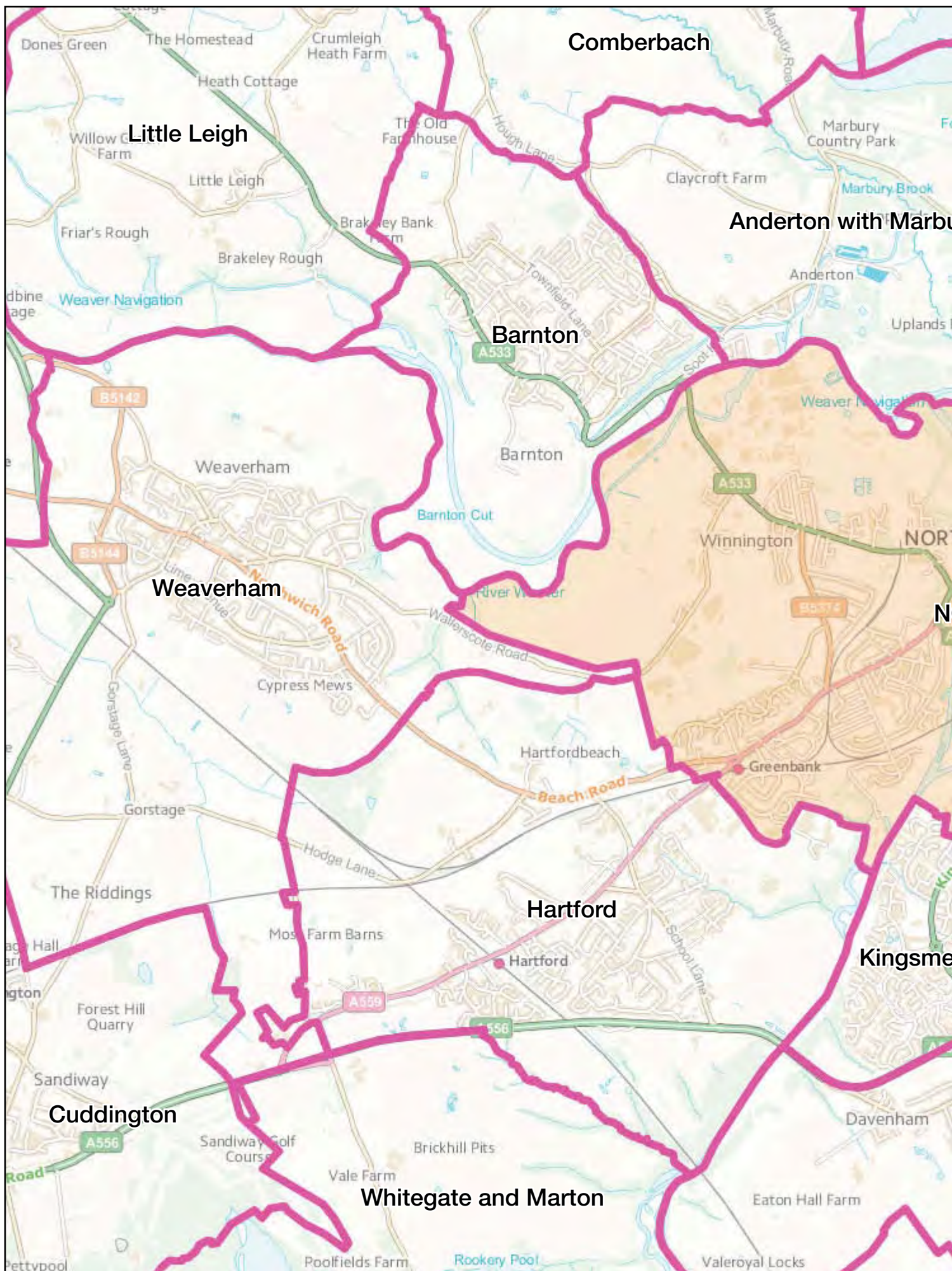


Fig 3: Map of Northwich Parish, the Plan area. Contains Ordnance Survey data © Crown copyright and database rights 2015.



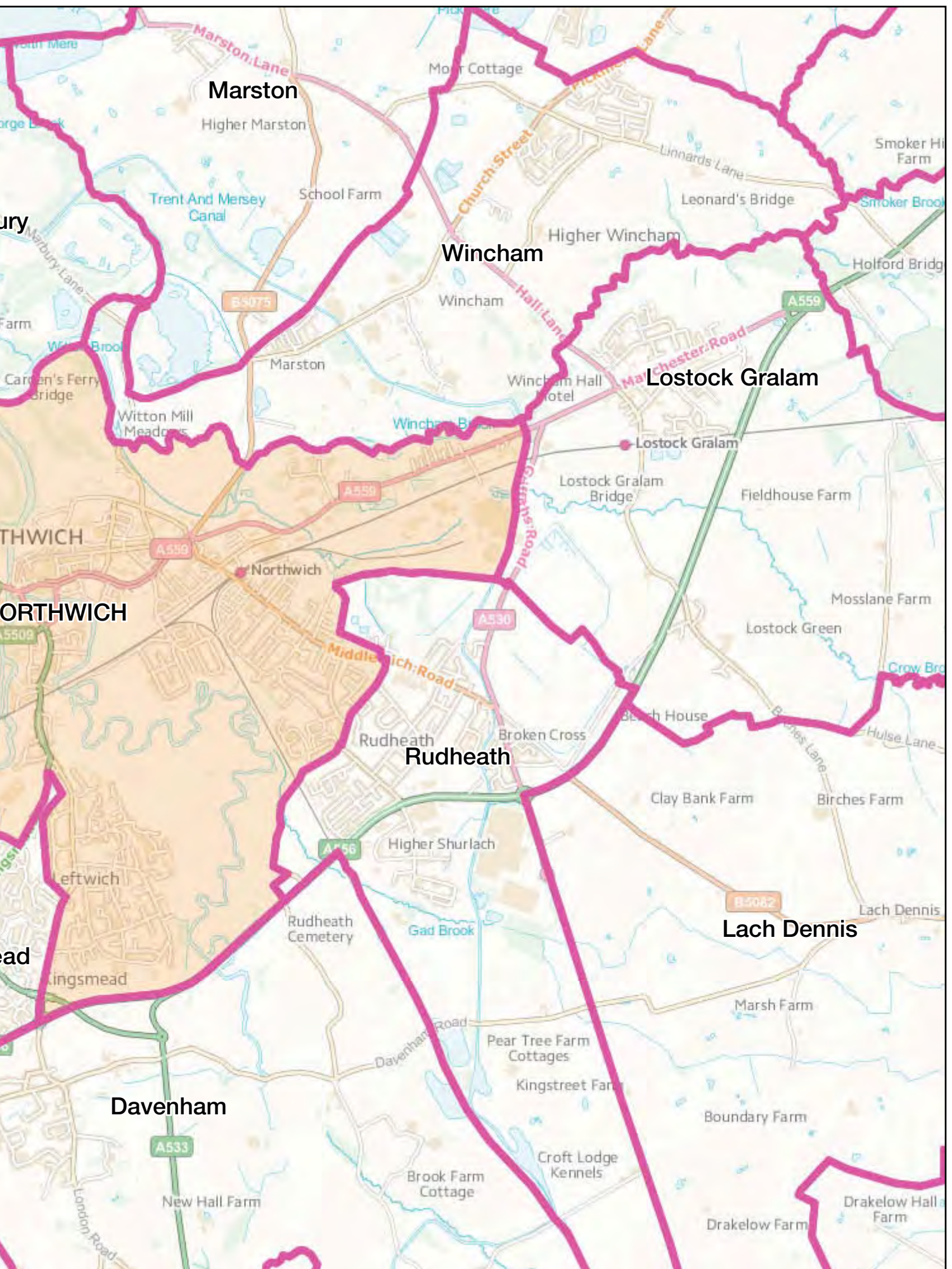




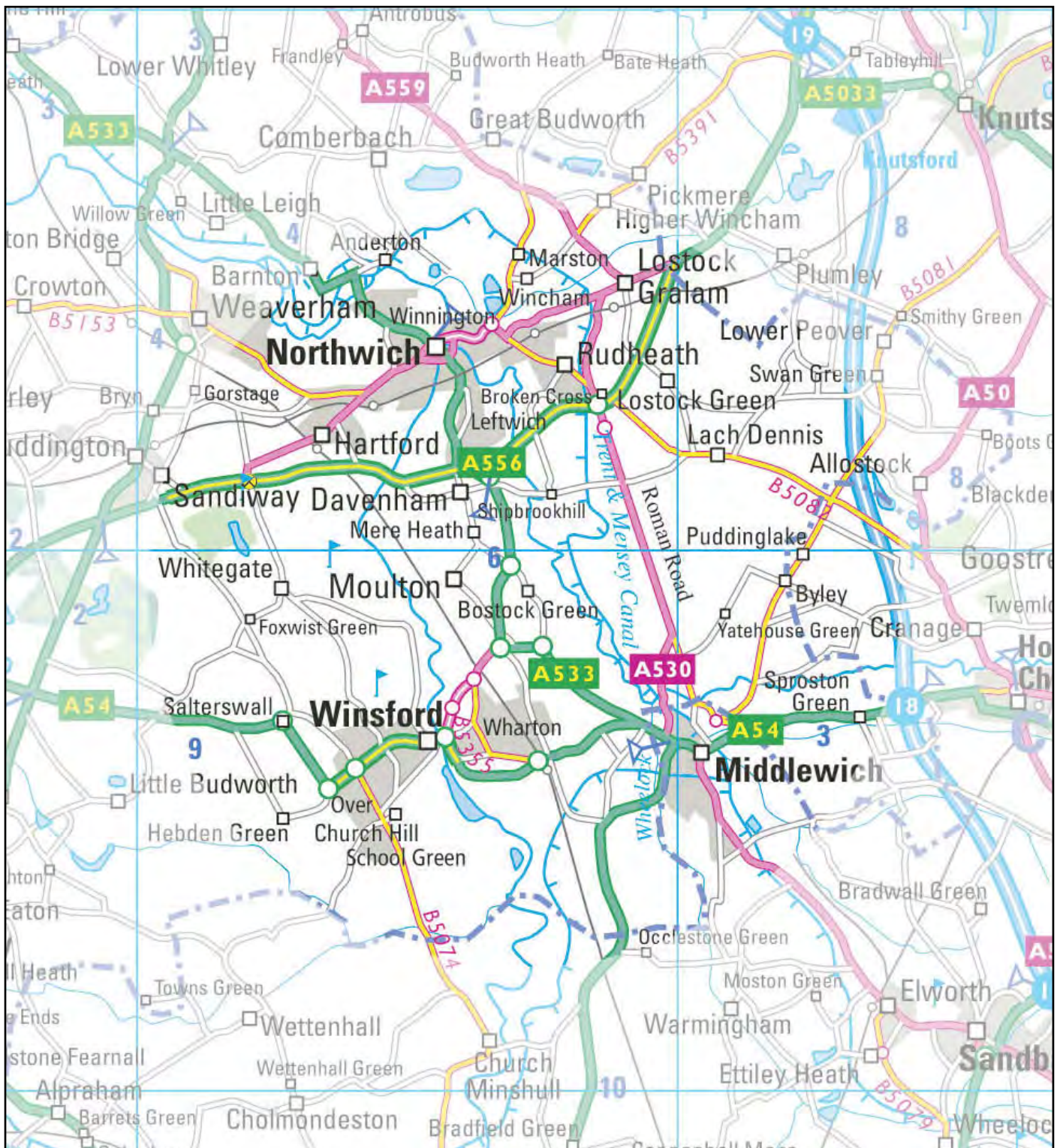


**Fig 4:** Map of Northwich in context with neighbouring parishes. Contains Ordnance Survey data © Crown copyright and database rights 2015.









**Fig 5:** Map of the Mid-Cheshire triangle: Northwich, Winsford and Middlewich. Contains Ordnance Survey data © Crown copyright and database rights 2015.





Fig 6: Map of the Northwich in regional context. © OpenStreetMap contributors.



## 2.2 Plan Baseline, Issues and Opportunities

2.2.1 When considering the issues and opportunities for Northwich, it is important to remember that the town does not exist in a vacuum. Northwich as a parish (and indeed Plan area) has the unusual distinction of being relatively small, whilst being adjoined by nine other parishes with a population which, to a greater or lesser degree, would still consider Northwich its “home” town, and would use the Town Centre, recreation facilities, etc.

2.2.2 Likewise, recreation facilities, employment areas, and major transport links exist just outside the Plan area that are nonetheless used by Northwich residents.

2.2.3 As a planning unit, the Cheshire West and Chester Local Plan considers Northwich to be the town of Northwich (including Kingsmead) and adjoining settlements of Anderton, Barnton, Davenham, Hartford, Lostock Gralam, Lower Marston, Lower Wincham, Rudheath and Weaverham.<sup>10</sup>

2.2.4 The following paragraphs consider the baseline position for the Plan, as well as issues and opportunities for each topic area. Where appropriate, this will acknowledge amenities outside the Plan area, clearly indicating as such.

### Retail and Commercial

2.2.5 Northwich Town Centre is the area bordered by Chesterway, Venables Road, Leicester Street and the River Weaver.

2.2.6 Its main focus is Witton Street, which provides a range of mainly comparison shops (that is, shops selling items such as clothes, books, electrical goods and so on, as well as cafes and restaurants), including a number of independent retailers.

2.2.7 While some retail services have been lost in recent years<sup>11</sup>, the range offered by the town is still relatively good and well used by local residents, in particular the elderly members of our community and those residents without access to their own transport.

2.2.8 The southern area of the Town Centre is dominated by the 1960s Weaver Square Shopping Centre, which was acquired by Cheshire West and Chester Council in 2014<sup>12</sup>. There are currently many empty shops, as well as a somewhat forlorn indoor and covered outdoor market. Both are in sharp contrast to the thriving monthly Artisan Market held on Witton Street.

2.2.9 The majority of the northern area of the Town Centre is the Baron's Quay development area: a major regeneration scheme aiming to provide a step change for the town centre, with a much improved retail and leisure experience, whilst addressing the serious vitality



Fig 7: Northwich Artisan Market along Witton Street.



Fig 8: “Town Square” in the Weaver Square Shopping Centre.

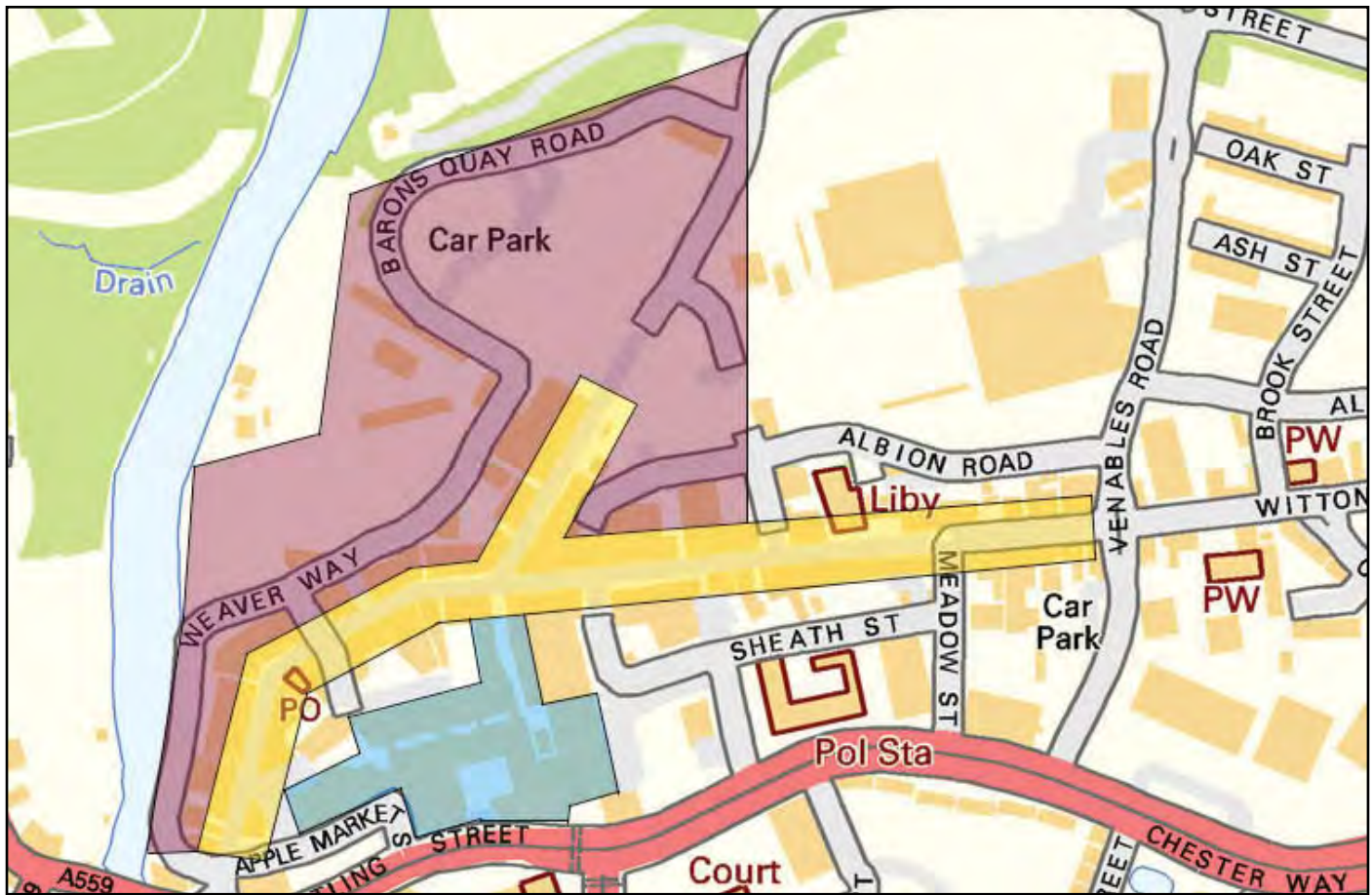
and viability issues currently being experienced in the Town Centre.<sup>13</sup> It aims to provide a new cinema and variety of leisure activities, connections with the river and open space, significant new retail including comparison shopping and a large food store, a series of new public realm spaces, environmental enhancements, access, car parking and highways improvements.

2.2.10 Currently, whilst there are some pubs, leisure and “evening economy” activities are very limited. It is likely this need will be addressed by the Barons Quay scheme.

2.2.11 One of Northwich Town Centre’s unique selling points is the free parking in all Council and most store car parks. Our surveys showed this was highly valued by respondents, and that more should be encouraged.

2.2.12 With all of the long-stay car park capacity concentrated on one side of the town, the options for Town Centre workers have been limited, with consequences for neighbouring residential streets.

2.2.13 In September 2014, the Town Centre became West Cheshire’s first town centre Business Improvement



**Fig 9:** Map of Town Centre showing: Barons Quay scheme (purple); existing retail area (yellow); Weaver Square and markets (blue). Contains Ordnance Survey data © Crown copyright and database rights 2015.

District (BID). BIDs are unique in that they are funded by a levy on the businesses in the area, who then have a direct say on how the money is spent. The investment over the five-year lifespan of the BID will focus on improving the marketing and profile of Northwich, developing and enhancing the portfolio of events and festivals, and supporting businesses and shop owners to create a better connected Town Centre.<sup>14</sup>

2.2.14 Cheshire West and Chester Council's Retail Update Study (2011) recommended that major growth and investment should be focused on Northwich to promote the town as a strategic centre.<sup>15</sup> In particular, the Cheshire West and Chester Local Plan identifies that Northwich has an immediate need for between 8,300sq.m and 17,000sq.m of food retail space, and a long term requirement for up to 2,600sq.m of non-food retail space.<sup>16</sup>

2.2.15 Along with already consented development, the Barons Quay scheme should meet all identified capacity for non-food retail up to 2030, and the majority of identified food retail capacity.<sup>13</sup>

2.2.16 The Cheshire West and Chester Local Plan sets out a number of important strategic policy relating to the

development of town centres in general and Northwich Town Centre in particular, to which the Neighbourhood Plan must conform:

2.2.17 Outside the Town Centre, there are a number of neighbourhood shopping parades, of varying size and success. These are:

- Chester Road, Castle
- Winnington Lane, Winnington
- Greenbank Lane, Greenbank
- Station Road, North Witton
- Middlewich Road, South Witton
- Clifton Drive, Leftwich
- Manchester Road, Lostock

2.2.18 Also on Manchester Road is the Northwich Retail Park, which is a small out-of-town retail park consisting of a number of national chains, including B&Q, Next and Currys PC World.



## Employment and Education

2.2.19 Northwich has three key industrial locations, all located on the edge of the town:

- Winnington Avenue Engineering Park
- Winnington Works
- Lostock Works

2.2.20 Lostock Works is easily accessible via main roads and has a branch railway running through it. As such, it is an area of growth, seeing a number of businesses expanding in recent years.<sup>17</sup> Under ENV 8 of the Cheshire West and Chester Local Plan, some land at Lostock Works is allocated for Waste Management use, including an Energy from Waste Plant.<sup>18</sup>

2.2.21 Both Winnington sites suffer from poor road access. Winnington Avenue Engineering Park is much underused with many units lying empty. Recent planning applications in the area have sought alternative uses, including partial demolition in favour of housing, and the establishment of a “dog daycare” centre. The former application was permitted.

2.2.22 There are a number of smaller industrial areas within the town, including:

- Hollands Road
- Queen Street / Dock Road
- Denton Drive

2.2.23 To the south east of Northwich in Rudheath Parish there is a Morrison’s Distribution Centre, a major local employer. Morrison’s have seven distribution centres in England, making this one of their key locations for the region.

2.2.24 Although there is some office supply in the Town Centre, the majority of office-based employment is at the

two very successful business parks:

- Gadbrook Park (in Rudheath); and
- Cheshire Business Park (in Lostock Gralam).

2.2.25 Like the Town Centre, Gadbrook Park is designated as a Business Improvement District.

2.2.26 Under policy *STRAT 5 Northwich* of the Cheshire West and Chester Local Plan, a minimum of an additional 30 hectares of land for business and industrial development must be provided by 2030 in the wider Northwich area.<sup>19</sup>

2.2.27 Within the Plan boundary there are five primary schools, a secondary school and a sixth form college. The sixth form college, Sir John Deane’s, is consistently rated among the top ten in the country for its students’ A-level results.



Fig 11: Victoria Road Primary School, Witton.

2.2.28 Falling just outside the border of the Plan area there are a further three primary schools, three secondary schools, a further education college and two schools catering for children with special educational needs.

2.2.29 There is little data on apprenticeships that relates specifically to Northwich. However, from data published by the Department for Business, Innovation and Skills, we do know that for Weaver Vale Westminster Parliamentary Constituency between 2011 and 2014:

- The number of workplaces offering apprenticeships increased slightly from 410 to 440;<sup>20</sup>
- The number of people starting apprenticeships decreased from 1,100 to 830.<sup>21</sup>

2.2.30 We can only speculate about why this decrease might have occurred, but given that the number of apprenticeship vacancies increased nationally from 101,270 to 166,150 over the same period<sup>22</sup>, it is unlikely to be an issue of lack of supply.



Fig 10: Gadbrook Park (bottom and central), Morrisons Distribution Centre (top) and Roberts Bakery (left). © Fifield Glyn 2007.

## Housing

2.2.31 Northwich parish itself has a population of around 20,000. Including the adjoining parishes brings this number up to 53,391. Policy *STRAT 5 Northwich* of the Cheshire West and Chester Local Plan requires a minimum of 4,300 homes to be provided by 2030. Assuming that this requirement is met, we can expect the population to increase by around another 10,000.

Population	Census 2001	Census 2011
Northwich	19,259	19,924
Adjacent Parishes	29,366	34,038
<b>Total</b>	<b>48,043</b>	<b>53,391</b>

**Fig 12:** Population growth between 2001<sup>23</sup> and 2011<sup>24</sup> of Northwich and its adjacent parishes (Anderton with Marbury, Barnton, Davenham, Hartford, Kingsmead, Lostock Gralam, Rudheath, Weaverham and Wincham).

Estimated Population Growth	
Census 2011 Population <sup>24</sup>	53,391
Census 2011 Number of Households <sup>25</sup>	22,918
Average No. People per Household	~ 2.33
STRAT 5 Housing Requirement <sup>19</sup>	4,300
<b>Estimated 2030 Population</b>	<b>63,409</b>

**Fig 13:** Estimate of population growth using Census data.

2.2.32 A review of available housing data shows:

- The majority of homes within the town are houses (85.8%). Of these, most are either semi-detached or terraced. The remaining homes are either flats (14.1%) or park homes (<0.1%).<sup>26</sup> This is roughly in line with the rest of Cheshire West and Chester, though the proportion of detached houses tends to be higher elsewhere.
- Home ownership is below average for the authority (62.4%). Correspondingly rates of social housing (18.1%) and private rented housing (17.2%) are above average for the authority. However, all are roughly in line with the regional and national averages.<sup>27</sup>
- Average house prices tend to be lower in Northwich than other rural areas in east and mid-Cheshire.<sup>28</sup> Despite this, consultation with local people has revealed that there are still concerns over affordability, with 69% believing that either more or a lot more affordable housing is needed.

2.2.33 Northwich has a wealth of previously developed land, largely from its industrial past. When asked what the best approach would be to new housing development in Northwich, 86.9% of participants responded that using previously developed land would be best.



**Fig 14:** London Road, Leftwich.



**Fig 15:** Solvay Road, Winnington.



**Fig 16:** Woodier Close, Witton.



**Fig 17:** Freshwater View and Marine Approach, Town Centre.



## Environment - Natural and Built

2.2.34 Due to the size, history and geography of Northwich, there are a plethora of environmental issues to consider when planning for the town's future.

### Rivers and Landscape

2.2.35 The confluence of the River Weaver and the River Dane, and the valleys that surround them are a key part of the character of Northwich – a fact underlined by the consultation with residents, which rated this element as most valued in Northwich's environment.

### Open Spaces

2.2.36 There are a variety of open spaces in Northwich, each fulfilling a different role:

- Formal urban parks, such as Verdin Park or Vickersway Park, which serve a recreation purpose and are used for town events;
- Sports grounds, such as Moss Farm, which are used for football, rugby, cricket, amongst other sports;

- Country parks with marked paths and cycle ways, such as the Northwich Community Woodlands. As well as providing an important recreational function, these are also ecologically important;
- Unmanaged open spaces, such as the Dane Valley, which are no doubt enjoyed for their stunning views, but primarily fulfil an ecological role.

2.2.37 According to the consultation, the town's open spaces were the second-most valued element of Northwich's environment.

### Ecology

2.2.38 To the north of the Town Centre there is the Witton Lime Beds Site of Special Scientific Interest (SSSI)<sup>53</sup>. This area was notified in 1979 because of the wide range of plant species within it, many of which are rare in Cheshire and more typical of dune "slacks". The high calcium content of the soil encourages large numbers of snails and ten species have been recorded.

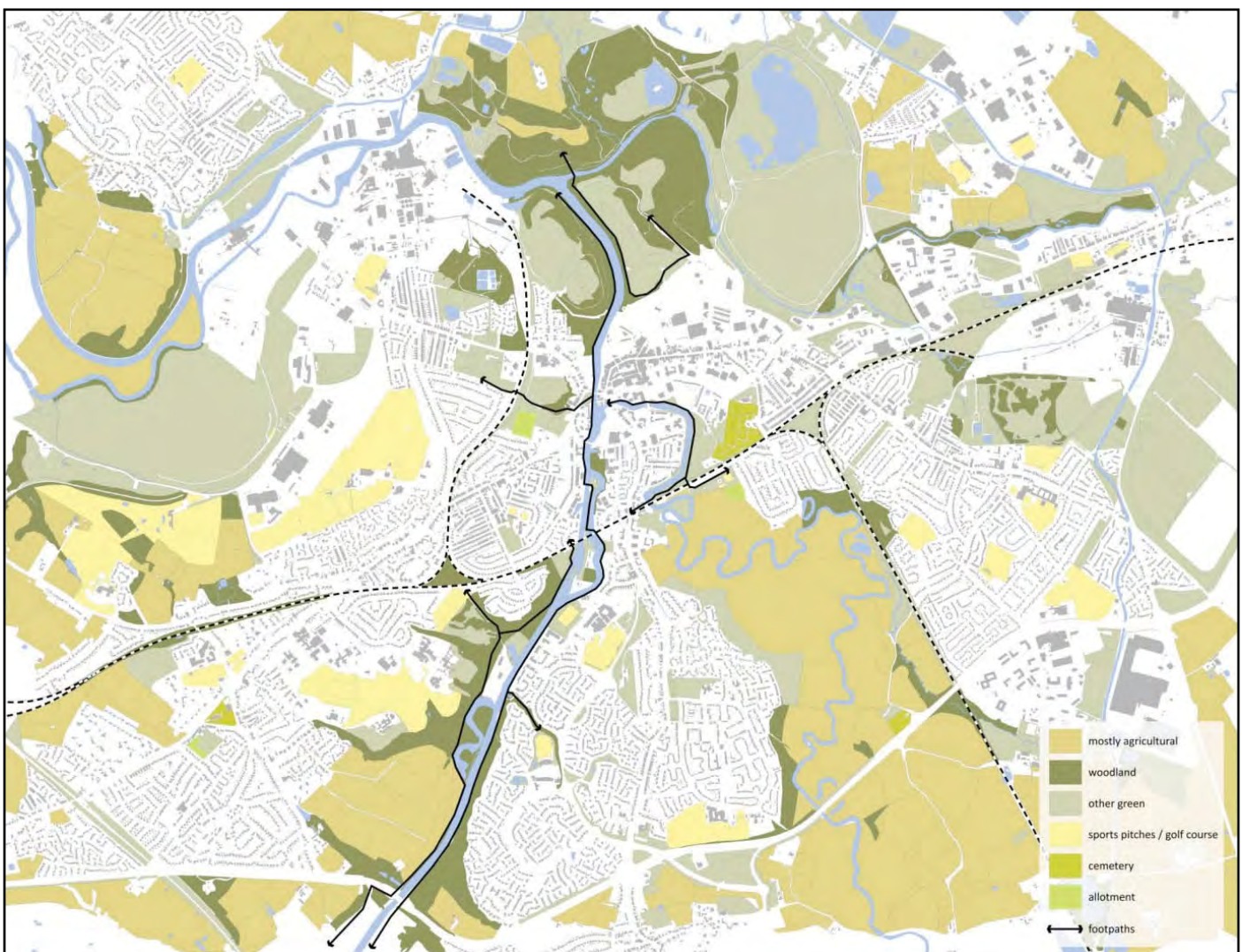


Fig 18: Map of green spaces in the Northwich area. © Urban Roots 2014.



## Flooding

2.2.39 Unsurprisingly, given its geographical position, flooding has been a problem in Northwich over the years, particularly in the Town Centre. Whilst the River Weaver is an extremely well controlled navigation with a series of locks and sluice gates both upstream and downstream from Northwich, the River Dane is one of the few remaining “natural” flowing rivers in Cheshire, and as such has a unique hydromorphology.

2.2.40 The Environment Agency is currently engaged in a programme of construction of flood defences in the Town Centre to protect it from future flood events.<sup>29</sup>

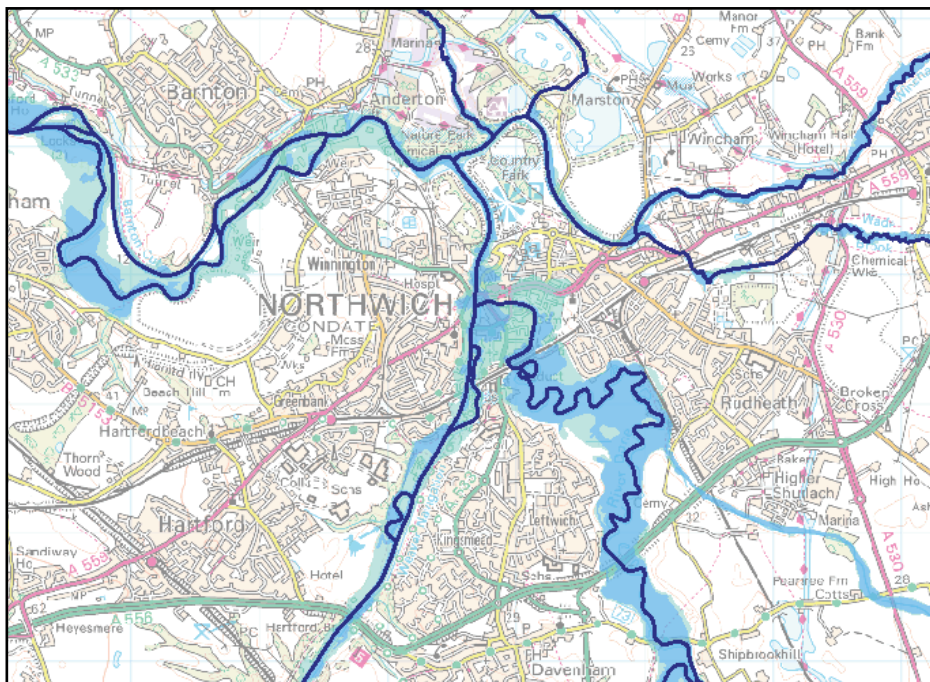


Fig 19: Flood risk map of Northwich. Source: Environment Agency. Contains Ordnance Survey data © Crown copyright and database rights 2015.

## Heritage

2.2.41 An Area of Archaeological Potential has been identified, covering much of Castle and the Town Centre, as well as the area around St Helen's Church in Witton. A number of small scale excavations have taken place, although these have been restricted to the area of the Roman town. This led to the discovery of large quantities of pottery outside the known fort area, suggesting the presence of a civilian settlement (a “vicus”).<sup>2</sup>

2.2.42 Owing to Northwich's history of subsidence, there are now very few pre-Victorian structures remaining in the town. Those that there are tend to be afforded some protection, either through listed building status, or through the Town Centre Conservation Area (see Appendix 5.2, Fig 62), though some notable buildings do fall outside of the protection of either.

2.2.43 Many of the surviving buildings in the Town Centre have unique properties, and need to be protected and enhanced. These buildings tend to have a “black and white” Tudor-style appearance, are timber framed, and crucially are built on a steel framed base. This allowed these buildings to be “jacked up” in the event of



Fig 21: The old Post Office, now The Penny Black pub.

subsidence, and in one case moved on rollers 185 feet along the road.<sup>30</sup> It is these buildings that give the town its distinctive character.

2.2.44 The Northwich Townscape Heritage scheme is attempting to secure the future of these buildings and has been successful with a Stage 1 Bid to the Heritage Lottery Fund for their repair and maintenance.<sup>31</sup> A Stage 2 Bid is currently being prepared and, if successful, will allow owners and leaseholders to apply to the scheme for part-funding to improve the architectural features and structure of the building.



Fig 20: The Grade I listed St Helen's Church, Witton.

## Ground Conditions

2.2.45 The Town's industrial heritage means that some areas of land (particularly in Winnington and Lostock) have problems with contamination, making these areas more difficult and potentially expensive to build on. Consultation with residents revealed that these previously-developed sites are the areas people would most like to see re-used for future development.



## Transport and Infrastructure

2.2.46 Northwich is well connected by road to Manchester and Chester via the A556 trunk road, but connections within the town and to the surrounding villages (particularly to the north) are less good. The Cheshire West and Chester Local Transport Plan 2011 records congestion hot-spots<sup>32</sup> in:

- the Town Centre;
- A533 through Winnington (including Winnington Bridge);
- A556 around Gadbrook Park;
- A559 through Hartford; and
- B5082 Middlewich Road, Rudheath.

2.2.47 In recent years attempts have been made to resolve Town Centre congestion through the trial and eventual permanent implementation of a one-way loop around the Town Centre bridges. Consultation with residents suggests that this has had mixed success with residents in Winnington generally positive and residents in Castle more negative.

2.2.48 There are two railway stations in Northwich serving residents either side of the River Weaver, though neither is particularly near the Town Centre.

2.2.49 Both stations are on the Mid-Cheshire Line, with trains running between Manchester and Chester. Access for the disabled has been identified as a particular issue at Northwich station. Following publication of the Government's Invitation to Tender (ITT) for the Northern Rail Franchise on 27th February 2015, it looks likely that services on this line will see a number of improvements, including newer rolling stock and more frequent

services<sup>33</sup>.

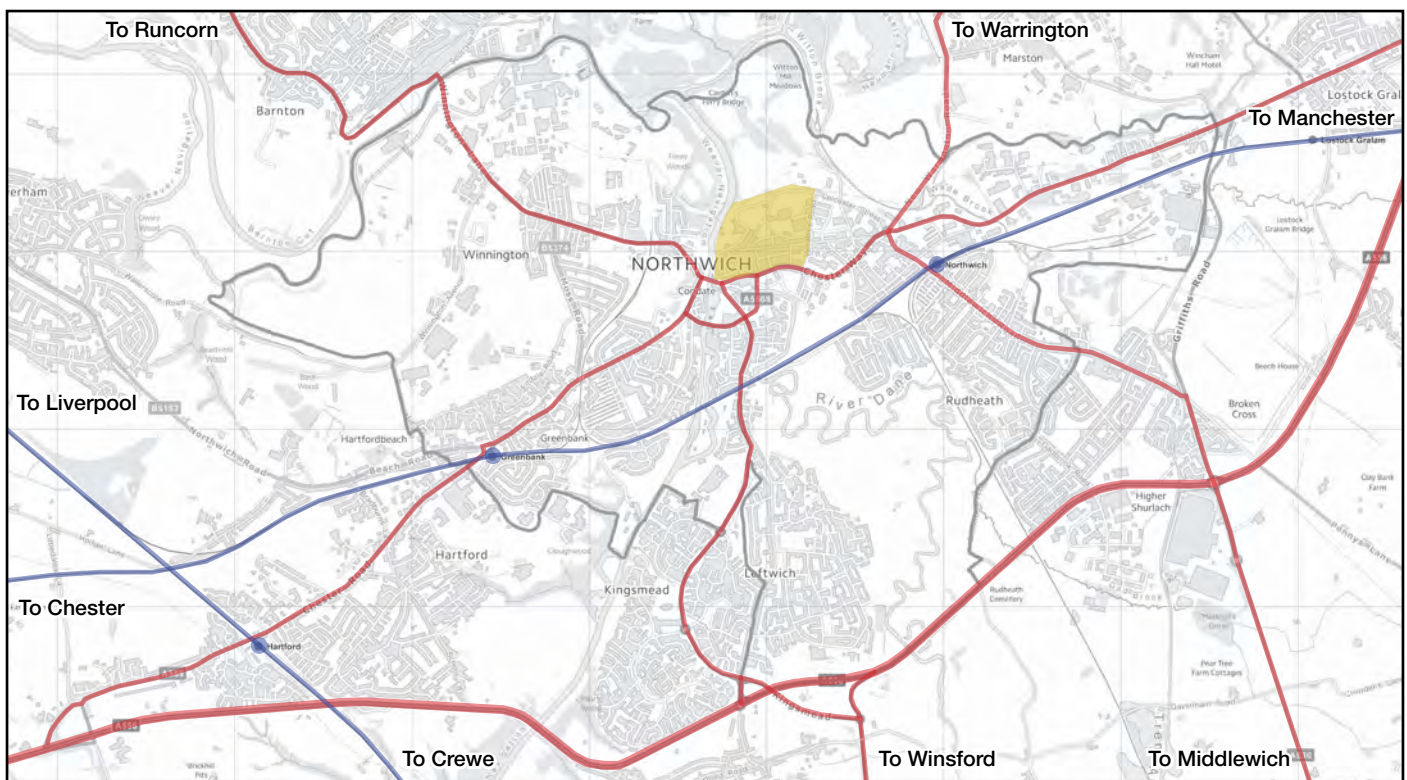
2.2.50 Access to rail services to Liverpool and London (via Crewe) is provided from Hartford station, just outside the Plan area.

2.2.51 A branch line runs between Sandbach and Northwich via Middlewich, which was closed to passenger services in 1960. The Mid Cheshire Rail Users Association has been campaigning for some years to have the line re-opened to passengers. A feasibility study commissioned in 2009 estimated a benefit to cost of around 5:1.

2.2.52 Bus services are the principal means of travelling by public transport to the villages surrounding Northwich. In consultation with residents, 63.5% respondents believe more bus services are required to outlying districts, whilst 70.0% believe better connections are needed between the railway stations and the Town Centre.

2.2.53 Northwich residents tend to live closer to their place of work than the national average<sup>34</sup>, and are much more likely to drive to work<sup>35</sup>. Use of public transport for commuting is employed by only 2.5%, compared to 11.0% nationally, whilst walking and cycling are proportionally more popular at 10.1% versus 8.9%.

2.2.54 The existing cycle network is relatively limited in its extent and relies upon a mix of signed on-road routes and a number of off-road routes that range in quality from good quality to narrow poorly designed link paths where cyclists currently have to dismount.<sup>36</sup> The Town Council has commissioned a report from Sustrans to look in detail at the existing cycling provision in Northwich and suggest a strategy for improvements. The results of this study have been used to inform the Plan.



**Fig 22:** Transport map of Northwich. Key road routes are shown in red; rail routes in blue; Town Centre in yellow. Contains Ordnance Survey data © Crown copyright and database rights 2015.

## Health and Wellbeing

2.2.55 Northwich has a range of community services and facilities that support the health and wellbeing of local residents. Some examples are:

- **The Victoria Infirmary (VIN).** This is a small hospital on the outskirts of the Town Centre providing dedicated support services, a Minor Injuries Unit, a Therapy Services department which includes a Hydrotherapy Pool, as well as other outpatient services.<sup>37</sup> The consultation with residents suggested the VIN is highly valued, with 80.8% suggesting services should be enhanced, versus 19.2% saying they should be maintained at the current level.
- **Five GP Practices.** An analysis of official data in December 2014 by *GP* magazine showed that the NHS Vale Royal CCG was in the upper quartile in terms of GP workload, with an average of 2,007.91 patients per full-time equivalent GP.<sup>45</sup>
- **Moss Farm and Memorial Court Leisure Complexes.** Between them they provide spaces for various sporting activities, and swimming and gymnasium facilities. Whilst the facilities at the Memorial Court are brand new, Moss Farm's facilities are somewhat dated and require improvement. An outdoor gym, bowling green and tennis courts are available at Vickersway Park.
- **Parks and open spaces.** These are covered in more detail in the Environment section of this chapter.
- **Four allotment sites:** Winnington and Austin Street, which are managed by the Town Council, and Queensgate and Vickersway, which are managed by their own association.<sup>38</sup> The Town Council is currently undertaking a programme of improvements at the Austin Street site to enhance facilities and increase the number of available plots. It is expected that this will clear the waiting list, once the work is complete.
- **Grozone.** This is a community garden, horticulture and wildlife project just outside the Town Centre. It is run by Groundwork CLM in partnership with many other organisations.

2.2.56 As documented in the Transport and Infrastructure section of this chapter, cross-town safe cycling routes are limited in extent and there is very little provision for cycle storage in the Town Centre or in the Business Parks.

2.2.57 Measures of deprivation, fuel poverty and life expectancy are difficult to obtain at the Civil Parish level, but we can get a feel for the rates of each by examining the figures for each Unitary Ward<sup>39</sup> that extends totally or partly into the Plan Area. In each measure, we find that the figures vary significantly from one part of the town to another.

Life Expectancy at Birth	Male	Female
Winnington and Castle	75.3 🚩	79.7 🚩
Witton and Rudheath	77.7 🚩	81.7 🚩
Davenham and Moulton	79.0 🟢	82.9 🟢
Hartford and Greenbank	82.4 🟢	87.7 🟢
<b>Cheshire West and Chester</b>	<b>79.1 🟢</b>	<b>82.6 🚩</b>
<b>England</b>	<b>78.9 🟡</b>	<b>82.8 🟡</b>

Fig 23: Life expectancy at birth (2008-2012), with indicators showing whether the figure is above/below the England average. Source: Public Health England. © Crown copyright.

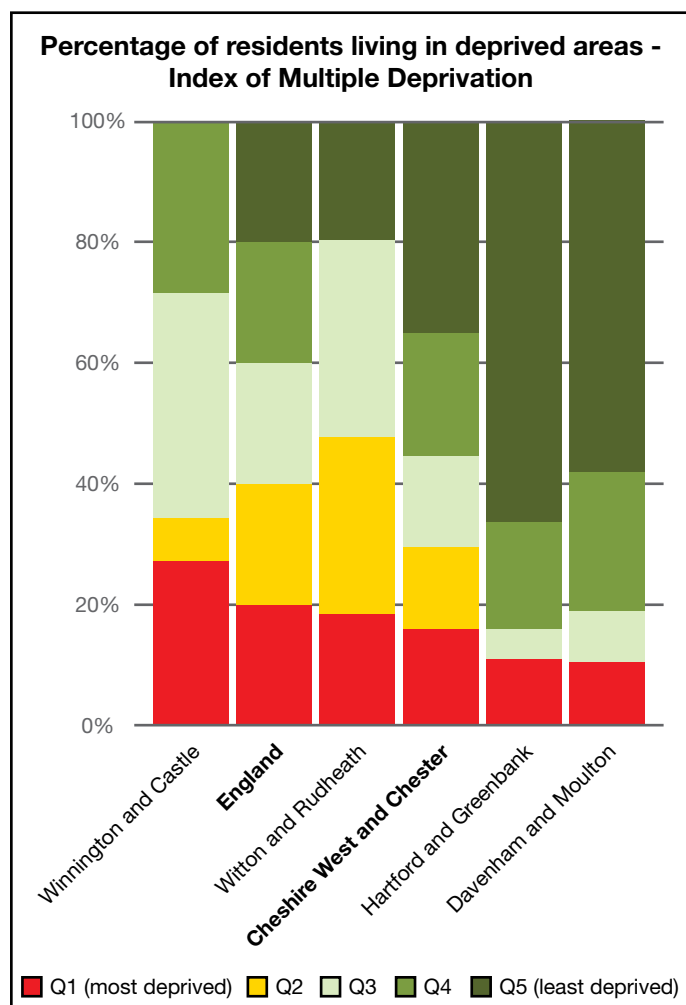


Fig 25: Index of Multiple Deprivation 2010. Source: Cheshire West and Chester Council.

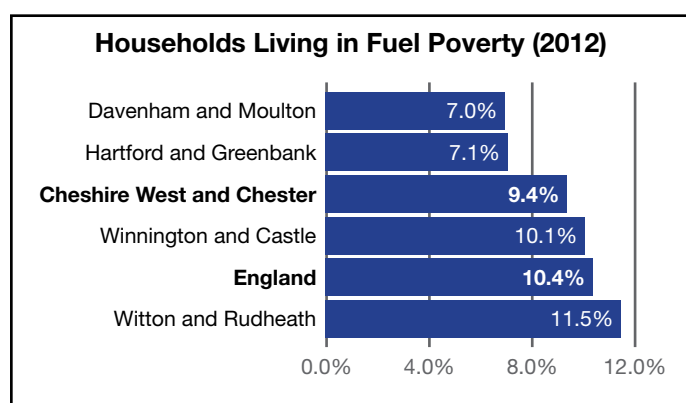


Fig 24: Fuel poverty - low income high cost measure (2012). Source: Fuel Poverty Index 2012, Department for Energy and Climate Change.

The relationship between Unitary Wards and the Plan area is shown in Appendix 5.2, Fig 64.



## Recreation, Tourism and Waterways

2.2.58 Northwich's range and extent of recreation facilities has been well explored earlier in this section, but to summarise:

- There are outdoor and indoor sports facilities at **Moss Farm and Memorial Court Leisure Complexes**, as well as facilities at **Sir John Deane's College** and **Winnington Park Recreation Club** that are open to the public. Moss Farm, in particular, is in need of investment to modernise some of the facilities;
- There are a number of parks and play areas, in particular, the town's two main parks, **Verdin Park** and **Vickersway Park**;
- The **Northwich Community Woodlands** consists of some 323 hectares of woodland and open space, and is well used by walkers and cyclists.

2.2.59 In the consultation, residents were asked what additional recreation / leisure facilities are needed in the town. By far the most popular choice was a cinema, with a rating average of 4.43 (where 1 is strongly oppose, and 5 is strongly in favour). A cinema is planned to be delivered as part of the Baron's Quay development in the Town Centre.

2.2.60 Northwich has an established cultural scene, with a number music, drama, literature and art groups operating around the town. Although some are coordinated by DAN (Development of Arts in Northwich), the lack of an arts centre or cultural hub means that many activities operate independently.

2.2.61 The Harlequin Theatre has since 1985 occupied an old warehouse on Queen Street to the south of the Town Centre, while the ArtWork Studios and Gallery moved into their home – an old printworks on Navigation Road – in 2013.

2.2.62 Largely because of the town's industrial past, little emphasis has been placed on tourism in Northwich until relatively recently. With the extensive woodlands and open spaces surrounding the town, the ongoing regeneration project in the Town Centre, and the unusual position on the confluence of two rivers, Northwich has perhaps the greatest untapped tourism potential of any town in the North West.

2.2.63 According to a STEAM (Scarborough Tourism Economic Activity Monitor) analysis published by Marketing Cheshire in 2013, Cheshire West and Chester's tourism industry is worth £1.45 billion, and supports over 20,000 FTE jobs.<sup>39</sup> It is not known what Northwich's share of this is, but it's fair to say a substantial portion of this is due to Chester, with its Roman heritage, Chester Racecourse (the Roodee), and Chester Zoo. Northwich's challenge is to offer something different and unique to bring visitors into town.

2.2.64 Either in Northwich or just outside it (denoted by a \* below), there are three key museums and attractions, two of which are Scheduled Monuments:

- **Anderton Boat Lift\***, which is perhaps best described by the Canal and River Trust as "*an incredible edifice, perched on the banks of the River Weaver like some giant three-storey-high iron spider*".<sup>41</sup> The Boat Lift was built by Edwin Clark in 1875 to lift cargo boats the 50 feet from the River Weaver to the Trent and Mersey Canal. Nowadays, it attracts around 120,000 people a year<sup>42</sup> to visit the exhibitions, take a ride on the lift, or take a river trip;
- **Lion Salt Works\***, which is a restored historic open-pan salt making site. The attraction opened in June 2015 after a £10.23 million project to restore the works and surrounding buildings.<sup>43</sup> It is located in Marston, just outside Northwich, alongside the Trent and Mersey Canal;
- **Weaver Hall Museum and Workhouse**, which exhibits the history and industry of West



Fig 27: Lion Salt Works. © West Cheshire Museums.



Fig 26: Anderton Boat Lift. © Canal and River Trust.



Fig 28: Weaver Hall Museum and Workhouse. © West Cheshire Museums.



Cheshire in the setting of the old Northwich Union Workhouse building, built in 1837.<sup>44</sup> The Weaver Hall Museum is located in Leftwich adjacent to the River Weaver and welcomes around 15,000 visitors annually<sup>42</sup>.

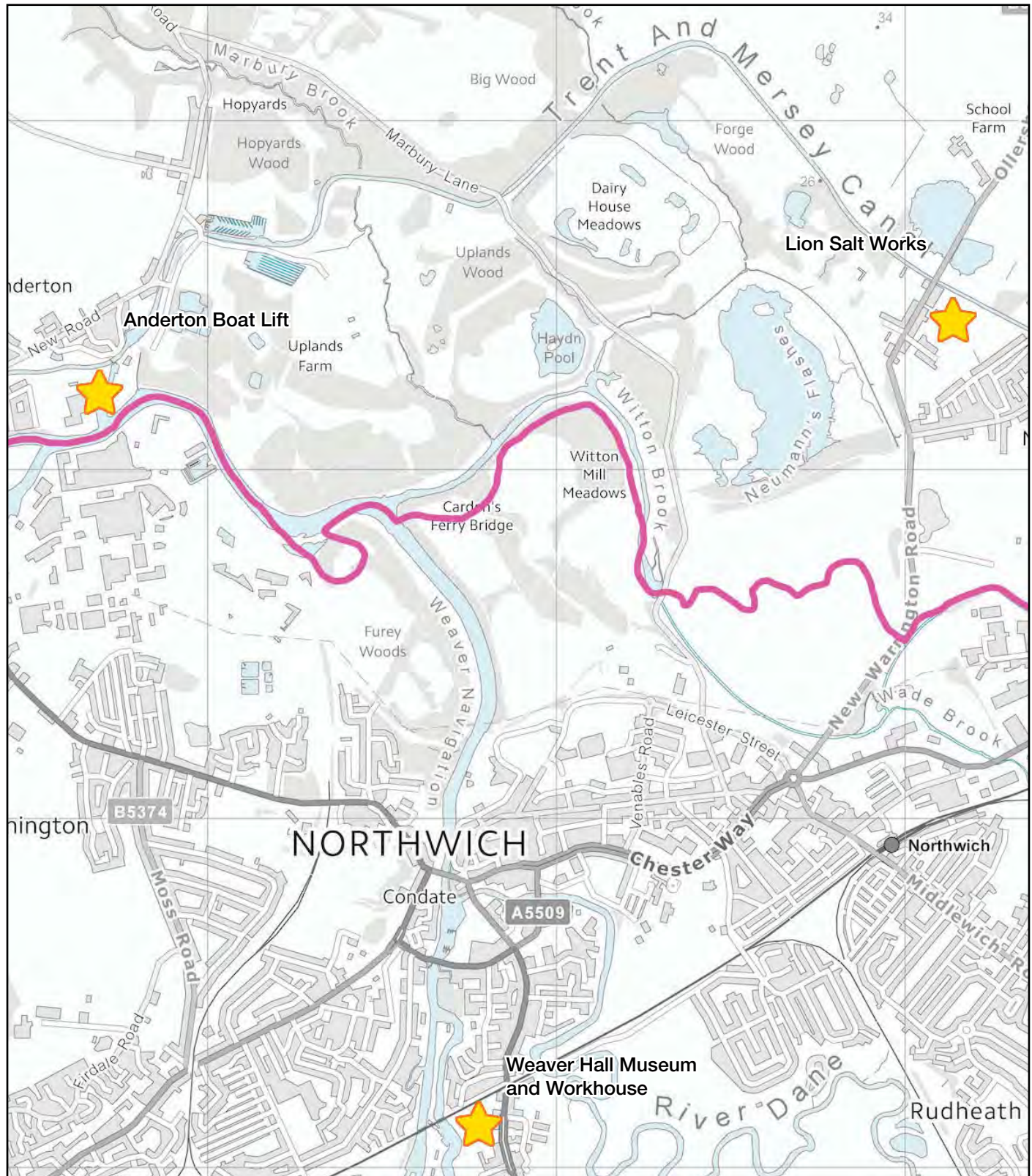
2.2.65 Despite all three attractions being linked by waterways (if not by boat), very little has been made of the waterfront in Northwich up until recently. The Town Centre has developed with its back to the river, and although the Baron's Quay development will substantially open up the river front, it does not at this stage allow

access for moorings.

2.2.66 Private leisure craft moorings on the River Weaver are provided from the new Hayhurst Quay, which opened in November 2013.

2.2.67 There are 20 miles of navigable waterway within 3.5 miles of Northwich.

2.2.68 In the consultation with residents, 91.0% believed the River Weaver, River Dane and the Trent and Mersey Canal are not being used to their full potential.



**Fig 29:** Map showing waterways and key attractions. The purple outline shows the Plan boundary. Contains Ordnance Survey data © Crown copyright and database rights 2015.

October 2015 | v0.17



## 2.3 Overview of Initial Public Consultation

### Introduction

2.3.1 The Northwich Neighbourhood Plan has been developed from local people's views of Northwich as it is today, and how they would wish it to be in future. Although the TAGs have been open to input throughout the process, be it through social media, through workshops or through stalls at the Artisan Market, consultation to date has been focussed on two key stages:

- The early stages, which were used to establish a vision for the Plan, and to identify what the key objectives should be. This was centred on two key consultation events, in December 2013 and February 2014, both of which took place in Winnington Park Recreation Club. It was at these events that members of the public joined the TAGs. After these meetings the TAGs met on their own schedule.
- In the development of the Neighbourhood Plan Policies, to help establish what the community's priorities were, and to make sure the TAGs were on the right track. This was done principally using a survey, 2,000 of which were distributed to random **households** in Northwich, as well as some being completed online. Surveys were also distributed to **businesses**, **colleges** and **schools**, and two **focus groups** with students were run in Sir John Deane's College and Mid Cheshire College.

2.3.2 This section provides an overview of the early stage consultation, and demonstrates how the results fed into the development of the vision.



### Initial Views

2.3.3 The overall conclusions from the consultation process are summarised below.

2.3.4 The main things people liked about Northwich were:

- Riverside setting with easy access into the countryside for walking;
- History of the town together with the “black and white” architecture;
- Mix of independent shops in the Town Centre, along with the free parking;
- Good facilities for sport activities;





- Verdin and Vickersway Parks, and Grozone Community Garden;
- Good network of local voluntary groups.

2.3.5 The main things people did not like about Northwich were:

- 50's and 60's concrete buildings;
- Surface pipelines in and around the Town;
- Lack of evening activities - restaurants, cinemas, etc.
- Consideration for cyclists in road layout;
- The Town Centre turning its back on the river;
- The desolate nature of Weaver Square and the markets.

2.3.6 The main things people thought should be changed or improved are:

- The river frontage in the Town Centre should be improved, with new developments encouraged to face on to the river;
- Winnington Bridge should be improved to allow two-way traffic;
- Bus and rail services should be improved;
- Healthcare services, including the Victoria Infirmary, should be retained and increased to support the growing population;
- More social and affordable housing;
- Concentration of development of brownfield sites, rather than on greenfield sites or on the flood plain.

2.3.7 The main issues and needs people thought that the Neighbourhood Plan should address are:

- Make better use of the River Weaver and River Dane, and improve access to them;
- Ensure new development reflects the historic character of Northwich, particularly in the Town Centre;
- Ensure that new housing development provides sufficient school places and healthcare facilities;
- Improve public transport and road safety for all road users, and in particular improve road

access to Winnington;

- Provide more and better arts, leisure, social and entertainment facilities;
- Support and improve sports facilities;
- Protect existing and provide additional green space.

2.3.8 Residents were asked to mark on a scale of 1 to 12 how proud they are of Northwich, where 1 was not proud at all.

- 12% people marked between 1 and 4;
- 49% people marked between 5 and 8;
- 39% people marked between 9 and 12.

## Residents Survey

2.3.9 The Residents Survey was one of the key ways in which the community's priorities were established. The survey was available online and in paper form at the Artisan Market. Additionally, 2,000 copies were distributed to random houses. 670 responses were received.

2.3.10 The demographic mix of respondents was as follows:

Gender	
Male	53.6%
Female	46.4%

Fig 30: Gender of respondents to the Residents Survey, where declared.

Age Group	
Under 11	0.0%
11-18	0.0%
19-29	9.5%
30-45	23.7%
46-64	40.3%
65-84	25.1%
85+	1.4%

Fig 31: Age Group of respondents to the Residents Survey, where declared.

2.3.11 Respondents to the School and College Survey, and attendees of the focus groups at the two colleges were aged under 18.

2.3.12 Further details of all surveys is provided in the Consultation Statement and the Evidence Base Summary documents.







## Section 3

### Vision and Core Objectives

Hayhurst Bridge, designed by Col. John Saner and built in 1898.



## 3.1 A Vision for Northwich

3.1.1 The vision and core objectives were developed by the Executive Group and TAG Leaders following a series of community events, and are based on discussions and feedback from local people, businesses and community groups.

### The Vision Statement

Northwich will become a thriving town where people want to live, work and visit.

The extensive river frontage along with the newly built Barons Quay development will be harnessed as a vibrant focus of attraction for shopping and leisure in a daytime and evening economy.

New developments in the Town Centre will be sympathetic to the existing heritage so that the character of a market town with black and white buildings will be retained.

Developments out of the Town Centre will complement the features and character of the areas and will protect and preserve the many green spaces the town enjoys.



Fig 32: View from Holy Trinity Church, Castle.



## 3.2 Core Objectives

3.2.1 The core objectives are grouped into the seven topic areas set out in section 1. For each topic area, the most common issues raised at the consultation events are set out, followed by the objectives developed from these comments. Although appearing under a “main” topic area, some objectives apply to several topic areas.

### Retail and Commercial

Comments raised by people during the consultation include:

- Retain the number and mix of independent shops in the Town Centre.
- Baron’s Quay development is welcome, and should be complemented by further development along the river front.
- The covered market is depressing and should be improved. More variety is needed and perhaps more artisan stalls.
- Provide opportunities and reasons for people to visit the town in the evening with a decent restaurant and cinema.

**OBJECTIVE 1:** Support Northwich’s shops.

**OBJECTIVE 2:** Harness the potential of the new Barons Quay development and the new Memorial Court Leisure Complex to attract visitors to a vibrant Town Centre.

**OBJECTIVE 3:** Build on the success of the Artisan Market to regenerate a vital town market as a magnet for residents and visitors.

**OBJECTIVE 4:** Find a future for the Weaver Square shopping centre.

**OBJECTIVE 5:** Encourage the development of an “evening economy” in the Town Centre.

**OBJECTIVE 6:** Promote and enhance the variety of retail and commercial centres outside the Town Centre.

### Employment and Education

Comments raised by people during the consultation include:

- There is scope for more employment in Northwich;
- More long-term employment is needed;
- There should be more scope for apprenticeships and meaningful work experience.
- Additional school places should be made available where development takes place.

**OBJECTIVE 7:** Encourage businesses to locate in Northwich, to recruit local people and provide apprenticeship opportunities.

**OBJECTIVE 8:** Ensure an appropriate number of school places are provided with new residential development.

### Housing

Comments raised by people during the consultation include:

- There are enough brownfield sites available for housing rather than the flood plain;
- There is good social housing where it exists but it is in small pockets and there is not enough affordable housing to rent or buy;
- Any housing development should ensure that there is access to open space/children’s play areas;
- Adequate assessments should be done to ensure that there are a sufficient number of doctors and NHS dentists where there is new development.

**OBJECTIVE 9:** Ensure that residential development in the town uses the extensive brownfield land.

**OBJECTIVE 10:** Provide a greater range of affordable housing.

**OBJECTIVE 11:** Ensure the impact of new housing development on local services is properly addressed.

## Environment - Natural and Built

Comments raised by people during the consultation include:

- Consider more sympathetic building to reflect the historic architecture of Northwich;
- Remove all 50's and 60's concrete buildings;
- Make improvements to cycling provision.

**OBJECTIVE 12:** Ensure that new Town Centre buildings retain and complement the historic character of the area.

**OBJECTIVE 13:** Maintain good footpath and cycle links with the countryside around the town.

**OBJECTIVE 14:** Ensure that all development and growth is in keeping with the character of the town and is environmentally sustainable.

## Transport and Infrastructure

Comments raised by people during the consultation include:

- There is little consideration for cyclists;
- Improve Winnington Bridge to allow two way traffic;
- Buses are infrequent and expensive, and linked to too few destinations. Little is available in the evening;
- Ensure free parking remains in the Town Centre.

**OBJECTIVE 15:** Seek ways to make the movement around and into town walker and cycle friendly.

**OBJECTIVE 16:** Support user-friendly, accessible and efficient public transport systems linking outer districts and villages with the Town Centre, and complementing the three railway stations in and near the town.

**OBJECTIVE 17:** Ensure car parking in and around the Town Centre supports its viability and meets the needs of residents, workers, shoppers and visitors.

**OBJECTIVE 18:** Improve connections to the surrounding settlements, particularly to the North of the town.

## Health and Wellbeing

Comments raised by people during the consultation include:

- Encourage people to cycle to work;
- Provide more green space as part of new developments;
- Ensure that the Victoria Infirmary is retained with the minor injuries unit.

**OBJECTIVE 19:** Promote healthy, safe and accessible neighbourhoods.

**OBJECTIVE 20:** Address deprivation and fuel poverty.

## Recreation, Tourism and Waterways

Comments raised by people during the consultation include:

- Rivers, canals and boats are the best assets and are undervalued;
- Northwich has turned its back to the river and is developing in the wrong place;
- Encourage development that faces onto the river and develop more open spaces and parks;
- St Helens Church should be on the tourist trail;
- Encourage grass roots cultural organisations such as Artworks, VAC and local artists who bring vibrancy, tourism and trade to the town.

**OBJECTIVE 21:** Ensure the rivers and their banks become a focus for business and leisure activity for residents and visitors.

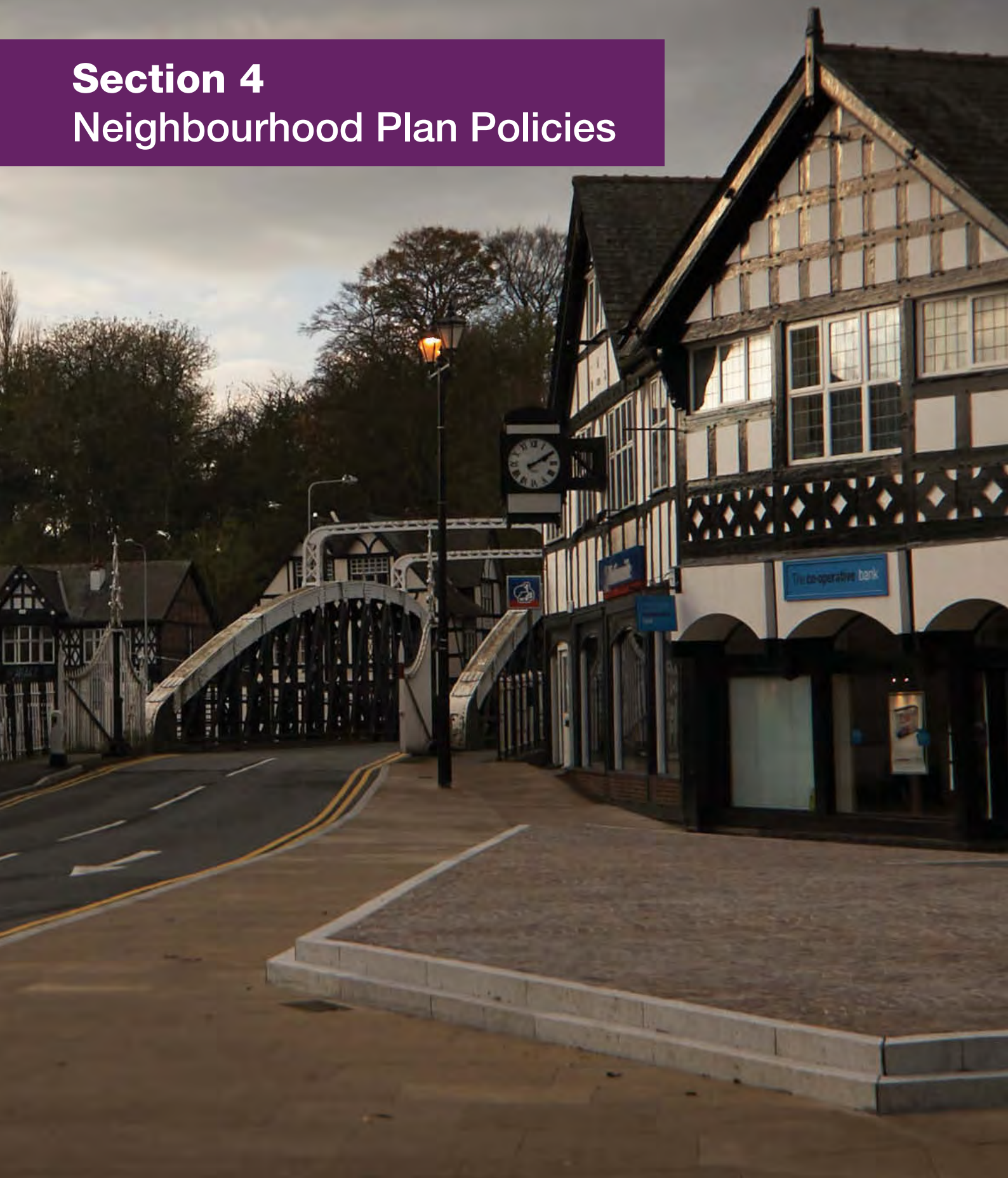
**OBJECTIVE 22:** Nurture and protect the parks, recreation areas and green spaces that the town enjoys.

**OBJECTIVE 23:** Support the town's growth as a tourist destination.

**OBJECTIVE 24:** Encourage coordination, collaboration, and linkages between tourist attractions.

## Section 4

### Neighbourhood Plan Policies



The Bull Ring and Town Bridge.





## 4.1 Introduction to Policies

4.1.1 In the previous sections we have explored Northwich's history, what Northwich currently has to offer, what the key issues and challenges are, and what the community's priorities are for improvement.

4.1.2 This section is about the future. Under each of the Topic Area headings, policies are presented that aim to meet the objectives set out in Section 3. These policies might:

- Encourage particular types of development or restrict what development can take place in a particular area;
- Provide a framework on design and how to protect and enhance our unique heritage;
- Suggest conditions that must be met for development to take place, such as particular infrastructure improvements or sufficient community facilities;
- Direct how the proceeds of development, such as the Community Infrastructure Levy should be spent, based on the priorities set by the community.

4.1.3 Each Topic Area has its own chapter. These are:

- Retail and Commercial
- Employment and Education
- Housing
- Environment - Natural and Built
- Transport and Infrastructure
- Health and Wellbeing
- Recreation, Tourism and Waterways

4.1.4 Each chapter is structured in the same way, beginning with an overall explanation of the aims or vision behind the section, and continuing with a number of policies. Where needed, the policies are supported by additional text that explains the thinking behind the policy, or details how and why the policy requirements must be met.

Each chapter starts with some text outlining the aims and the vision behind the policies.

### EX1 Policy Title

The text in this box explains what the policy is, and where appropriate what it does and does not allow.

The objectives from section 3 met by the policy are listed in this box.

Where needed, policies are supported by text that explains how and why the policy requirements must be met, and explains the thinking behind the policy.

Fig 33: Diagram showing how policies are presented.

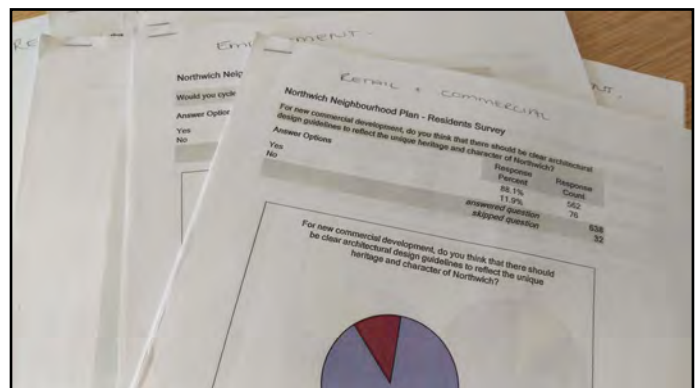


Fig 34: Residents survey results.

## 4.2 Retail and Commercial

Over the next few years Northwich Town Centre will be completely transformed with a new supermarket, cinema, and range of other shops, restaurants and public spaces.

The policies presented in this section look at how we can make the most of this regeneration, whilst supporting our existing retailers and addressing the concerns raised in the consultations not already covered by the regeneration.

### RC1 Town Centre

The Town Centre (see Appendix 5.2, Fig 65) should remain the focal area where shops, services and community facilities are clustered.

New retail uses (use classes A1 to A5 - see page 75) should be provided within, or on the edge of, this area unless a sequential test demonstrates that there are no suitable sites available.

New retail uses should be proportionate to the scale and role of the existing centre in meeting the needs of the local community. New or enhanced facilities for tourists and visitors in the Town Centre will be supported.

#### Objectives: 1

4.2.1 A walkabout survey in April 2014 revealed that over 40 shops in Northwich Town Centre were vacant, the overwhelming majority of which were in Weaver Square.

4.2.2 For the Town Centre to maintain its viability and build its offer of shops and services it is important that these uses cluster together for mutual benefit in footfall, proximity and shared car parking. The existing Town Centre provides a sustainable location that supports public transport accessibility and linked trips. The vibrancy of the Town Centre should be maintained with active ground floor uses and not be unduly diluted with other inactive uses, such as residential dwellings.



Fig 35: The Town Centre.

### RC2 Weaver Square Development Area

The demolition and viable mixed-use redevelopment of all or part of the Weaver Square site (see Appendix 5.2, Fig 66) will be supported, with a use consistent with policy *ECON 2 Town Centres* of the Cheshire West and Chester Local Plan.

The redevelopment in this area was identified in saved policy *GS9B* from the Vale Royal Local Plan as a priority area for the next phase of regeneration in the Town Centre.

Owing to the detrimental effect on the reputation of the Town Centre by the continued presence of a mostly empty shopping centre and the time required to develop a site of this nature, the commencement of the process of drawing up a masterplan for this area and inviting proposals from developers would be supported.

#### Objectives: 1, 4

4.2.3 Historically, Weaver Square Shopping Centre was occupied by many national retailers as well as some local independents. Most have now vacated to other premises in the Town Centre, to larger out of town stores more suited to their needs, or out of Northwich completely. Very few retailers remain.

4.2.4 Whilst there is a broad consensus of opinion from the consultation that Weaver Square should be demolished, there is no consensus on what it should be replaced with. Opinions range from the following:

- demolish the central core only (including the Market Hall) and use as a surface car park. The remaining shops would then be visible from Watling Street;
- develop a new covered shopping centre that better meets the needs of retailers. It is unlikely that this proposal would be consistent with policy *ECON 2 Town Centres* of the Cheshire West and Chester Local Plan<sup>63</sup>;
- develop a new larger, more traditional covered market;
- develop the area for housing;
- develop a new bus terminus.



Fig 36: Plan of Weaver Square Shopping Centre.

4.2.5 As a Policy-only Plan, the Plan cannot formally allocate the land for any of the above purposes. However, it does actively encourage a masterplan to be produced and viable proposals to be brought forward.

4.2.6 This is a highly visible, prime site within the Town Centre boundary. Proposals should be sensitively designed to be in keeping with the traditional timber-framed buildings in the area, and incorporate high quality public realm that will enhance the attractiveness of the Town Centre.

RC3	Markets
<p>The siting of a new multi-functional, sensitively designed Market will be encouraged in an appropriate central location within the Town Centre boundary.</p>	
<p>Successful markets in the North West have been co-located with supermarkets with mutually beneficial results.</p>	
<p>Should an appropriate location become available close to the new ASDA supermarket, or the existing Sainsbury's supermarket, or both, development of a new market here will be supported.</p>	
<p><b>Objectives: 1, 2, 3, 4</b></p>	

4.2.7 Northwich has had a market since at least 1535<sup>46</sup>, and this should be maintained. However, both the indoor and outdoor markets are no longer fit for purpose.

4.2.8 The existing indoor and outdoor markets are located in the historically "correct" place, and would have made sense adjacent to the Bull Ring and the



Fig 37: Outdoor market.



Fig 38: Indoor market.

old Town Centre. However, the centre of gravity of the Town Centre will shift towards Baron's Quay when the re-development scheme is complete, and so the market must move with it in order to continue to be viable.

4.2.9 The fortunes of both markets have declined along with the Weaver Square Shopping Centre in which they are located. Many outlets are now vacant within the indoor market and those that remain (e.g. a card retailer, a hardware stall) tend to encourage specific visits only.

4.2.10 Although a different proposition, the successful monthly Artisan Market in the Town Centre has none-the-less proved that there is still a demand for market-style retail experience, if pitched correctly with a good range of retailers.

4.2.11 Markets elsewhere in the North West provide example models upon which a successful market can operate, be it the traditional market experience offered by Bury market, or the principal of co-locating with a supermarket operated by Manchester Markets in Gorton. A successful market would be mutually beneficial to the existing Town Centre shops by increasing footfall in the Town Centre on market days.

4.2.12 A new market hall should embody high quality design and be in-keeping with the timber-framed buildings of the Town Centre.



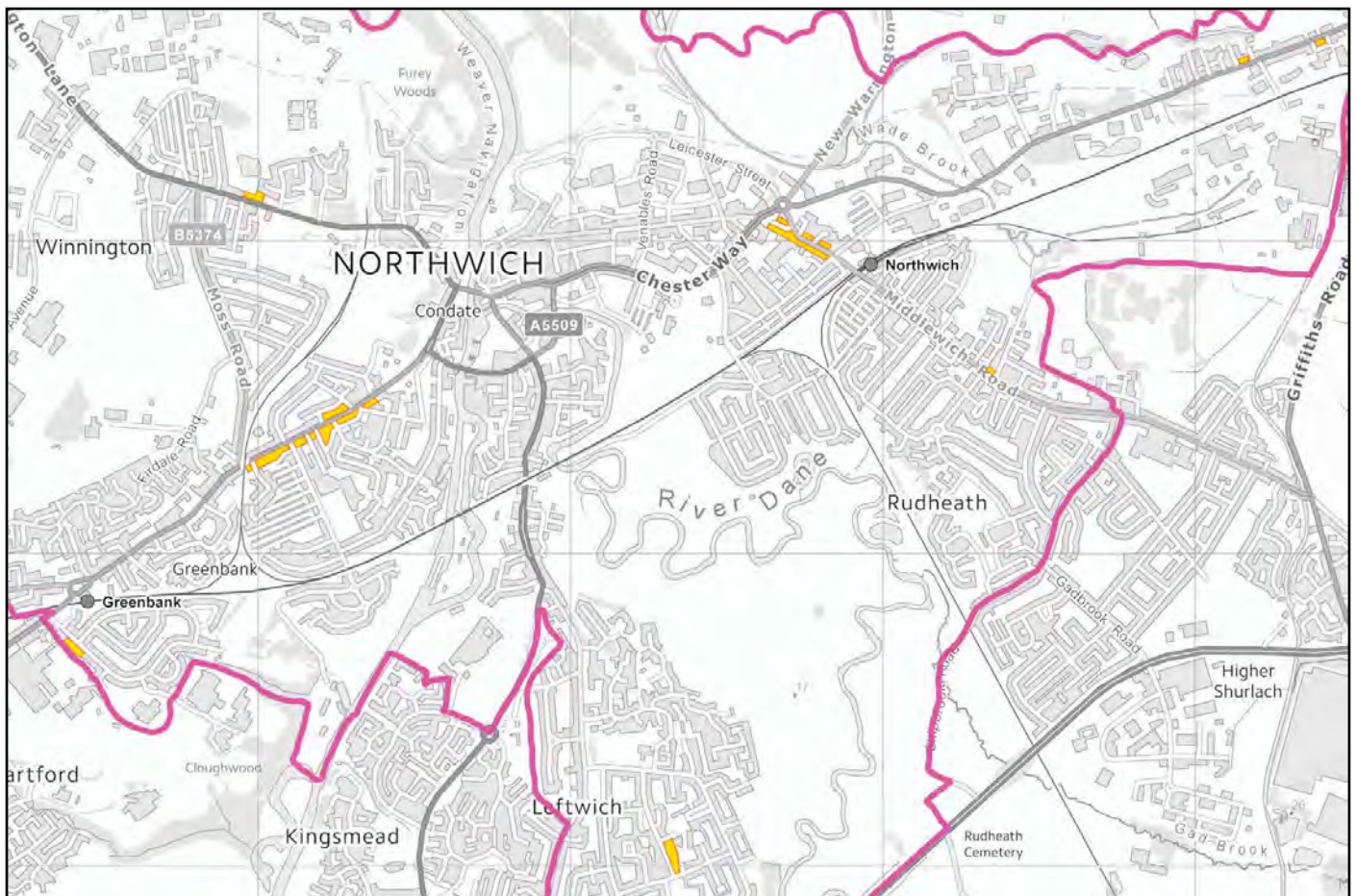


Fig 39: Map of existing Neighbourhood Shopping Centres. Contains Ordnance Survey data © Crown copyright and database rights 2015.

#### RC4 Neighbourhood Shopping Centres

Northwich's Neighbourhood Shopping Centres perform an important function as a focal point for their communities and should be retained. Applications for change of use to residential will not be permitted unless the site can be demonstrated to be not viable.

A Neighbourhood Shopping Centre comprising convenience foodstore and 6/10 smaller shops including fast food along the lines of the successful parade at Kingsmead will be supported in the Winnington area.

New appropriate development in Castle will be supported and encouraged where it adds to the footfall/safety at night. Opportunities for improved on street and off street car parking will be encouraged.

Consideration will be given to the relocation of the Clifton Drive, Leftwich shopping centre to a more prominent location in Leftwich to improve the vitality and viability of the Centre. Conversion of the existing units to residential would be supported under these circumstances.

The retention of existing businesses on the remaining Neighbourhood Shopping Centres will be supported and any new development assessed at the appropriate time having regard to national and local policy.

**Objectives: 1, 6**

4.2.13 In the last few years there has been significant new house building in the Winnington area, with more to come. In the light of Tata Chemicals reducing its operations in Winnington, it is highly likely that further industrial land will be released for housing development. It will therefore become more important that the locality has access to nearby community facilities.

4.2.14 The Castle Neighbourhood Shopping Centre is a significant and long established retail parade which accommodates convenience shops, specialist retailers, fast food and restaurants.

4.2.15 On Clifton Drive in the middle of the Leftwich estate there is a parade comprising convenience store (in a converted public house) and about 6 other small shops including hairdresser, fast food, pharmacy and cafe with limited parking and prominence. A number of units have been vacant for a longer period of time.



Fig 40: Clifton Drive, Leftwich.



## RC5 Out of Town

No further expansion of out of town/edge of town retailing in the Northwich area will be allowed, in line with national and local policy. The existing premises should be maintained properly and to a high standard.

Improvements to the access and egress of the Northwich Retail Park on Manchester Road would be supported.

### Objectives: 1, 2

4.2.16 In line with the advice set out in the National Planning Policy Framework and policy ECON 2 of the Cheshire West and Chester Local Plan, a sequential test will be applied to planning applications for main town centre uses that are not in an existing centre - i.e. the Town Centre, or one of the Neighbourhood Shopping Centres.



Fig 41: Northwich Retail Park.

## RC6 Offices

New appropriate office premises will be supported to help to improve the mix of town centre uses.

### Objectives: 1, 7

4.2.17 We consider the potential for significant new office development in the town centre to be very limited due to very low rentals and high building costs. There will always be demand from local Solicitors, Accountants etc but this is likely to be accommodated within upper floors over retail space.

4.2.18 Northwich has two very successful business parks on its outskirts, namely Gadbrook Park and Cheshire Business Park where there is land available and rents at levels that are commercially viable for further development. Although these are outside the Plan area, they are the logical location for future office development.

## RC7 Hotels and Restaurants

New developments of both hotels and restaurants, particularly in Northwich Town Centre close to the rivers will be supported to ensure a vibrant mix economy and to boost tourism to the town. The design will be subject to other policies in this plan.

### Objectives: 2, 5

4.2.19 We would encourage further development of both hotels and restaurants, particularly in Northwich Town Centre close to the rivers, and in particular proposals that enhance the riverfront.

4.2.20 However, we would recommend some flexibility in their location if occupiers came forward with alternative sites. The hotel and restaurant trades provide job opportunities both full time and flexible part time, which are attractive to younger and older people and is beneficial for the entire community.

## 4.3 Employment and Education

The Plan provides an opportunity to help to re-balance the local economy and move towards a more sustainable community. Currently many residents commute to work outside the town, to Chester, Crewe, and Manchester. The absence of suitable premises and facilities restricts opportunities for businesses and enterprises to start up and expand in the town. There are many underused and vacant premises within the town and surrounding areas that could be brought back into more beneficial use.

### EE1 Employment

Development for new light industrial and storage and distribution uses (B1, B2 and B8 - see page 75) will be supported and encouraged in appropriate locations to attract companies to develop and locate their businesses within Northwich.

Additionally, proposals for alternative uses must demonstrate that the continued use of the premises or site for employment use is no longer commercially viable and that the site or premises has been marketed for at least 12 months for that or any other suitable employment use.

#### Objectives: 7

4.3.1 Policy *STRAT 5 Northwich* of the Cheshire West and Chester Local Plan requires a minimum of an additional 30 hectares of land for business and industrial development be provided by 2030 in the wider Northwich area.<sup>19</sup> This Plan policy aims to protect existing employment land from being lost to other uses.

4.3.2 The Cheshire West and Chester Employment Land Study (2013)<sup>47</sup> identifies a number of potential sites that may be appropriate for new business and industrial development. The largest of these in the wider Northwich area are:

- Cheshire Business Park (13.4 Ha)
- Lostock Works (12.31 Ha)
- Gadbrook Park (10.68 Ha)

4.3.3 Of these, Cheshire Business Park and Gadbrook Park are outside the Plan area, but nevertheless are likely to be key areas of employment growth. Public transport links into these areas will need to be improved over time.

4.3.4 The consultation with residents revealed a strong preference for increasing employment opportunities through renovation of existing buildings and vacant units in the Town Centre.

4.3.5 The Town Centre has strong established public transport links, and is the subject of two major regeneration projects. The Barons Quay scheme will create significant employment opportunities in the new

retail and leisure units provided, whilst the Northwich Townscape Heritage Scheme (see 2.2.44 on page 21) will, if successful, improve the architectural features and structure of this Town Centre's historic buildings.

### EE2 Apprenticeships

The construction and delivery of major developments (as defined by the Town and Country Planning (Development Management Procedure) (England) Order 2010) should provide an appropriate number of apprentice positions, commensurate with the size of the development.

#### Objectives: 7

4.3.6 The Town and Country Planning Order 2010<sup>48</sup> defines a major development as involving one or more of the following:

- the winning and working of minerals or the use of land for mineral-working deposits;
- waste development;
- the provision of dwellinghouses where: (i) the number of dwellinghouses to be provided is 10 or more; or (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known how many dwellinghouses will be provided;
- the provision of a building or buildings where the floor space to be created by the development is 1,000 sq. metres or more; or
- development carried out on a site having an area of 1 hectare or more.

4.3.7 The National Apprenticeship Service published a Statement on Apprenticeship Quality in May 2012<sup>49</sup>, which, among other criteria, stated that apprenticeships must meet the following minimum standards:

- A minimum length of 12 months;
- Employed for 30 hours a week.

4.3.8 Working with nearby colleges to source apprentices from the local area will be encouraged.



## 4.4 Housing

Northwich and its adjoining parishes are already seeing substantial new housing development, and this is likely to continue if targets set out in the Cheshire West and Chester Local Plan are to be met. For Northwich's part, the policies in this section reflect the views local people have raised in the consultation on issues such as location, tenure, design and impact.

### HOU1 New Housing

New housing development will be supported on appropriately located and sustainable sites. Development on brownfield land will be actively encouraged within the built up area. Where greenfield land is proposed it should be consistent with allocation in the Local Plan.

Any sites coming forward outside of Local Plan allocations will not be considered appropriate unless it meets all of the following criteria:

All new housing sites will:

- Be within safe and accessible walking distance of the town centre of Northwich or local centres at Winnington, Castle, Leftwich, Station Road, Witton, or Middlewich Road, Witton;
- Provide appropriate and proportionate community facilities, such as schools, shops, workplaces, parks, play areas, pubs or cafes;
- Have good safe access to public transport.

**Objectives: 8, 9, 10, 11**

4.4.1 New residential development should integrate effectively into the neighbourhood and help to maintain its existing scale and integrity. Development is best located in sustainable locations that are within easy and safe walking distance of shops, services and public transport routes.

4.4.2 The development must have an appropriate mix of housing types to meet local need whilst respecting the existing properties in the area.

### HOU2 House Type and Tenure

All new residential developments must meet local housing need and demonstrate how the scheme's housing mix is justified with regard to planning policy, local context and viability.

Where possible, affordable housing should be distributed as widely as possible around new housing developments, rather than be clustered together in a single area of a site.

**Objectives: 10**

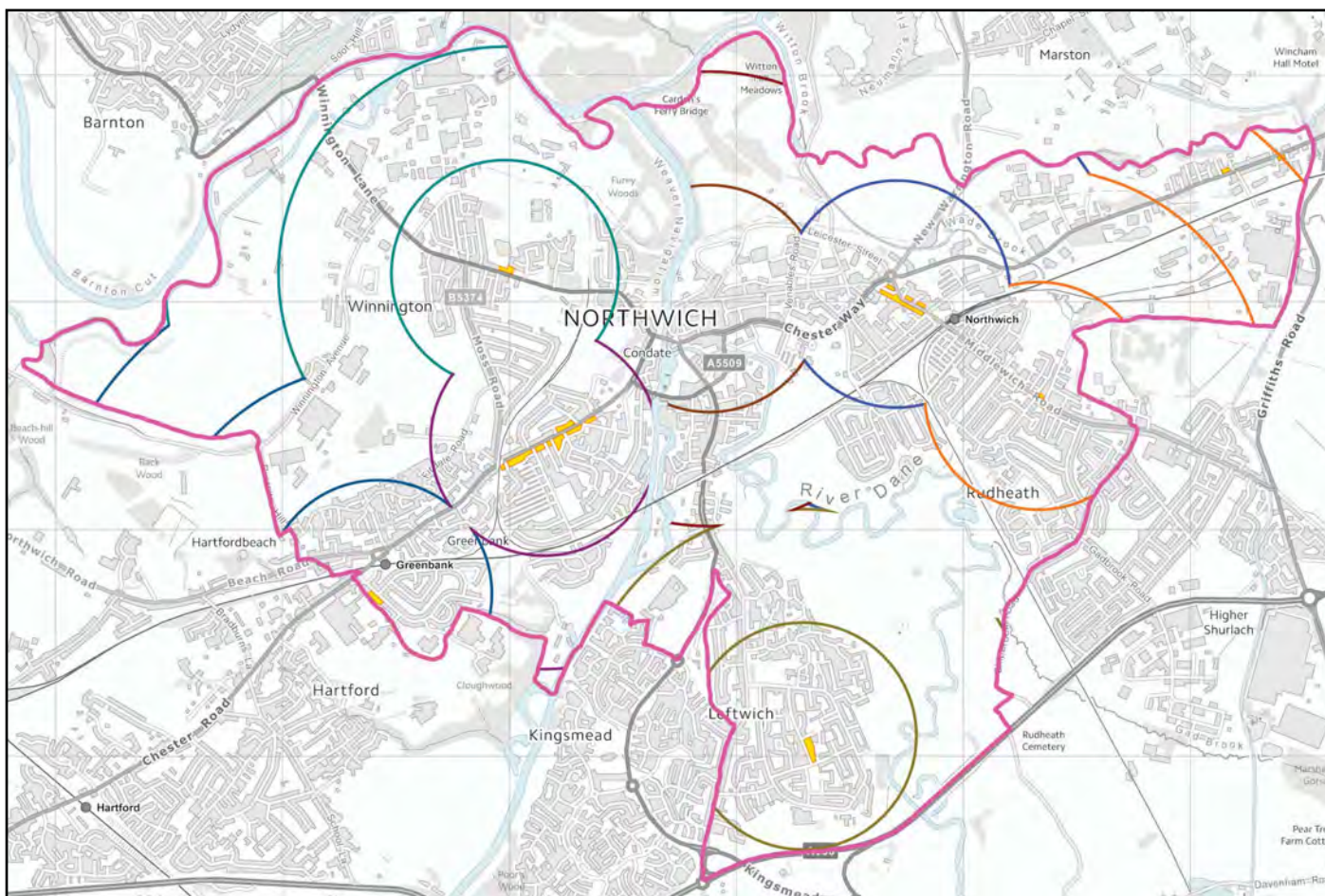
4.4.3 The aim for a good housing mix is to create a broad-based sustainable community and avoid ghettos and too many single tenure housing estates. There will be a need to include starter homes to buy and rent and homes for the elderly. This should be done so that there is no differentiation between the different types of home.

4.4.4 The type, tenure and size will be the subject of the most up-to-date housing needs assessment, sourcing evidence from local Registered Social Landlords and Cheshire West and Chester Council. The community in the consultation so far have indicated that there is a need for more bungalows and affordable housing for first time buyers.



**Fig 42:** Freshwater View and Marine Approach, which incorporate elements of existing Town Centre architecture into a contemporary design.





**Fig 43:** Map showing 0.5 km radii from Town and Neighbourhood Centres, with River Weaver as boundary. Map provided for indicative purposes only, and does not form part of the policy. Contains Ordnance Survey data © Crown copyright and database rights 2015.

### **HOU3 Character and Design**

The character of new housing developments should reflect the heritage, architecture, landscape and materials that give Northwich a distinctive sense of place.

All new developments should contribute positively to the creation of socially inclusive neighbourhoods.

New residential development should therefore ideally be delivered at a density to suit the location, with higher densities in the town centre and sites elsewhere at a density that is appropriate.

All new developments should be designed with an outward-looking layout that positively addresses the existing street patterns. They should have good pedestrian, cycling and public transport connections that promote integration into the existing areas.

**Objectives: 14, 19**

4.4.5 For each development location identified, the architectural, landscape or other features, such as special materials that give that place a distinctive sense of character will be the starting point for design. We would expect elevations of standard house types to complement local character.

4.4.6 The Cheshire West and Chester Strategic Housing Land Availability Assessment (2013)<sup>50</sup> assumes a housing density of 40 dwellings per hectare for the Town Centre and 35 dwellings per hectare for elsewhere in the town. Development proposals above these densities will be considered unsustainable.

### **HOU4 Heritage**

Developments should conserve and enhance the historic environment where necessary, including the setting of heritage assets, where appropriate.

**Objectives: 14**

## HOU5 Winnington Works

Should the release of land at Winnington Works for a comprehensive mixed use residential, neighbourhood retail and employment development, with commensurate community facilities be proposed, this will be supported subject to the policies within this plan.

Development of this site should address the issues identified below, and contribute positively to the environment in the area through provision of improved transport infrastructure, pedestrian and cycle routes, access to the river and the creation of a proper neighbourhood centre for Winnington Village.

**Objectives: 6, 8, 9, 10, 11, 13, 15, 21**

4.4.7 The Winnington Works site was identified by Tata Chemicals Europe as being a possible site for residential development in June 2014 as part of Cheshire West and Chester Local Plan Part II Call for Sites<sup>51</sup>. The project proposal included a number of masterplans, and suggested a potential 1,200 dwellings could be provided on the site.

4.4.8 Although the loss of employment land would generally be resisted, this proposal presents an opportunity to redevelop an underused and partially derelict brownfield site, whilst dramatically improving the quality of the environment and access to the River Weaver.



Fig 44: Winnington Works.

4.4.9 The magnitude of the proposed development also provides the possibility of achieving a step-change in the availability and quality of transport links, infrastructure and community facilities in the area, if a proper cohesive plan is adopted.

4.4.10 The key issues the development of this site would be expected to address are:

- Transport links for vehicles, cycles and pedestrians connecting Winnington to Northwich Town Centre, and to the wider area. This is explored in the Transport and Infrastructure policies later in this section, in particular policies TRANS1, TRANS2 and TRANS6.

- The creation of a neighbourhood centre for the Winnington Village area, including convenience retail and community facilities, such as a public house, medical facilities, etc. This is explored in policies RC4 and HW2 elsewhere in this section.

- Adequate schools provision in the area. Based on a child yield of 0.026, this development might be expected to produce a requirement for an additional 218 Primary places and 156 Secondary places<sup>52</sup>. With planning permission having been granted for a Primary school at Winnington Urban Village, this will need to be considered when this school is commissioned.

- Mitigation of flood risk. With a significant area of the site in Flood Zone 2, and small parts in Flood Zone 3, any proposal would be expected to properly mitigate this risk either by avoiding development in these areas, or installing flood defences. Consideration should be given to water displacement from the loss of flood plain.

- Public access to the River Weaver for cyclists and pedestrians, via the creation of landscaped routes along the southern bank. An opportunity exists to link this to existing pedestrian routes in Furey Wood to create a circular route via Carey Park and the Anderton Nature Reserve.

- The provision of play areas and equipment for children. This area in particular is lacking play facilities for children. The siting of facilities such that access is easily obtained from the wider Winnington area will be encouraged.

4.4.11 Residential areas should be properly segregated from the retained industrial and new employment areas, with the removal of pipework gantries where they are no longer needed.

4.4.12 The retention of some industrial features and incorporation into the design of buildings will be supported where appropriate, in order to provide a link to the historic importance of Winnington in the industrial development of Britain.

4.4.13 The site includes Mond House, which was built in 1899. The entrance is flanked by the bronze statues of the founders of the Brunner-Mond Company, John Brunner and Ludvig Mond. Adjacent to the site is the Grade I listed Winnington Hall, and just across the River Weaver is the Anderton Boat Lift, itself a scheduled monument.

4.4.14 Design proposals will be expected to blend sympathetically with these buildings, especially in the areas immediately adjacent. The creation of views of these historical assets from within the development will be supported.

4.4.15 Within the site boundary lies the Combined Heat and Power (CHP) plant, which provides steam and electricity to Tata's operations in Northwich. Proposals that incorporate the use of this facility for district heating and electricity will be supported.





**Fig 45:** Aerial photo of Winnington Works site. Red line denotes site boundary proposed by Tata Chemicals Europe Limited as part of the Cheshire West and Chester Local Plan Part II Call for Sites. © Crown copyright 2014.



**Fig 46:** Map of Winnington Works site. Contains Ordnance Survey data © Crown copyright and database rights 2015.



## 4.5 Environment - Natural and Built

The special character of the town, associated settlements and landscape depends to a large extent on the area's unique geology. This provides assets that may be developed in new ways within the period of the Neighbourhood Plan as we seek to move to a more sustainable future. The plan offers residents a leading role in determining the nature of new development and ensuring that it complies with the highest standards of design, conservation and sustainability.

### **NBE1 Landscape Character and Development**

New development should reinforce the character and quality of the Plan Area and must demonstrate how it does so in a Design and Access Statement.

In addition, development proposals, particularly where sited on the edge of Northwich or within the River Dane or River Weaver valleys, must maintain visual connections with the countryside and wider landscape, and the visual impact of the development on views from the countryside must be minimised.

Development proposals that do not contribute positively to the built environment will be considered inappropriate.

#### **Objectives: 12, 13, 14**

4.5.1 In setting out a vision for the future of Northwich and its surrounds, this Plan envisages a co-ordinated approach to both build design and green infrastructure that:

- reflects the historical built architecture of the area;
- links existing and new open spaces together to create a connected network of spaces;
- enhances existing open spaces;
- integrates sustainable urban drainage to manage flooding issues;
- protects existing open spaces.

4.5.2 This policy is concerned with the scale and form of all development, including non-residential schemes. The scale and form of new development should reflect the existing characteristics of the Plan areas.

4.5.3 Policy NBE1 should be read alongside the housing policies, which concern the location of housing sites and the size of character areas within developments.

4.5.4 New development proposals should demonstrate an understanding of the adjacent distinctive local features and respond accordingly. It should be noted that character is not uniform in the Plan area. There are different "character areas" and not all contribute

equally to local distinctiveness. The various categories of buildings and structures provide a basis for defining these different characteristics.

4.5.5 However, the defining feature of the Town Centre is the historical architecture, principally black and white timbered and liftable buildings. In addition the town's setting at the confluence of the River Weaver and the River Dane and the relationship with green space and countryside create landscapes both into and out of the area and are worthy of protection.

4.5.6 Building for Life 12 is a nationally recognised assessment tool produced by the Design Council. It includes twelve assessment criteria, with design recommendations, structured around the themes of "integrating into the neighbourhood", "creating a place" and "street and home". In appropriate circumstances, planning applications should be accompanied by a Building for Life 12 assessment. These assessments should inform pre-application discussions with Cheshire West and Chester Council as the local planning authority.



Fig 47: View of the Dane Valley flood plain from Leftwich.



## NBE2 Alterations and Extensions

Alterations and extensions to existing buildings must be carefully designed and implemented to ensure that the significant character of the building, and its contribution to the character of the wider area, including its impact on significant heritage assets and their setting, is not harmed.

The cumulative impact of small changes should be considered as this can be detrimental to the character of the area if not carefully designed and controlled.

Within the Northwich Conservation Area (see Fig 62) consideration shall be given to the Northwich Urban Design & Public Realm Strategy, which has been developed by Cheshire West and Chester Council.

### Objectives: 12, 14

4.5.7 Northwich is fortunate to have many buildings of distinctive character. These are listed in Appendix 5.3, and have had their permitted development rights removed by Article 4 Direction. There are however, many characterful buildings that are not protected by listing or by Article 4 Directions.

4.5.8 Changing circumstances will often mean that property owners will need to make alterations to their properties. Whatever alterations are required it is important that they are sensitively designed to ensure that the original significant character of the building is not lost.

4.5.9 The *Northwich Urban Design & Public Realm Strategy* sets standards that should be applied in the Town Centre<sup>64</sup>. In addition the Townscape Heritage Scheme, if successful in obtaining Heritage Lottery funding, should help maintain and enhance important buildings within the Conservation Area.



Fig 48: 20-22 High Street. An example of the "Tudor-beathan" style black and white buildings, common in the Town Centre.

## NBE3 Biodiversity

Development proposals should seek to increase biodiversity. This can include the provision of new or extended wildlife corridors, new green spaces and the use of indigenous species in new planting.

Orchards, hedgerows and mature trees should be retained wherever possible. This should be reflected when considering development proposals that affect trees and hedgerows or proposals that affect Tree Preservation Order protected trees or trees and hedgerows within the Conservation Area.

The planting of new woodland and orchards will be encouraged, along with extending the Northwich Woodlands Forest Park in line with The Mersey Forest Plan, 2014 policy C6.

### Objectives: 13

4.5.10 There are Biodiversity Action Plan species found across the area, including regionally rare species such as White-letter Hairstreak and Dingy Skipper butterflies.<sup>54</sup> Their habitats are often fragile and rely on specialist environmental conditions. Whilst their protection is embodied in legislation the consequences of inappropriate development can see their habitats irrevocably damaged.



Fig 49: Dingy Skipper butterfly at Ashton's Flash. © Alan Redley / Butterfly Conservation.

4.5.11 Whenever possible, new development should retain existing hedgerows and trees. It should also respond to the existing local boundary features that are in evidence in the local area.

4.5.12 New developments should incorporate the use

of Cheshire native species in hedgerows, and boundary features should respect local tradition, materials, mixed hedgerows and other indigenous species.

4.5.13 New planting should encompass a variety of indigenous species, and be provided to mature in a way that imitates a non-uniform approach. The use of native planting in boundary treatments will also assist in the visual integration of development into the landscape.

4.5.14 Creation of wildlife corridors and green spaces to link the rural countryside into the built environment will ensure accessibility into the rural landscape. Retention of existing and creation of new ponds will also support wildlife in the community.

4.5.15 Trees are often overlooked during development and as a result many are either lost or given inadequate protection that results in their demise within a few years. The *British Standard BS 5837, Trees in relation to design, demolition and construction - Recommendations* is the benchmark document for how to successfully take account of and retain suitable trees in proximity to development. Where there are trees that could affect, or be affected by, a planning application, the local planning authority may require a tree survey to be carried out and submitted in support of the application.

4.5.16 Much of the special wildlife of the area can be found on brownfield land. Whilst developments of such land (other than where it has been identified for greenspace use) is to be encouraged, adequate surveys and appropriate mitigation must be ensured. Mitigation should, wherever possible, be incorporated within the development site. Where this is not possible, off site mitigation can be considered. The views of specialists within local conservation societies should be sought and taken into account.



Fig 50: Solar panels on the rooves of Parkfield Road, Witton.

## NBE4 Sustainable Development

All new developments, including change of use, will contribute towards achieving national renewable energy targets through incorporating measures that, for example, improve energy efficiency or provide for renewable energy generation.

In addition new developments will include Sustainable Urban Drainage Schemes (SUDS) for the utilisation and disposal of surface water run-off, where appropriate.

### Objectives: 14, 20

4.5.17 It is essential that full consideration is given to achieving sustainable development and mitigating against climate change over the lifetime of a new building or development. Reducing the demand for energy and improving energy efficiency are important factors in achieving sustainable design. Designs should incorporate and maximise the use of sources of renewable energy and include energy-efficient methods of heating, lighting and ventilation. The choice of location, materials and design are also important considerations.

4.5.18 Applications for planning permission should, where appropriate, include a relevant independent assessment by a certified assessor to demonstrate how the proposal meets national requirements in terms of the Code for Sustainable Homes (CSH) and Building Research Establishment Environmental Assessment Methodology (BREEAM) and any successor initiatives. If these requirements have an effect on viability and deliverability then applicants need to demonstrate this through the submission of a development appraisal.

4.5.19 With water, including flood waters, the need to better utilise and manage surface water run-off cannot be overstated. Permeable ground cover, holding tanks, the creation of natural water features, along with building design that incorporates elements to make use of “grey water” are all aspects of SUDS that should be applied in new developments.

## NBE5 Protected Green Space and Key Views

The identified “green spaces” listed in Appendix 5.4 should not be lost or harmed by development except in exceptional cases.

In such cases, development should fit with the purposes of the green space, and enhance the recreational value of the site.

Major developments should enhance existing green spaces and create new green spaces.

New developments should protect the key scenic and distinctive views into and out of Northwich. These too are listed in Appendix 5.4.

### Objectives: 14, 19, 22

4.5.20 This policy aims to identify and protect the green spaces that are valued by the people of Northwich, either for their recreational, amenity, ecological or community value.

4.5.21 One of the identified sites, the Dane Valley area in Leftwich, is partly covered by an outline planning permission for 250 homes, which was granted at a time when Cheshire West and Chester Council had neither an adopted Local Plan nor a five-year housing land supply.

4.5.22 This policy would not override the planning permission already granted on this site. It would, however, protect the remaining area, and would come into effect for the whole area should the planning permission expire.



Fig 51: Witton Cemetery.



Fig 52: Vickersway Allotments.



## 4.6 Transport and Infrastructure

Access and movement into and around the town are crucial for it to be successful and to thrive. Good roads, well-signed safe pedestrian and cycle routes, good buses and an accessible railway station are all essential.

Northwich's transport infrastructure has been constrained by environmental factors, like the rivers, and human factors like where industry has been located both historically and today. These policies look at how we can make the best use of what we have, and provide a strategic basis for likely future needs.

### TRANS1 Connections to Surrounding Villages

The Town Council will work with Cheshire West and Chester Council and neighbouring Parishes to seek improved access to the A49 from Winington, possibly utilizing the disused mineral railway line between the two.

#### Objectives: 18

4.6.1 In 2011, Winington had a population of 2,713<sup>24</sup>, but this is expected to increase substantially over the Plan period. Construction of the 1,200 houses at Winington Urban Village will be expected to add around another 2,800 people to the population, once completed.

4.6.2 Submissions by Tata Chemicals Europe in the "Call for Sites" for the Cheshire West and Chester Local Plan Part II suggest that land will be released for mixed use residential-led development of a similar size to that being currently developed on Winington Avenue, suggesting a similar increase in population. More details of this proposal are outlined in policy HOU5.

4.6.3 Whilst our consultation reports that there is barely sufficient highways capacity in the short term, for such a large increase in population (both planned and speculative) connections into and out of Winington will require improvement. Road traffic heading out of Northwich from Winington must either go through Barnton over a single lane bridge, through Weaverham, through Hartford, or through the Town Centre.

4.6.4 The proposal in this policy offers direct access to the A49 trunk road, providing improved connections to Chester and the M56. It also offers strategic benefits to Northwich as a whole by providing improved access to the Town Centre from the surrounding villages to the north and west, beyond those immediately adjacent.

4.6.5 In the residents survey, the impact of this proposal received a rating average of 2.31 (i.e. between a moderate and significant impact).

### TRANS2 River Weaver Crossings

The feasibility and impacts of a new bridge over the River Weaver at Winington must be investigated as part of planning applications for any new development in the Winington area.

New major development will be expected to contribute towards the delivery of a new bridge.

Consideration of the future need for a third Town Centre bridge should be taken into account when assessing major new Town Centre development proposals. Proposals to deliver a pedestrian and cycle crossing to provide improved access to Furey Wood from the Town Centre would be supported.

#### Objectives: 18

4.6.6 Both the current river crossing at Winington and the current crossings in the Town Centre are less than ideal. Improvements to the Winington crossing, however, is considered to be the more urgent of the two.

4.6.7 It is likely that a new vehicle crossing in the Town Centre would be cost-prohibitive within the lifetime of the Plan. The future success of the Baron's Quay project would provide a justification for this.

4.6.8 In the residents survey, the assessment of the impact of improving the Winington crossing received a rating average of 2.74 compared to 2.57 for a third town centre crossing (where 1 is "No Impact", 2 is "Moderate Impact" and 3 is "Significant Impact").



**Fig 53:** Winington Bridge, c. 1920-29. Source: Cheshire Image Bank, ref. c07168. Photographer: H Davis.





**Fig 54:** Map showing shortest walking route from the Town Centre Bus Terminus to Northwich Railway Station, via Witton Cemetery. Contains Ordnance Survey data © Crown copyright and database rights 2015.

4.6.9 The existing crossing at Winnington consists of two bridges: a two-lane stone bridge, followed by a single-lane swing bridge completing the crossing. The swing bridge is a Grade II listed structure.

4.6.10 A number of options for improvement are possible, taking into account that the River Weaver is currently classed as a Commercial Waterway, and (assuming this remains the case) its bridges must either be at a height to allow commercial craft to pass through, or be movable in some way. Options include:

- Constructing a new single-lane bridge to create a one way system across the two bridges;
- Constructing a new two-lane bridge and closing the existing swing bridge to road traffic.

4.6.11 The feasibility study will need to consider all options and produce a proposal that balances affordability with local need.

4.6.12 Following the completion of the Barons Quay scheme, the Town Centre traffic will need to be regularly appraised to consider whether a third Town Centre bridge is justified.

### TRANS3 Integrated Public Transport

Proposals that improve the integration of different forms of public transport will be supported.

The relocation of the terminus for bus services from outlying districts from its current position to one closer to Northwich Railway Station will be supported.

#### Objectives: 16

4.6.13 The aim of this policy is to encourage greater use of the railway and bus networks by making it easier to transfer between the two. Buses would continue to stop in the Town Centre as they do now, but then continue on to a terminus closer to Northwich Railway Station.

4.6.14 The distance and climb between the existing Town Centre bus terminus and Northwich Railway Station does not encourage railway passengers to begin or complete their journey by bus.

4.6.15 Although there is a bus stop outside Northwich Railway Station, for most passengers this would require changing bus in the Town Centre to access the station.

4.6.16 It is proposed that a traffic-free pedestrian and cycle link could be provided between Northwich Railway Station and a relocated bus terminus along the path of the former mineral railway running between Manchester Road and the Station Road / Leicester Street roundabout.

## TRANS4 Northwich Railway Station

Proposals that improve the accessibility of Northwich Railway Station to the disabled will be supported.

**Objectives: 16, 19**

4.6.17 Northwich Railway Station is currently only disabled-accessible for eastbound services. Passengers unable to use the footbridge travelling to Chester or from Manchester must use Greenbank Railway Station.

4.6.18 Northwich Town Council will actively engage with bidders for the Northern Rail franchise, continuing with the ultimately successful bidder, to seek improvements that will rectify this.

4.6.19 Proposals would be expected to conform with the Department for Transport's *Design Standards for Accessible Stations*.<sup>55</sup>

## TRANS5 Greenbank Railway Station

Proposals that improve the availability of parking at Greenbank Railway Station will be supported.

**Objectives: 16, 17**

4.6.20 Greenbank Railway Station has seen consistent year-on-year rises in passenger numbers since 2002, with 177,430 passengers recorded in 2013-14.<sup>56</sup>

4.6.21 This is likely to be a substantial underestimate. Headcounts undertaken by the Mid Cheshire Rail Users Association (MCRUA) found that between September 2012 and September 2013 there were 198,806 passengers.<sup>57</sup> This compares to 172,340 officially recorded by the Office of Rail and Road (ORR) for the period April 2012 to March 2013.<sup>56</sup>

4.6.22 Parking at Greenbank Railway Station is extremely limited, and with the increased frequency of service offered by the new Northern Rail Franchise, competition for spaces is expected to become more intense, with more displacement on to neighbouring streets.

4.6.23 Therefore, proposals that increase the availability of parking at Greenbank Railway Station will be supported, should land become available.



Fig 55: Northwich Railway Station.



Fig 56: Greenbank Railway Station.

## TRANS6 Pedestrian and Cycling Routes

New developments should provide for safe, direct and attractive pedestrian and cycle routes.

When devising cycle routes, proposals should make reference to Sustrans' Northwich Cycle Study to ensure they are contributing to the overall strategy.

Modifications to existing highways must demonstrate how the highway will be made safer and more accessible for pedestrians and cyclists (with the exception of road classes where pedestrians and cyclists are prohibited), following best-practice guidance and consulting with expert bodies where appropriate.

Applications for non-residential development should where possible provide an appropriate level of cycle storage commensurate with the minimum set out in *Appendix 01: Cycle Parking Standards* of Cheshire West and Chester Council's Cycling Strategy.

**Objectives: 15, 19**

4.6.24 Making Northwich a cycle-friendly town that will be an example for other towns of how safe cycle routes can be incorporated into a geographically challenging environment, is a key aspiration of the Plan.

4.6.25 In the consultation with residents, 51.6% responded that they would cycle to work if safe and



convenient cycle paths were provided. Northwich residents tend to live closer to their place of work than the national average.

4.6.26 As has been explored in Section 2 of the Plan, the existing cycle network is relatively limited and of variable quality. The aim of this policy is to resolve this for new developments and to make improvements to existing highways over time as modifications occur.

4.6.27 The Town Council commissioned a report from Sustrans, the *Northwich Cycling Strategy*, to look in detail at the existing cycling provision in Northwich and suggest a strategy for improvements. This report reflects the objectives outlined in the Cheshire West and Chester Cycling Strategy, and is provided as an appendix to the Plan.

### TRANS7 Car Parking

When assessing future parking provision, a balance should be struck between the needs of residents, shoppers, visitors and workers, the aim being to provide sufficient capacity to meet the needs of each group.

The availability of free car parking in the Town Centre is highly valued by residents and businesses alike. Changes or additions to car parking provision should support the vitality and viability of the Town Centre.

New Town Centre car parks should be easily accessible on foot from the primary shopping areas, and should include provision for cycle parking, where there is a shortfall in the area.

Areas where parking is not permitted should be clearly marked.

#### Objectives: 1, 17

4.6.28 Northwich has a number of relatively small Council-managed car parks. The largest, Barons Quay Car Park, has given way for the Barons Quay scheme, but will ultimately be replaced by a new multi-storey car park as part of the new development.

4.6.29 The availability of free car parking in the Town Centre was highly valued by respondents to the consultation, with fewer than 1% saying less free car parking was required. This is clearly one of the town's unique selling points and should be maintained if at all possible. It is recognised, however, that setting car park charging levels is outside of the remit of this Plan.

4.6.30 Therefore, applications for development on existing car park sites are likely to be considered unsustainable unless proposals include the provision of new equivalent or superior free car park capacity within a reasonable walking distance.

4.6.31 In the consultation with businesses, views were expressed on the lack of availability of long stay parking for Town Centre workers, particularly at the Bull Ring end of town. Some respondents were concerned that

this problem will be exacerbated when the Baron's Quay scheme is completed.

4.6.32 It is recommended that a study be undertaken to accurately establish the current and likely future parking needs of Town Centre workers. This would allow informed choices to be made on future parking provision.

### TRANS8 Speed Restrictions in Residential Areas

The introduction of 20mph speed restrictions in residential areas will be supported.

New major residential developments should implement 20mph speed restrictions "by default" on side roads and cul-de-sacs, appropriate to the layout of the development.

#### Objectives: 15, 19

4.6.33 Two key objectives of the Plan are to seek ways to make the town more pedestrian and cycle friendly, and to promote healthy, safe and accessible neighbourhoods.

4.6.34 There is considerable evidence from research published by the British Medical Journal<sup>58</sup> and the Transport Research Laboratory<sup>59 60</sup> that 20mph zones reduce casualties, particularly in younger children.

4.6.35 Implementing 20mph speed restrictions on all new residential developments will help to establish a culture of safer driving in these areas from the beginning.

4.6.36 It is not expected that this policy would cover spine roads through a major new development, but residential streets within a development such as cul-de-sacs would be expected to be included.

### Aspirations

4.6.37 As part of the continuing consultation process a number of suggestions were made that could not be incorporated into the Plan as policies, either because they were not deliverable within the lifetime of the Plan, or relate substantially to outside the Plan area. These are recorded here as aspirations that could be considered for a future Plan.

- Reopening the Northwich-Middlewich-Sandbach-Crewe line, with a new station at Gadbrook Park. A feasibility study<sup>62</sup> conducted in 2009 estimated a benefit to cost of around 5:1, and there would undoubtedly be direct benefits to Northwich of increased access to Baron's Quay and Gadbrook Park.
- Creating a new interchange station in Hartford on the convergence of the West Coast Main Line and the Mid Cheshire Line in the Hodge Lane area, where there is available land for services and increased car parking.

## 4.7 Health and Wellbeing

Our health and well-being is affected by the very nature of our physical environment. Creating a healthy and inclusive community can be achieved in many different ways; it can for example look to improve access to healthy foods, reduce obesity by encouraging physical activity, and improve mental health and well-being by improving design and “designing out crime” to ensure that the community feels safe.

This section of the Plan will provide individual planning policy specific to Health and Wellbeing and will also provide links to other policy areas in the plan that are critical to achieving the Health and Wellbeing objectives set out earlier in the Plan.

### **HW1 Victoria Infirmary Northwich (VIN)**

Proposals to enhance the services offered at the Victoria Infirmary, that will allow patients to be diagnosed or treated closer to home without compromising safety, will be supported.

#### **Objectives: 19**

4.7.1 With 99.7% of respondents to the residents survey in favour of either maintaining or enhancing the services offered by the Victoria Infirmary, it is safe to say that there is widespread support for keeping this facility.

4.7.2 In addition to various outpatient and therapy services, the Victoria Infirmary houses a minor injuries unit, open from 9am until 10pm. Northwich sits roughly equidistant from Leighton Hospital in Crewe and Halton General Hospital in Runcorn, at about 18km from each.

4.7.3 Research by the Nuffield Trust found that between April 2011 and March 2012, 84% of A&E attendances were from people living within 12km of a major A&E department<sup>61</sup>, making the distance travelled by Northwich residents significantly above average.

4.7.4 With an increasing population and an established location halfway between the two nearest major A&E departments, the Victoria Infirmary is the logical choice for future improvements to emergency care in Mid-Cheshire.

4.7.5 Many comments made in the consultation expressed a desire to see intermediate care wards re-opened at the Victoria Infirmary due to the difficulty of accessing the major hospitals by public transport, causing problems of visiting relatives.

4.7.6 Whilst consideration should certainly be given to what other services could be safely provided in Northwich to reduce unnecessary travel and relieve the strain on the neighbouring hospitals, this must also be balanced against the trend towards regional centres of excellence as a means of providing the best and safest possible care.

### **HW2 Community Facilities**

All residential development will be required to make appropriate financial contributions towards off-site community and social facilities.

The loss of existing community facilities will be resisted unless it can be demonstrated that all reasonable efforts have been made to secure their continued use.

#### **Objectives: 11**

4.7.7 An increasing population gives rise to additional demand for community and social facilities, such as indoor and outdoor community spaces, GPs, dentists, etc.

### **HW3 Allotments and Garden Plots**

Existing allotment sites (both in public or private ownership) will be protected from development that does not enhance the allotment site for its intended use. Development will only be allowed where it can be demonstrated that there is no demand for plots and that reasonable efforts have been made to market the available plots and encourage use of the site.

Proposals for new residential development should include garden plots, where possible.

#### **Objectives: 19, 22**

4.7.8 Allotments are an important aspect of community life and many are run by members of the local community.

4.7.9 In the residents survey, 32.1% responded that they would use an allotment if further land became available, suggesting that further provision will be required in future as the population grows.

4.7.10 Given the popularity of the existing sites, it is appropriate to afford them some protection from future development.

4.7.11 Deliberately running down an allotment site





or setting rents at an unreasonable level would be considered prima facie evidence that reasonable efforts have not been made to encourage use of the site.

4.7.12 Small scale agricultural and farmers markets, providing access to healthy, affordable locally produced food will be encouraged.

#### HW4 Healthy Neighbourhoods

New major developments (10 dwellings or more, or over 1,000 sq.m area) will be accompanied by a Health Impact Assessment (HIA), which will provide an analysis of how the development may impact on the health of the population within the Plan area. The HIA will also recommend possible mitigation measures to minimise any potential negative health impacts.

#### Objectives: 19

4.7.13 New developments have the potential to impact on human health and wellbeing, because of the wide range of social and environmental factors that affect the health of local communities.

4.7.14 Good health and wellbeing is related to good quality housing and developments, well designed streets, well laid out neighbourhoods, quality and efficiency in transport systems, opportunities to experience leisure and cultural activities and green and open space. These factors are known as the “wider determinants of health”.

#### HW5 Healthy Design

All new developments will be encouraged to include “Secured by Design” principles in their schemes. They will be required to provide linkages or develop new footways, cycle paths and bridleways giving access, to key local facilities to minimise the need to travel by car.

Developments will need to provide appropriate facilities to support access to public transport and ensure linkages take account of the needs and requirements of all people in the community, including people with disabilities or special needs, elderly people and young people. Aids and adaptations should be included where appropriate.

#### Objectives: 19



## 4.8 Recreation, Tourism and Waterways

There now exists a once-in-a-generation opportunity to transform Northwich into a tourist destination for both Cheshire and the wider North West, with the waterways at the heart of it.

Northwich is fortunate to be located on the confluence of two rivers, both picturesque and steeped in history, with the Trent and Mersey Canal encircling the town. Now, with the Barons Quay regeneration scheme ongoing, and further release of industrial land for housing proposed, the Plan comes at a critical point to allow the riverside to be opened up and enabling the untapped potential of Northwich to be realised.

The town already boasts a thriving cultural scene and has a number of significant sporting facilities of varying age and quality. Both the cultural and sports assets will require investment over the Plan period to bring them up to a modern standard and to provide for our growing population.

The policies presented in this section are intended to encourage development that will bring about this transformation.

### **RTW1 Visitor Economy**

Proposals that enhance and improve existing tourist attractions and facilities or that create new tourism opportunities will be supported where this would benefit the local economy and be of a suitable scale and type for their location.

#### **Objectives: 21, 23, 24**

4.8.1 Northwich has a number of important heritage tourist attractions in the Plan area, immediately adjacent, or within a short distance.

4.8.2 Once the Barons Quay scheme is completed, there will be a number of new attractions, including a cinema and a number of restaurants.

4.8.3 As described in policy RTW2 below, improving access to the river and linkages between these attractions will be supported.

4.8.4 As Northwich's tourist "offer" grows, it may be necessary or desirable to draw together information and access to these attractions into a Visitor Centre located in an appropriate central location. This could be a standalone facility, or as part of some other cultural or tourist attraction in the Town Centre.

### **RTW2 Waterways**

Proposals that enhance and improve the prominence of the Town Centre waterways, and promote access to and from the Town Centre from the rivers will be supported.

#### **Objectives: 21, 23, 24**

4.8.5 In the past, development in the Town Centre has not used the riverfront to its full potential. With the exception of new Hayhurst Quay development, buildings were built with their backs to the river, and riverside walkways were of limited extent and prominence.

4.8.6 The Barons Quay scheme will go some way towards opening up the riverside with new landscaping



**Fig 58:** Weaver Way in the Town Centre.

and the cinema built overlooking the river. However, more could be done.

4.8.7 Proposals to improve and open up the rear of buildings to allow access from both the riverside and Wotton Street / Leicester Street would be supported.

4.8.8 Proposals to improve the mooring facilities to encourage visitors by boat as well as opportunities for trip boats to run from the Town Centre would be supported.



Fig 59: Verdin Park.

### RTW3 Festivals and Events

A proposal to create a dedicated site for holding festivals and events at Verdin Park would be supported.

#### Objectives: 23

4.8.9 Verdin Park is a large, Victorian park to the west of the River Weaver, separating Winnington from Castle. As well as containing landscaped gardens and a small play area, it also has a large open field that slopes gently down towards the Town Centre.

4.8.10 Proposals that would improve the park by, for example, creating a dedicated performance space, or improving the facilities for visitors (e.g. toilets, a cafe, etc.), would be supported.



Fig 60: Artist's impression of what a regenerated Northwich riverside could look like. © DB Tackley.



## RTW4 Sports Facilities

Proposals for new and/or improved sport facilities will be supported. In particular good, modern, indoor sports facilities such as sports halls of adequate size will be encouraged.

Any development must ensure no loss of existing sport facilities and appropriate contributions will be sought from developers to enhance, update and expand existing facilities.

The Moss Farm Leisure Complex will be protected from encroaching development. Proposals that seek to bring the facilities up to modern standards will be supported.

### Objectives: 19, 22

4.8.11 The opening of the Memorial Court Leisure Complex has provided Northwich with a good quality, modern sports facility, including a 6-lane swimming pool, a gymnasium, and a dance studio.

4.8.12 With its extensive pitches and playing fields, the Moss Farm Leisure Complex has the potential to become a centre of excellence for field sports in Cheshire. Investment will be required, however, to ensure that the changing facilities are brought up to a modern standard, and that all the facilities are properly maintained. Contributions from developers will help to do this.



Fig 61: Moss Farm.

4.8.13 To ensure that Moss Farm is protected for this purpose, this policy aims to prevent encroaching residential, commercial and industrial development from eating away at Moss Farm's boundaries, whilst still allowing development that fits with the purposes of the site and benefits the recreational use of the site.

## RTW5 Culture

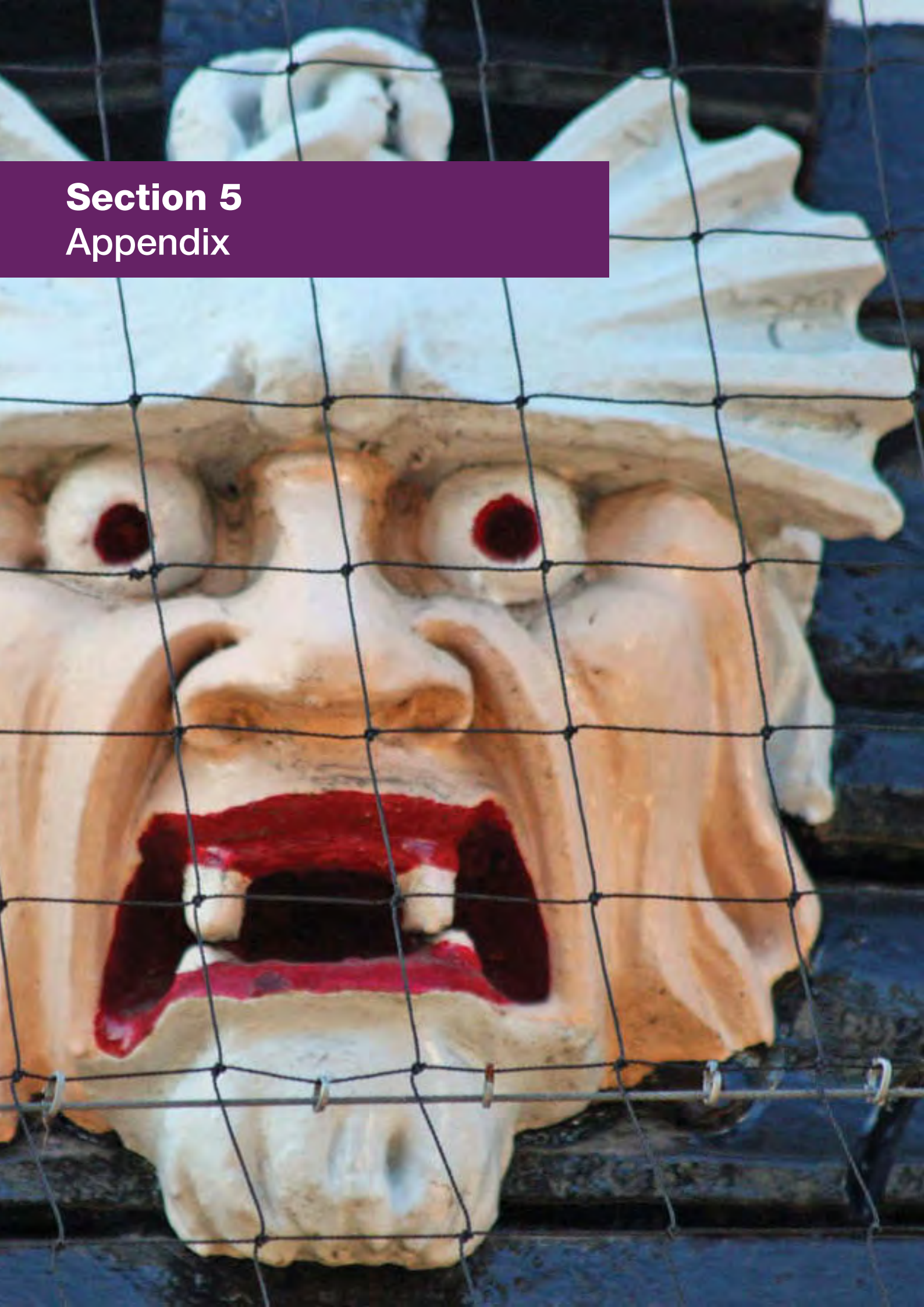
Support and encourage existing professional and voluntary arts organisations, including music, drama, dance, visual arts and crafts, by supporting proposals that will improve facilities.

### Objectives: 23



## Section 5

### Appendix



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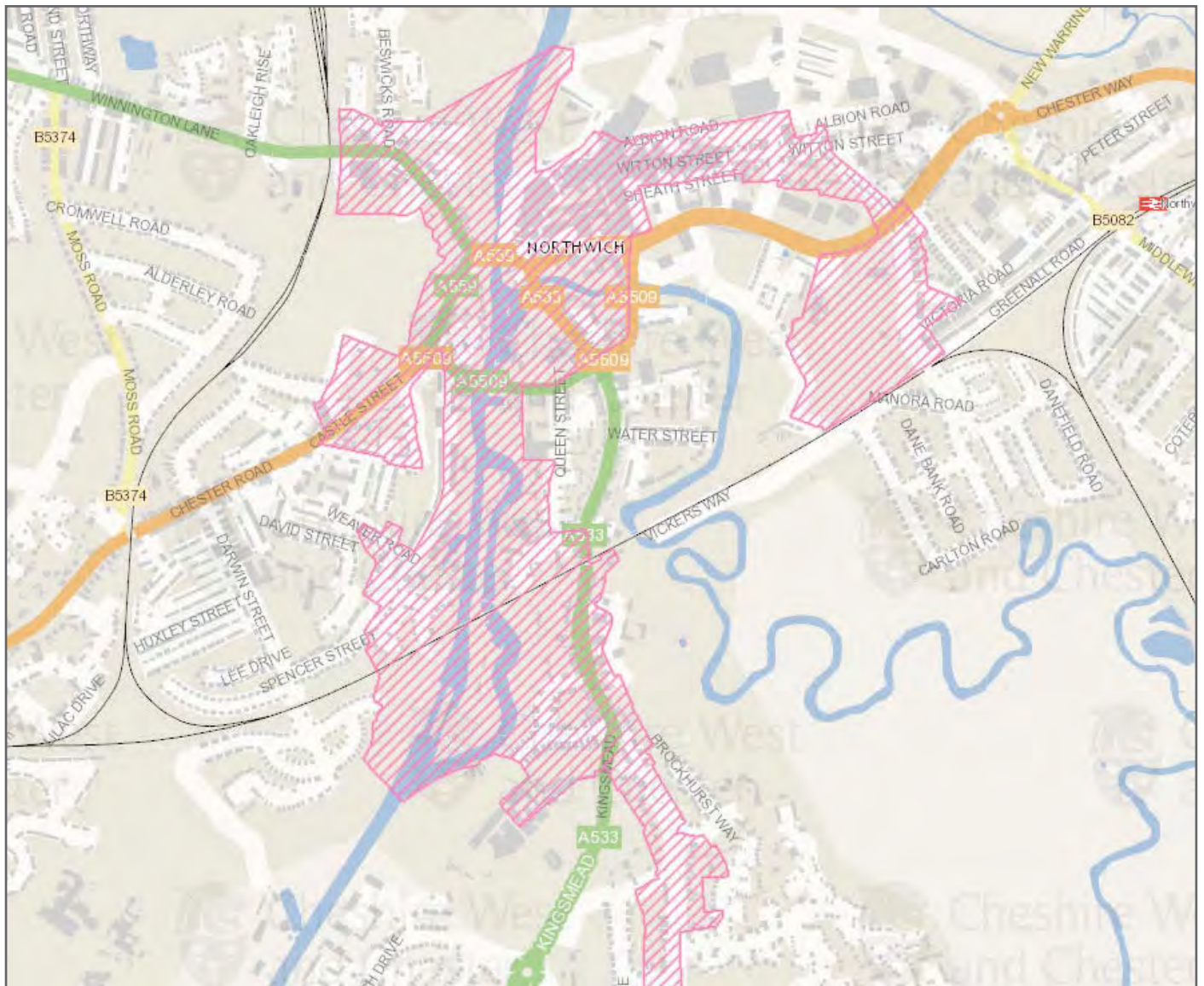
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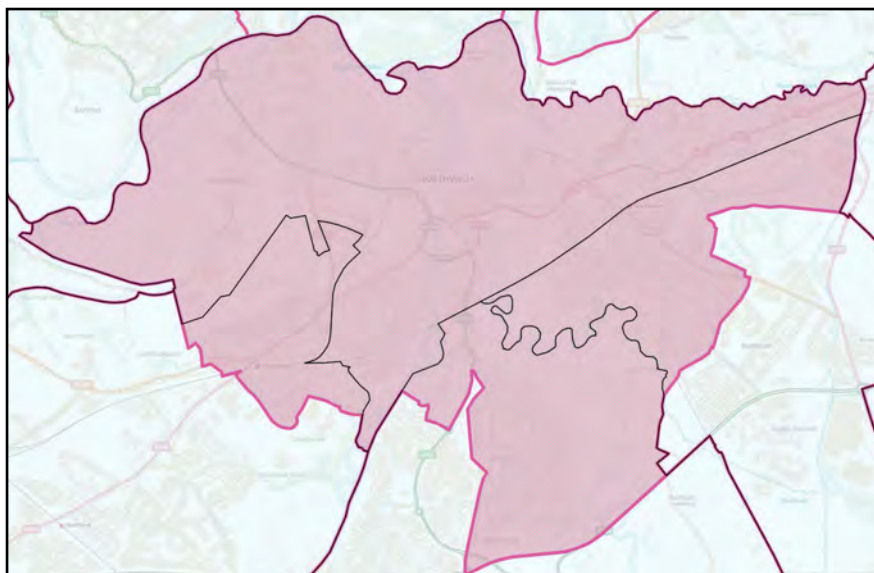


## 5.2 Additional Maps



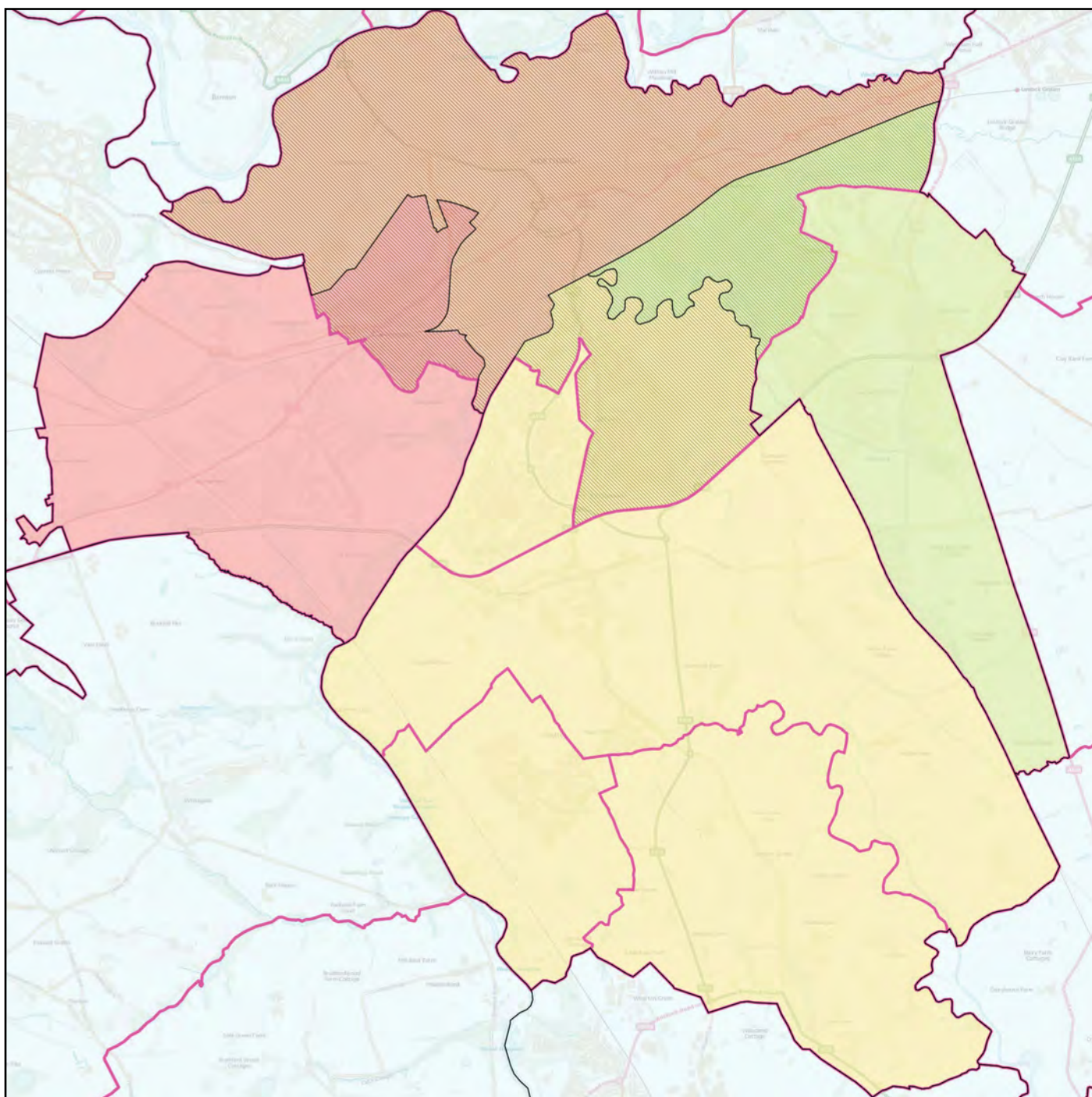
**Fig 62:** Northwich Conservation Area. Contains Ordnance Survey data © Crown copyright and database rights 2015.





**Fig 63:** Neighbourhood Plan Area (left).

**Fig 64:** Unitary Authority Wards overlaying Plan Area (below). Clockwise from the top: Winnington and Castle (orange), Witton and Rudheath (green), Davenham and Moulton (yellow), and Hartford and Greenbank (red). Contains Ordnance Survey data © Crown copyright and database rights 2015.





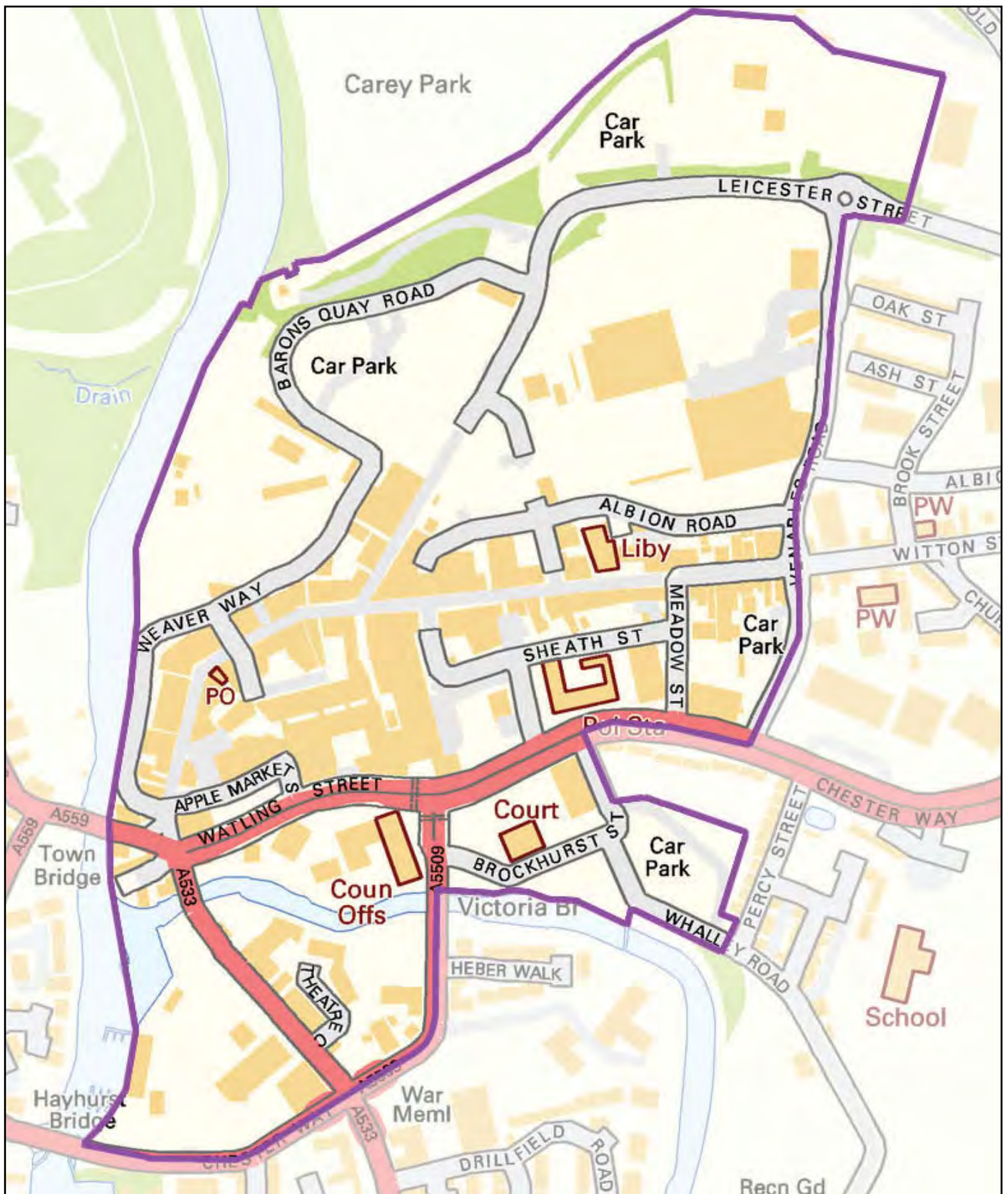
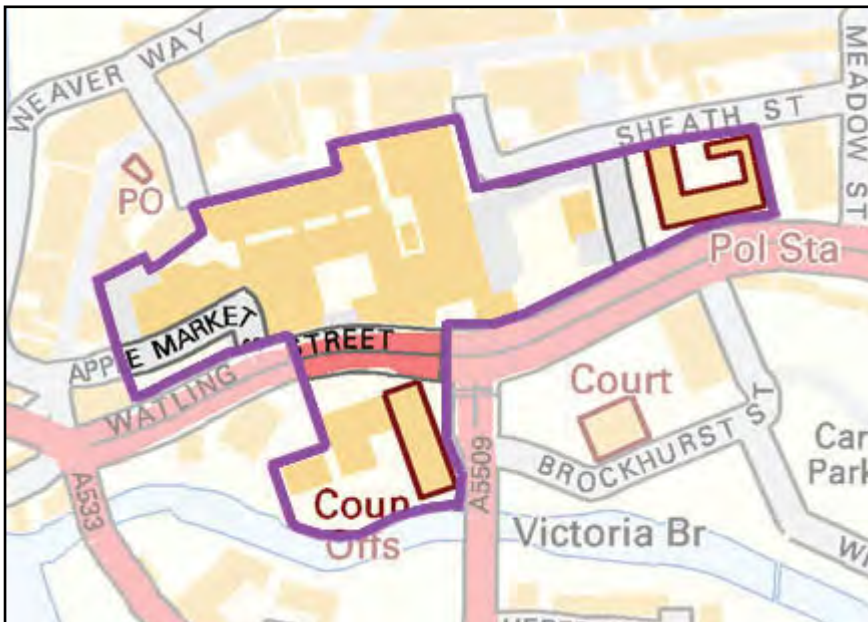


Fig 65: Northwich Town Centre Boundary (purple). Contains Ordnance Survey data © Crown copyright and database rights 2015.



**Fig 66:** Weaver Square Development Area (purple). Contains Ordnance Survey data © Crown copyright and database rights 2015.



## 5.3 Notable Buildings

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### Criterion A1: Listed Buildings and Structures

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#### Grade 1

- Church of St Helen, 76 Church Road
- Winnington Hall, Solvay Road

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#### Grade 2

- 16, Winnington Street
- British Waterways Board Area Office, Navigation Road
- Brunner Public Library, Post Office Place
- Cassantree, A559 (Chester Road)
- Church of St Wilfred (Roman Catholic), Witton Street
- Church of the Holy Trinity, Highfield Road
- Clock Tower between British Waterways Board Office and River Weaver, 14 Chester Way
- Dock Road Pumping Station, Weir Street
- Gates and Gatepiers to Verdin Park, A559 (Chester Road)
- Hayhurst Bridge over Weaver Navigation, and Control Cabin
- Hunt's Locks, 20 Robert Street
- Mile Post at SJ 6604 7227, London Road
- Moore and Brock's Riverside Warehouse (Demolished), Weaver Way
- Navigation House, 29 Navigation Road
- The Penny Black (Former Northwich Post Office), 110 Witton Street
- Nos 256,258,260,262,264,266 and 268 Chester Road
- Platts Hall in Grounds of Lostock Works (Now relocated, Grade DL, Works Lane,
- Northwich Plaza, Witton Street
- R.A.O.B Hall, Witton Street (Bond Street)
- Rose Cottage, Winnington Lane
- Stable Block with Attached Outbuildings, Walls and Gateway at Navigation House, Navigation Road
- Statues of Ludwig Mond and Sir John Brunner in Front of Mond House, Winnington Works

- Sundial 8 Metres South of South Porch of Church of St Helen (Witton Church), Church Walk
- The Brockhurst, Brockhurst Way
- Town Bridge over Weaver Navigation, and Control Cabin, Castle Street
- Victoria Infirmary, Old Wing, Winnington Street
- Weaver Hall, 162 London Road
- Weaver Railway Viaduct, London Road
- Weir East of Hunt's Lock, with Footbridge, 17 Weir Street
- Winnington Turn Bridge, Winnington Lane

## Criterion A2: Locally Listed Buildings

**Unlisted timber framed buildings, which contain structural or building techniques that were designed to reduce the effects of subsidence.**

High Street	
1/3	(Nationwide Building Society)
5/7	(Co-Op Bank)
9	(Swetenhams)
13	(Curtain Magic)
15/17	(Under renovation after fire) not original - including rear extension
19	Terracotta fronted - front bay only (HSBC)
21/23	Two-storey semi-detached shops (Meller Braggins)
2/2a	(Coulby Conduct)
4/6	(Wright Marshall)
10	(Entwistle Green)
16/18	(Nat West Bank) including false work rear extension
20/22	(Saffron) excluding single-storey flat roof extension
36/38	(Kanya)
40	(Barber Shop)
44/46	Terracotta fronted (Vacant – Former Beehive)
48	(Coulby & Conduct Estate Agents)
50	(Hollins & Hollinshead)
52	(Butchers John Bee)
54/56	(Nationwide)
58/60/62	Terracotta fronted including parallel extension bay to rear
64	(Meadows Estate Agent)
68	Terracotta fronted (Simply Chic Co.)
Witton Street	
5	(Thompson Travel)
9	Two storey including rear single-storey extension (Cash Generator)
11	(Top Brand Shoes)
13	(Red Cross Shop)
17	(Lechelles Bridal)
29	(Shoe Zone)
41/45	Facade only (Boots)
51/53	(Burtons)
57/59	Front bay only (Viva and Superdrug)
75/79	(Cheshire Army & Navy Stores, Cheshire Carpets, Party Box)
81/83	(Swift Services) and (Helen's Hair)
85	(Charlie's)
87	Front bay only (Macouti)
99	(St Lukes Shop)

101/103	Two-storey semi-detached shops (Vapour 4 You, Vacant)
105/107	Two-storey semi-detached shops (Swinton, Relate)
109/111	Two-storey semi-detached shops (Dry Cleaners, Art Shop)
115/117	Two-storey semi-detached shops (Peri Peri, Flames)
119	(Rosebank Sports)
121/123	Two-storey semi-detached shops (Saffron, ChipBox)
139	Two-storey excluding false work and extension (Dentist)
157 (rear)	Rear extension only (Roebuck Inn)
2/4/6	Front bay only (Bratts Store)
8	(Hiltons)
10	Front bay only (Bratts Kitchenware Store)
14/16	Facade only (Dorothy Perkins)
24	Front bay only (Clinton Cards)
26/28	Front bay only (Quality Save)
46	Single-storey shop front bay only (Sue Ryder)
46A	Two-storey with two-storey rear extension
48/50	Two-storey semi-detached shops (Crafty Stitches, Care Centre)
56/58	Two-storey shop and rear extension (Webbs Butchers)
60/62	Three-storey including extension range to rear (Furniture Direct)
64	Including single-storey extension to rear (Furniture Direct)
66 (rear)	Single-storey rear extension only (Firthfields Pets)
76 (rear)	Single-storey rear extension only (Level 1)
78/80	Two-storey semi-detached shops (Windows Phase One/Sew Easy)
82	Two-storey with flying first floor over passage (Spice Hut)
84/86	Single-storey semi-detached shops (Bruschetta, Nail Perfection)
88	Single-storey detached shop (Barbers)
90/92	Single-storey semi-detached shops (Gavin Edmundson)
96/100/102	Two-storey semi-detached shops / restaurant over
104	Front bay only (PP Racing)
108	Front bay only (Wilson's)
112/114	(Burton Bevan)
116/118	(?) and Golden Horse)
120	(Birtwistle Butchers) excluding rear extension
122	(Witton Chimes pub) excluding small rear extension
-	Adjacent to Barbers Garage

<b>Tabley Street</b>	
-	Single-storey - corner of Albion Road (The Curiosity Shop)
<b>St Paul's Place</b>	
-	(Club Class Taxis)
<b>Crown Street</b>	
6	(Vacant)
1/3	(Swinging Witch)
<b>Market Street</b>	
1	(Williams Estate Agents)
3/5	(Kanya)
7	(Vacant)
<b>Timber Lane</b>	
-	(George Lightfoot Weddings & Funeral Parlour)
<b>off Meadow Street</b>	
-	To rear 110 Witton Street - single-storey cycle shed
<b>Sheath Street</b>	
Bungalow	Single-storey office (?)
<b>Old Warrington Road</b>	
off	Two-storey - no sill beam (Carpet Shop rear ATS)
<b>Hadfield Street</b>	
-	Single-storey to rear of 59 Station Road (?)
<b>Station Road</b>	
34/36	Single-storey semi-detached shops
40	Single-storey - mock timbering over original
33/35	Single-storey - no sill beam
<b>Dane Street</b>	
4	(Reed and Rains)
6/8/10	(CRS Consultants)
3/5	(Butcher and Barlow Solicitors)
off	(Part of Weaver Court) (reception unit)
<b>Watling Street</b>	
-	(Northwich Fireplace Centre and dwelling to rear)
-	(Bullocks Accountants)
<b>London Road</b>	
164	(Bowling Green Pub)
234/240	First floor timber framed - quasi-semi housing block
15	Bridge House
23	Single-storey (Stone Masons)
39	Single Storey (Pharmacy)
195/201	First floor timber framed - quasi-semi housing block
203/207	First floor timber framed - tri-semi housing block

209/215	First floor timber framed - quasi-semi housing block
<b>Drillfield Road</b>	
off	(Building) at rear of Volunteer
-	Former St Pauls Church (Pharmacy)
<b>Chesterway</b>	
18	(Apartments)
44	
46/48	
3	Former CCC Highways Offices (?)
41	Timber framed at first floor (?)
55	Single-storey dwelling (?)
57	Single-storey dwelling (?)
<b>Castle Street</b>	
2	First floor timber framed (Moss & Hazlehurst solicitors)
4/6	Two-storey with first floor flying extension (Loc Tec)
25	Single-storey shop (Relish)
27/29	Two-storey semi-detached shops (Vacant, Dentist)
31	Single-storey shop (Barber)
<b>Winnington Street</b>	
2/6	Vacant
12/14	First and second floor timber framed - Offices (Vacant)
18	Timber framed first floor to first bay (Vacant)
20	Office (Chambers Fletcher Partnership)
22	Office front bay only (Robert Gleave and Others)
26	Dwelling (Spring Bank)
13/15	Offices (Chamber Fletcher)
17/19	Offices (Vacant)
Victoria Infirmary	Hospital - timber framed element only
<b>Winnington Lane</b>	
off	(Winnington Lodge) excluding false work front extension
off	Struan
<b>off Park Road</b>	
Winnington Park Recreation Club	Timber framed mainly at first floor (Pavillion structure only, Separate hall building adjacent to Park Road)
<b>Lock Street</b>	
off	Single-storey extensions to rear of 2/6 Winnington Street
<b>Manchester Road</b>	
-	Single storey timber framed above brick plinth (?) (former Primary School at junction with Bridge Street)

---

### Criterion B: Buildings Designed by John Douglas

- The Council House, Church Road  
Former Masters House, Witton Grammar School, 1874/8
- Victoria House, Church Road  
Former Witton Grammar School, 1869.

---

### Criterion C: Buildings noted in Pevsner's "The Buildings of England - Cheshire"

- St Luke's Church, Winnington Lane (north side).  
Dull brick by Pearson. C13 style built 1896/7.  
Projected south tower not built.
- Former Art College, London Road, Leftwich.  
1897 by Joseph Crawley. Red brick and terracotta with figures and small scene in relief.  
Angle cupola. Former Technical School.
- Sir John Deane's College, off The Crescent, Leftwich.  
Former Grammar School. Rebuilt 1908.  
Symmetrical front. Brick with stone dressings.  
Large mullioned and transomed windows.  
Cupola.
- Police Headquarters, off Chester Way.  
1966/8 by County Architect and Biggins Sargent Partnership. Best modern building in Northwich says Pevsner. Concrete framed and panelled.
- Congregational Church, Castle Street  
Large, brick. 1882 by Maxwell & Tuke.

---

### Criterion D: Non-listed Historic Buildings

5.3.1 The following is a list of historic buildings that are not listed but are of some local interest. Please note that some may appear on other lists.

- Lodge Cottage, Victoria Infirmary, Winnington St
- Moss Cottage, off Moss Road, Winnington
- Moss Cliff, 118 Chester Road, Greenbank
- The Spinney, Beech Road, Greenbank
- Rose Bank, Chester Road, Hartford Bank
- 90, Chester Road, Castle
- 67, Chester Road, Castle
- The Locomotive, Manchester Road
- The Lion and Railway, Station Road
- 70 and 72 Station Road
- 1 and 2 Manor Road
- Northwich Station, Manchester Road
- Victoria Road School, Victoria Road
- 52-54 Station Road
- 83 London Road, Northwich
- 2 & 4 Crown Street, Northwich
- The Roebuck Inn, 159/161 Witton Street
- Waverley Cottage, off London Road, Leftwich
- Stonecroft, 291 London Road, Leftwich
- The Elms, 289 London Road, Leftwich
- 287 London Road, Leftwich
- 234-240 London Road, Leftwich
- 3 Dobell's Road, Leftwich
- Former primary school, Manchester Road
- Wincham Mill, Manchester Road
- Brunner Mond Offices, off Manchester Road
- Riversdale, off The Crescent, London Rd, Leftwich
- Bowling Green Inn, London Road, Leftwich
- 6 Dyer Terrace, Winnington
- 7 Dyer Terrace, Winnington
- Solvay Terraces, Winnington



## 5.4 Protected Green Space and Key Views

The following sites and views have been identified for protection, as set out in policy NBE5. Sites are listed by their main attribute, but many will fall into other categories.

---

### Sites of Sports and Recreational Value

- 5.4.1 Moss Farm, Winnington
- 5.4.2 Winnington Grange Play Area, Winnington
- 5.4.3 Jubilee Fields, Winnington
- 5.4.4 Verdin Park, Castle
- 5.4.5 Saxons Lane Play Area, Castle
- 5.4.6 Vickersway Park, Witton
- 5.4.7 Whalley Road Playing Field, Witton
- 5.4.8 Yarwood Close Play Area, Castle
- 5.4.9 Church Walk Play Area/Paddling Pool, Witton
- 5.4.10 Danefield Road Play Area, Witton
- 5.4.11 Greenall Road Playing Field, Witton
- 5.4.12 James Street Play Area, Witton
- 5.4.13 Belmont Road Play Area, Witton
- 5.4.14 Victoria Street Play Area, Lostock
- 5.4.15 Manchester Road Playing Field, Lostock
- 5.4.16 Old Hall Road Play Area, Leftwich

---

### Sites of Amenity Value

- 5.4.17 Dane Valley, Leftwich
- 5.4.18 Leftwich Meadows, Leftwich
- 5.4.19 Carey Park, Northwich
- 5.4.20 Furey Wood, Winnington
- 5.4.21 Winnington Meadow, Winnington
- 5.4.22 Hunt's Lock, Castle
- 5.4.23 GroZone, Witton
- 5.4.24 Vickersway Allotments, Witton
- 5.4.25 Queensgate Allotments, Castle
- 5.4.26 Winnington Allotments, Winnington
- 5.4.27 Austin Street Allotments, Lostock
- 5.4.28 Marshall Lane Green, Greenbank
- 5.4.29 Leftwich Green, Leftwich
- 5.4.30 Granville Road Green, Leftwich
- 5.4.31 Church of Good Shepherd Green, Leftwich

---

### Sites of Ecological Value

- 5.4.32 Ashton's Flashes, Wincham
- 5.4.33 Witton Lime Beds, Witton
- 5.4.34 Clough Wood, Greenbank
- 5.4.35 Former Allotment Gardens, Peter Street, Witton
- 5.4.36 Furey Tip, Winnington

---

### Sites of Community Value

- 5.4.37 Witton Cemetary
- 5.4.38 Dane Valley Cemetary

---

### Key Views

- 5.4.39 Dane Valley and Leftwich Meadows  
Views over the Dane Valley with the Peak District in the distance.
- 5.4.40 Furey Wood  
Views over Carey Park and into the Town Centre.
- 5.4.41 Carey Park  
Views over the Weaver Valley and into the Town Centre.
- 5.4.42 Highfield Road  
Roman Trail views: Over the Weaver Valley and into the Town Centre.



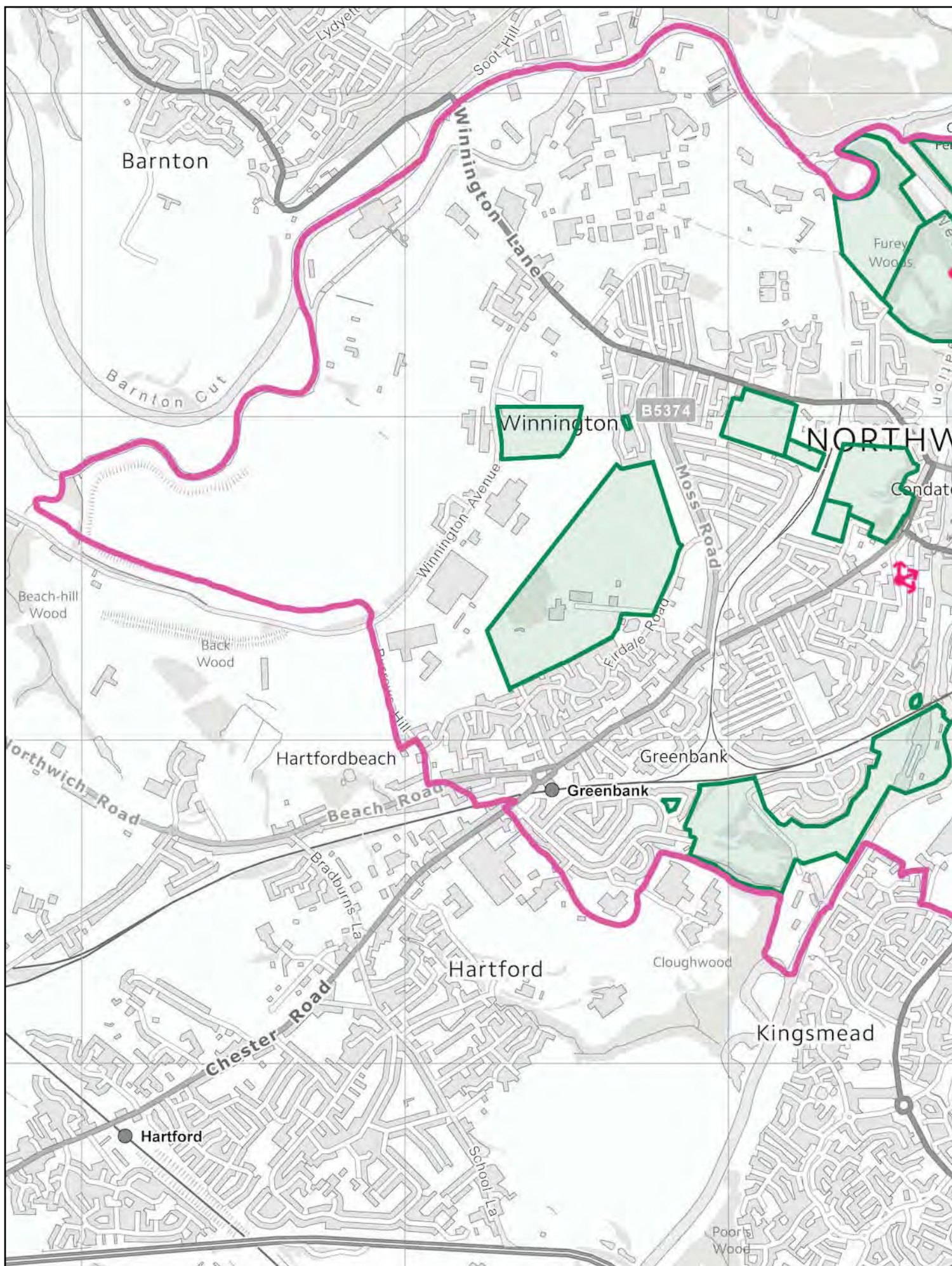
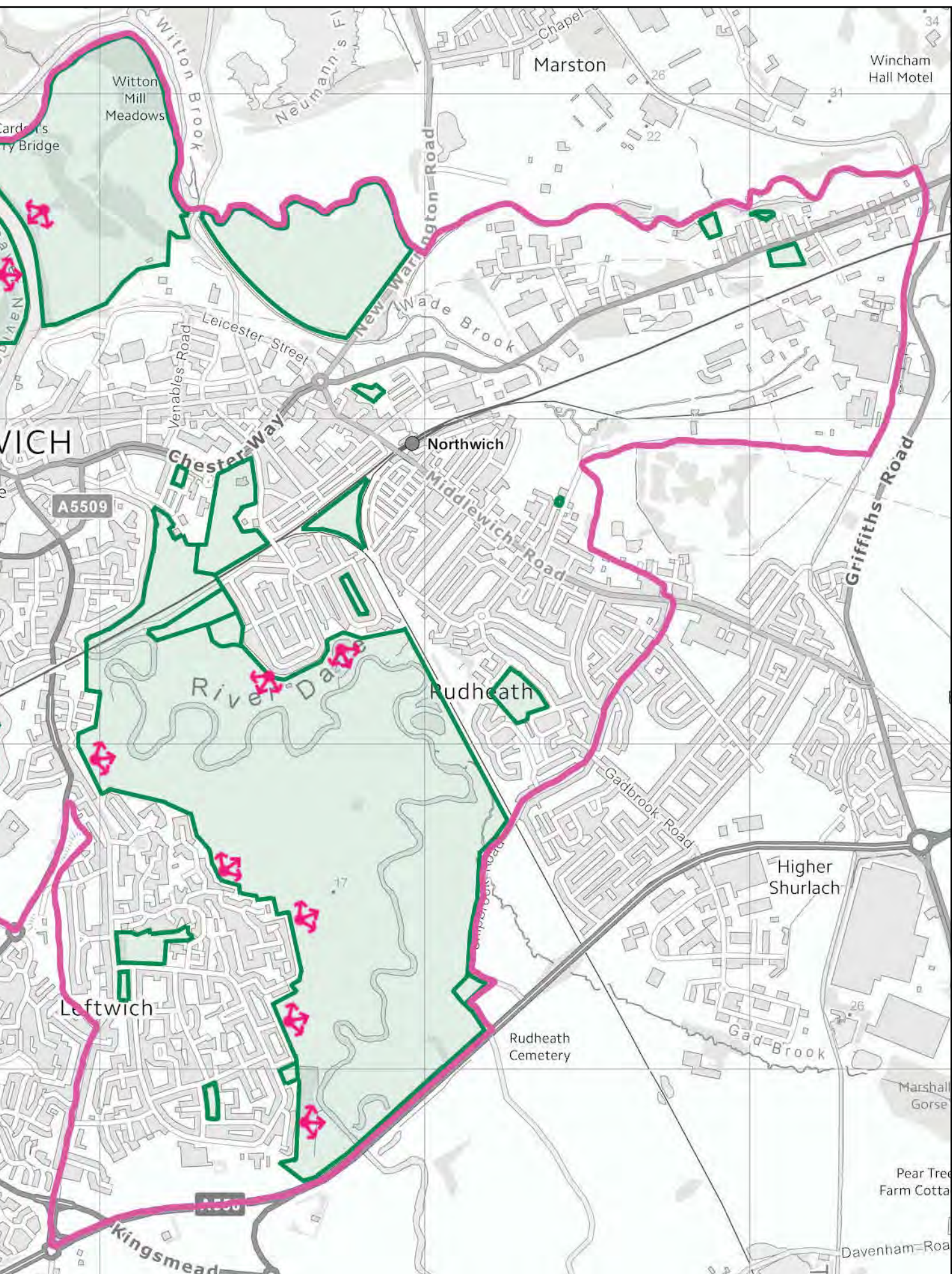


Fig 67: Map of protected green space and key views. Contains Ordnance Survey data © Crown copyright and database rights 2015.





## 5.5 External Appendices

- Northwich Cycling Strategy
- Consultation Statement
- Evidence Base Summary
- Basic Conditions Statement



## 5.6 Glossary

### Article 4 Direction

A direction under article 4 of the General Permitted Development Order which enables the Secretary of State or the local planning authority to withdraw specified permitted development rights across a defined area.

### Sequential Test

Going through a sequence of tests when considering the location of new development.

In retail, this means applications for main town centre uses (e.g. shops) should be located in town centre locations. If that is not possible, then they should locate in edge of centre locations, and only if suitable sites are not available should out of centre sites be considered.

### Use Classes

The various classes of land or building use.

- A1: Shops
- A2: Financial and professional services
- A3: Restaurants and cafes
- A4: Drinking establishments
- A5: Hot food takeaways
- B1: Business
- B2: General industrial
- B8: Storage or distribution
- C1: Hotels
- C2: Residential institutions
- C2A: Secure residential institutions
- C3: Dwellinghouses
- C4: Houses in multiple occupation
- D1: Non-residential institutions
- D2: Assembly and leisure
- Sui Generis: Uses not falling within the above



## Acknowledgement

The Executive Group would like to thank all the people who have worked to make the Northwich Neighbourhood Plan a reality. In particular:

- The officers and staff of Northwich Town Council, in particular Lesley Moore and Stephanie Astbury;
- Students on the *Extended Diploma in Photography* and the *Foundation Degree in Contemporary Photography* courses at Mid-Cheshire College, who took part in the photographic survey, and their tutor, Andy White;
- All the people who contributed to the Plan by membership of one of the Topic Area Groups, who completed one of the surveys, or attended a consultation event;
- Gina Bebbington, for her chairmanship of our focus groups at Sir John Deane's and Mid-Cheshire Colleges;
- Victoria Mead and Ian Hulme, for their work on the Plan Website;
- The River Weaver Navigation Society;
- Eira Bowden and Rebecca Cooper, for their work proof-reading the drafts;
- Chris Steel and Glyn Fitzsimmons, for some additional photography used on the front cover and at the start of the Appendix;
- Nick Hughes of Development of Arts in Northwich (DAN) for his assistance with the Recreation, Tourism and Waterways group.



## Northwich Neighbourhood Plan

The Council Offices  
78 Church Road  
Northwich  
Cheshire CW9 5PB



## High-tech new kit

ANYONE thinking of telling a police officer their name is Donald Duck and that they live at Graceland will find they are wasting their breath in Cheshire.

After a trial period of using mobile fingerprint devices last year, the machines have now been acquired by Cheshire Constabulary, thanks to Cheshire Police and Crime Commissioner John Dwyer's commitment to improving policing through technology.

This piece of kit means anyone stopped, searched and suspected of being economical with the truth can have their finger prints scanned at the scene rather than being arrested and taken to custody.

Police and Crime Commissioner for Cheshire John Dwyer said: "We have had some excellent results with people giving false details at the roadside having their true identity revealed.

"This excellent piece of kit saves time for officers taken up with the unnecessary procedure of arresting someone whose identity is questionable, meaning they are out there in the community rather than waiting for a prisoner to be processed and ID confirmed.

"It also helps the community by identifying people quickly so that their families can be informed or the correct medical treatment administered.

"At the start of the financial year I approved a budget, which enabled us to invest in technology and transform the current estate to enable officers to spend more time on the front line.

"This new kit is part of our commitment to making policing efficient, cost effective and very much 21st century."

The devices can capture images of fingerprints at the roadside and then send them for checking against the National Fingerprint Database.

A result will notify whether a match is found and give the identity of any match.

It can also be used on people who are unconscious or deceased and their identity is unknown.

It can also alert the officer to any medical conditions so the right treatment can be given swiftly.

## Residents invited to get their skates on for roller disco at community venue



Alison Gerrard, third from right, with fellow councillors promote the roller disco taking place on Sunday, October 18

FAMILIES are encouraged to snap up tickets for a community event in Rudheath this weekend.

The Venue in Gadbrook Road is playing host to a roller disco this Sunday, October 18, organised by Rudheath Parish Council.

The disco is aimed at increasing community participation and raising awareness of The Venue and the council's vision for the building. The parish council is looking to sign a lease on the building with a view to taking

over its running in a bid to increase its use by local organisations.

Residents attended an open evening at The Venue staged to gauge the level of support from local groups in using the premises.

The roller disco is being provided by Ice and Roller Magic, a Kent-based company specialising in mobile roller disco hire.

A plastic rink capable of

catering for up to 50 people at one time will be set up in the car park, and the disco will run from 1pm to 8pm.

Tickets are £3 per hour or £10 for a family of four – two adults and two children.

Tickets are available from parish Cllr Alison Gerrard at Snippets Hairdressers, Station Road, Northwich, which can be contacted on 01606 41515. The roller disco was the idea of Cllr Gerrard, who wanted to organise

something different for the residents in the community.

"We did an ice rink at the leisure centre four years ago, which went down well, and I'm hoping people will get behind the roller disco and support it," she said.

"If we can build it up we could make it an annual event, alternating between roller skating and ice skating." The ticket price includes the hire of skates, and the event is being supported by Rudheath and Witton Together.

# Have a say over future of town during events

■ Neighbourhood plan is being revealed to the public during consultation

By Gina Bebbington  
gina.bebbington@nqnw.co.uk

THE time has come for Northwich residents to comment on a plan for the town.

After two years of work behind the scenes, the draft of Northwich

Neighbourhood Plan is being revealed to the public in a six-week consultation.

It will be available at Northwich Library, online at northwichplan.org.uk and at three consultation events that will take place at Northwich Memorial Court.

The first of these is on Tuesday, October 21, from 10am to 1pm, followed by a session on Wednesday, October 22, from 2pm to 5pm and the third session on Thursday, October 23, from 6pm to 9pm.

The plan has been spearheaded

by volunteers from the community supported by Northwich Town Council.

Members of the neighbourhood plan working group will be on hand to answer questions at each of the three sessions.

David Roberts, chairman of the group, said: "This consultation is the culmination of two years hard work from a dedicated team of volunteers, as well as councillors and officers from Northwich Town Council.

"Contributions have been in-

corporated from the hundreds of surveys that were completed early in the year, as well as the focus groups at our two colleges.

"All of us care about our town's future and how it is shaped.

"I hope the residents of Northwich will take this opportunity and make sure that it is a future that they want to see."

Cllr Derek Bowden, from Northwich Town Council, explained why it was important for as many people as possible to have their say.

"The neighbourhood plan will have a statutory influence over future planning decisions," he said. "It will influence how land is used and the design of buildings.

"It will protect green space, and seek contributions from developers towards community facilities and infrastructure.

"We are now not too far away from providing the town with an ambitious plan that will give a positive future direction."

The consultation period takes place from October 14 to November 30.

**Denture Clinic - Northwich**  
New Dentures & Repairs  
Clinical Dental Technician Diploma Student -  
Friendly Service  
125 Witton Street, Near Sainsburys  
01606 49405 - [www.mfrosa.com](http://www.mfrosa.com)

**Hogg's Repeat Prescription Service**  
...it's local, easy and convenient  
Hogg's Chemist  
28 YEARS SERVICE  
Northwich Patients  
Finsdale Road (off Moss Road)  
Northwich CW8 4AZ  
01606 77485

**Smiles & More**  
**Express Denture Repairs**  
Also new dentures  
01925 231601  
57 Bewsey St. Warrington, WA2 7JQ  
[www.smilesandmore.co.uk](http://www.smilesandmore.co.uk)

## Will you brie joining the fun?

CHEESE and wine-lovers are set to take their tastebuds on a spectacular journey in Northwich in aid of cancer research. A cheese and wine evening with a sealed bid auction will take place at the Cancer Research UK store on Witton Street on Thursday, October 22, from 7pm to 9.30pm.

The fundraiser is in aid of Stand Up To Cancer, which aims to accelerate research and will get therapies to patients quickly. A spokesman for the Cancer Research

UK Northwich shop, said: "You will have the opportunity to taste various wines and cheese, and be able to place last minute bids on our auction items.

"We hope this will be a fun evening where we can raise funds to help beat cancer sooner."

Auction lots can be seen in the shop now. The bidding for auction items will close on the night at 8.30pm.



# HAVE YOUR SAY ON THE FUTURE OF NORTHWICH

Don't miss the last chance to see the  
**Northwich Neighbourhood Plan** at  
The Memorial Court!

**Come and speak to us**

Wednesday 25th November

Thursday 26th November

Friday 27th November



**Can't make it?**

Download it from:

[www.northwichplan.org.uk](http://www.northwichplan.org.uk)

and complete the survey  
online



**CONSULTATION  
CLOSES  
ON 30TH  
NOVEMBER!**







# *Draft* Northwich Neighbourhood Plan





# HAVE YOUR SAY ON THE FUTURE OF NORTHWICH

Over the past couple of years, Northwich Town Council and volunteers from the community have been working on a Neighbourhood Plan for Northwich.

Now, we need your help to finish it.

## Read the Plan

Download it from:  
[www.northwichplan.org.uk](http://www.northwichplan.org.uk)  
Or, borrow a copy from Northwich Library



## Come and speak to us

Three consultation events are being held at The Memorial Court (see below)



## Complete the survey

Either online at  
[www.northwichplan.org.uk](http://www.northwichplan.org.uk)  
or, pick up a paper copy from the Library



## CONSULTATION EVENTS @ THE MEMORIAL COURT

\* TUE 20TH OCT  
10AM - 1PM

\* WED 21ST OCT  
2PM - 5PM

\* THU 22ND OCT  
6PM - 9PM







# Northwich Neighbourhood Plan

## Draft Plan Public Consultation

### How to complete and return this survey

You can complete this survey on paper or online at <http://www.northwichplan.org.uk/>.

Completed surveys can be returned to one of the following collection points:

- Northwich Town Council  
The Council Offices, Church Road, Northwich, CW9 5PB
- CW&C Northwich Information Centre  
1 The Arcade, Weaver Square, Northwich, CW9 5AS

Or alternatively, you can post your completed survey to the Northwich Town Council Offices at the address above.

## Retail and Commercial

1. Do you agree with the policies set out in the Retail and Commercial section (page 36-39)?

☐ Yes

☐ Yes, partly

☐ No

Comments (please include the policy number if objecting to a particular policy):

## Employment and Education

2. Do you agree with the policies set out in the Employment and Education section (page 40)?

☐ Yes

☐ Yes, partly

☐ No

Comments (please include the policy number if objecting to a particular policy):

## Housing

3. Do you agree with the policies set out in the Housing section (page 42-45)?

☐ Yes

☐ Yes, partly

☐ No

Comments (please include the policy number if objecting to a particular policy):

## Environment – Natural and Built

4. Do you agree with the policies set out in the Environment section (page 46-49)?

☐ Yes

☐ Yes, partly

☐ No

Comments (please include the policy number if objecting to a particular policy):

## Transport and Infrastructure

5. Do you agree with the policies set out in the Transport and Infrastructure section (page 50-53)?

☐ Yes

☐ Yes, partly

☐ No

Comments (please include the policy number if objecting to a particular policy):

## Health and Wellbeing

6. Do you agree with the policies set out in the Health and Wellbeing section (page 54-55)?

☐ Yes

☐ Yes, partly

☐ No

Comments (please include the policy number if objecting to a particular policy):

## Recreation, Tourism and Waterways

7. Do you agree with the policies set out in the Recreation, Tourism and Waterways section (page 56-58)?

☐ Yes

☐ Yes, partly

☐ No

Comments (please include the policy number if objecting to a particular policy):

## Comments

8. Do you have any other comments to make?

Comments (please include the policy number if objecting to a particular policy):

**Thank you for taking part in this survey.**



The process used a range of methods:

- Paper copies of the Plan were placed in the Town Library, Cheshire West and Chester Information Centre and various other locations around the town. These were accompanied with printed Response Forms, in pre-paid reply envelopes, plus a web address for on-line response.
- The Plan was published on the Northwich Neighbourhood Plan website along with guidance on electronic response completion.
- On-line copies were sent to the following bodies which included statutory consultees as advised by Cheshire West and Chester Council.
- Advertisements in the local press and on display banners in prominent places supported by press releases were used, during the period, to inform and encourage the community to read and respond to the Plan. They also advised of public presentations by the Neighbourhood Plan Executive group and members of the TAG Groups. Leaflets providing this information were also distributed in locations around the town.
- Public Displays of the Plan consisting of full paper copies plus Vision, Objectives and Policies on A1 sheets were held in a number of locations:

2X 3-day sessions, one at the beginning and one near the end of the consultation period were held at Brio Memorial Court Leisure Centre, Northwich.

2-day sessions each in Sir John Deane's Sixth Form College and Mid Cheshire College of FE. The displays were left out in the evenings with notices and response forms for use by people attending the evening institute classes.

A 2-day session, was held at the staff restaurant of Roberts Bakery (the biggest employer in Northwich).

At each location, members of the TAG and Executive groups and Town Council staff were present to explain the displays, answer questions and encourage completion of the response forms or on-line versions.

- At the monthly Northwich Artisan Market held during the period, the Town Council stand was used to display and discuss the Plan and encourage a written response.
- A power point presentation was given at a Northwich Rotary Club lunch meeting held at Winnington Recreation Centre. It was attended by over 100 members of the Northwich business and voluntary agency community, each of whom was given copies of the Plan and response form to complete.
- Northwich Town Council members were briefed on the consultation at their monthly meeting during the period and given copies of the Plan and response form to distribute in their Wards. Again, this enabled an increased number of 'hard to reach' members of the community to have access to and explanation of the Draft Plan.

Residential Developers

<b><u>Company</u></b>	<b><u>Contact</u></b>
Adlington	Simon Frith
Ainscough Strategic Land	Paul Martin
Anwyl	Andy Davis
Arley Homes	Chris Kershaw
Audley Retirement	John Nettleton
Barratt Developments	Sarah Coulthard
Bellway	John Webster
Bloor Holdings	Tony Newton
Bussey & Armstrong	A Cooper
Castlemead Care	Tony Cole
Charter Homes	Steve Ratcliffe
County Life Homes Ltd	Mike Pattison
Countryside Properties (UK)	Sophia Fleming
Crest Nicholson	Ben Miller
Elan Homes	Paul Darwin
Elliot Maunders	Garth Maunders
Fawley Watson Booth	Joshua Howe
FG Whitley & Sons	Richard Whitley
Galliford Try (Linden Homes)	Darren Leary
Galliers Homes	Ian Burns
Gladman	James Holladay
Gleeson	David Staniforth
Harrow Estates	Julian Hamer
Initiatives (Design) Limited	Russ Afzal

Jenics	Jeremy Collins
Jenics	Neil Bowler
Kier Property	Nigel Turner
Livesey Group	Steve Allcock
McDermott Homes	Mark Wilkinson
Morris Homes	Andrew Thompson
One Vision Housing	Paul Humphries
Persimmon Homes	Neil Follows
Redrow Homes North West	Alex Wood
Roger Hannah & Co	Julie Bickerdike
Seddon Homes	Michael Johnson
Sovini	Andrew Brash
Taylor Wimpey	Peter Lynas
Wilmott Dixon	Adam Norton

Commercial Developers

<b><u>Company</u></b>	<b><u>Contact</u></b>
Ashalls	Mike Ashall
Barlows	Richard Fildes
Chantry Developments	Charles Perrin
City Link	Paul Wilkins
CWAC	Simon Dingle
CWAC	Iain Paton
CWAC	Tony Lozinski
Emerson Group	Paul Hubball
H&H Holman Properties	Patrick Holme
Liberty Properties	Emyr Williams
Manchester Markets	Tony Sproston
Marshalls	Simon Marshall
MCR	Aneel Mussarat
Milligan Retail	John Milligan
Molyneux Estates	Colin Molyneux
Osborne & Co	Mike Osborne
Pochins	Jim Nicholson
St Modwen	Paul Batho
Whitestone	Jeff Hocking
Williams Tarr	Ed Wilkinson
Wrather Group	Bill Wrather

Local Land Owners & Professionals

<b><u>Company</u></b>	<b><u>Contact</u></b>
	Rumbelow
	Martin Hulme?

# Northwich Neighbourhood Plan – Consultees Regional Agents, Developers and Land Owners

Antony Diggle	
Ads-Plan	Susan Jones
Bennett Brooks	Yvonne Wood
Berrys	Graham Bowcock
Blakemere Craft Centre	Ginny Brooks-White
Butcher & Barlow	Jonathan Aldersley
Canal & River Trust	Mike Coates
CFP	Martin Weston
Chambers Fletcher	Tim Lowe
CRS Consultants	Clive Steggel
CW Consultants	Chris Wewer
CWAC	Andrew Jamieson
Dixon Keogh	Nick Parson
Fifield Glyn	Richard Smith
Fisher German	Hugh Maxfield
Groundwork	Jane Hough
Hartford Golf Club	Tim Barnes
HOW Planning	Gary Halman
Howard Worth	Stephen Grayson
Jimmy France-Hayhurst	
Jonty Godfrey	
Mosshaselhurst	Gerry Rooney
Murray Smith	Richard Taylor
Nat West Bank	Neil Devney
NPL Estates	Simon Towers
Roberts Bakery	Mike Roberts
Sir John Deane's	Kerry Kirkwood



## Northwich Neighbourhood Plan – Consultees Regional Agents, Developers and Land Owners

Tata Chemicals	Sally Evans
Tata Chemicals	Phil Davies
Tatton Estates	Henry Brooks
The Bunting Partnership	Cathy Bunting
The Planning Consultancy	Matt Gilbert
Tom Rickard	
Tophams	David Topham
Tudormen Limited	Ros Fifield
Union Pension Trustees	John Martin
Weaver Vale Housing	Chris Rowbottom
William Godfrey	
Williams Estates	Andrew Williams
Wright Marshall	Nick Marsh
Wright Marshall	Roy Brereton

## Northwich Neighbourhood Plan – Statutory Consultees

### Schedule 1 Consultation Bodies - Regulation 3

- (b) Local Planning Authority & Neighbouring Parish Councils
- (c) The Coal Authority
- (d) The Homes and Community Agency
- (e) Natural England
- (f) The Environment Agency
- (g) English Heritage
- (h) Network Rail Infrastructure Limited
- (i) The Highways Agency
- (j) The Marine Management Organisation
- (k) any person -
  - (i) Electronic communications code section 106(3)(a) of the Communications Act 2003; &
  - (ii) who owns/controls electronic communications apparatus in the local planning authority
- (l) where it exercises functions in any part of the neighbourhood area
  - (i) Primary Care Trust – Vale Royal Clinical Commissioning Group (VRCCG)
  - (ii) Electricity Supply (National Grid)
  - (iii) Gas Supply (National Grid)
  - (iv) Sewerage undertaker (United Utilities)
  - (v) Water undertaker (United Utilities)
- (m) Voluntary bodies with activities in the neighbourhood area
- (n) Bodies representing the interests of different racial, ethnic or national groups in the neighbourhood area
- (o) Bodies representing the interests of different religious groups in the neighbourhood area
- (p) Bodies representing the interests of persons carrying on business in the neighbourhood area
- (q) Bodies representing the interests of disabled persons in the neighbourhood area

(b) Cheshire West and Chester Council Planning

Anderton with Marbury Parish Council  
Antrobus Parish Council  
Barnton Parish Council  
Bostock Parish Council  
Comberbach Parish Council  
Cuddington Parish Council  
Davenham Parish Council  
Hartford Parish Council  
Kingsmead Parish Council  
Lach Dennis Parish Council  
Little Leigh Parish Council  
Lostock Gralam Parish Council  
Marston Parish Council  
Moulton Parish Council  
Rudheath Parish Council  
Weaverham Parish Council  
Wincham Parish Council  
Winsford Town Council

(c) the Coal Authority

(d) the Homes and Communities Agency

(e) Natural England

(f) the Environment Agency

(g) Historic England

(h) Network Rail

(i) Highways England

(j) the Marine Management Organisation

(k) (i) British Telecom

(ii) Mobile Operators Association

(l) (i) Vale Royal Clinical Commissioning Group  
CW&C Public Health Team

(ii) National Grid Company

(iii) National Grid Company

(iv) United Utilities Water Limited

(v) United Utilities Water Limited

(m) (i) Cheshire Community Development Trust

(ii) Age UK Cheshire

(n) Cheshire Racial Equality Council

(o) Northwich Churches Together

(p) Northwich Business Improvement District

(q) Vale Royal Disability Services

## Composite Responses to R14 Consultation – Written Representations

This document provides assessments of the responses received from the following organisations.

Canal & River Trust

H2O on behalf of Jalsea Marina

Royal Mail

Many of the comments within the CWaC response need addressing by inclusion in the final Plan and these are dealt with separately (see highlighted areas of the CWaC letter) except for the following;

**CWaC responses related to transport issues.**

TRANS1 as written is not a land use policy. Could reword as ‘proposals to improve access to the A49 from Winnington, possibly utilising the disused mineral line, will be supported’.

**Action: Reword TRANS1- The Town Council will work with CWAC Council and neighbouring Parishes on proposals to improve access to the A49 from Winnington, possibly utilising the disused mineral railway line between the two.**

TRANS2 This issue will need to be addressed strategically, and perhaps is already covered sufficiently under policy HOU5?

Second para – what development and where? Which new bridge? This is unclear as written, but until the need for and feasibility of a new bridge has been fully investigated then we can’t ask for contributions so suggest this is deleted and covered under the text following HOU5

**Action: Feel this issue is too high on the public’s list for necessary improvements and too important to delete from this Policy. Agree that the statement needs to be clarified and suggest 2<sup>nd</sup> Para be replaced with following- ‘Future major developments that impact on Transport issues associated with a possible new crossing of the River Weaver at Winnington will be expected to contribute to the delivery of a new bridge’.**

### **Comments from Paul Parry – Highways Development Officer**

The 3rd paragraph says that modifications to existing highway must demonstrate how the highway will be made safer and more accessible for pedestrians and cyclists: Suggested modification to read “any modifications or additions to the existing highway do not negatively impact on cyclist and pedestrian safety and connectivity and must provide suitable access for those users”.

**Action: Agree. Amend 3<sup>rd</sup> Para to read – ‘Any modifications or additions to the existing highway do not negatively impact on cyclist and pedestrian safety and connectivity and must provide suitable access for those users’.**

First para is about traffic management on existing streets and is not a land use planning policy, so should be moved to text rather than policy.

**Action: Don’t agree with the initial response but suggest removing the term ‘default’ and amending the Policy to read – ‘The Town Council will support the introduction of 20mph speed restrictions for New Major Residential Developments on side roads and cul-de-sacs appropriate to the layout of the development.**



## **Assessment of letter from H2O in relation to Jalsea Marina**

In order to fully reflect the NPPF and its approach to boosting significantly housing supply, we would like to suggest for your consideration a minor amendment to the wording of policy HOU1 such that it reads as follows:

*“New housing development will be supported on appropriately located and sustainable sites. Development on brownfield land will be actively encouraged, both within the built up area and in peripheral locations where redevelopment opportunities offer a means by which to contribute to the delivery of housing choice.”*

**Action: reconsider the wording.**

## **Assessment of letter from Canal and River Trust**

**The following comments are worthy of consideration/inclusion in the final Plan**

**Objective 13** refers to maintaining good footpath and cycle links and the Trust considers that this could usefully be expanded to refer to also improving such facilities, providing new links or enhancement to existing routes such as by means of towpath improvements, signage etc.

**Objective 21** makes specific reference to waterways and, whilst generally supported by the Trust, would request that it be amended to refer to waterfrontages rather than to river banks becoming a focus for business and leisure activities.

### **HOU3 Character and Design**

The content of Policy HOU3 is broadly welcomed. It is however considered that as we do not yet know where land may be allocated for future housing development it would be beneficial to also reference a requirement for any new development adjacent to waterways to have regard to their setting and provide an appropriate active water frontage and for any waterside development to take into account the impact of the development when viewed from the waterway. Whilst this could be by means of additional criteria within Policy HOU3, give the recognised value of the waterways within the Northwich area you may wish to consider inclusion of a **new policy** referring specifically to waterside developments.

### **NBE5 Protected Green Space and Key Views**

The Trust welcome this policy which seeks to protect identified Green Spaces and key views. As waterways are also defined as green infrastructure you may wish to give consideration to their identification as green space worthy of protection for, amongst other things, their recreation, amenity and ecological value.

### **TRANS6 Pedestrian and Cycling Routes**

The Trust would recommend that reference is made to the potential for enhanced pedestrian and cycle routes offered by the Weaver Navigation and for new developments adjacent to the waterway to contribute towards the improvement of such facilities.

### **HW5 Healthy Designs**

The Trust support the inclusion of Policy HW5 which it feels could be usefully be amended by reference to new developments being required to not only provide but also enhance where appropriate existing footways, cycleways etc - including towpaths - or opportunities to link to them and signage.

## **RTW2 Waterways**

The Trust is again pleased to see specific reference to a Waterways policy the content of which is supported. It is considered that the policy could usefully be widened to also include reference to the need to consider the impact of new development when viewed from the waterway.

**Action:** Relating to housing comments.

The suggestion that HOU3 be strengthened by a requirement that waterside developments have regard to their setting, provide an active water frontage and be evaluated by the view from the waterway I think are consistent with our desire to make more of the local waterways. If colleagues agree in principle to this change the issue is whether to amend HOU3 or add a new policy. Perhaps CWAC can advise on best course.

HOU5 The Trusts comments are reasonable.

## **Assessment of letter from Royal Mail**

**The following comment requires further consideration.**

This response has been made with specific reference to Policy RC1 in the submission version of the Northwich Neighbourhood Plan. Policy RC1 does not include the specific wording of Policy ECON1 of the Cheshire West and Chester Local Plan (Part One). The wording of Cheshire West and Chester's Local Plan Policy ECON1 is as follows: *"The refurbishment and enhancement of existing sites and premises for continued employment use will be supported. Redevelopment to non-employment uses will be permitted where the proposed use is compatible with existing retained employment uses in the locality and where; the proposal would not limit the range, choice and quality of employment sites available to meet future employment needs or it can be demonstrated that the continued use of the premises for employment use is no longer commercially viable or environmentally acceptable".*

## **Assessment of representations made by NPL**

NPL has been in discussion with the Cheshire West and Chester Council (CWAC) for some time in relation to Fureys Wood. NPL own the freehold of this site and lease the wood to CWAC. The lease is shortly due for renewal in 2017 and discussions are ongoing in relation to a renewal in association with some development. NPL objects to the inclusion of Fureys Wood under this policy designation as Protected Green Space and request its removal from their landownership.

**Action: We should remove the area proposed for development from our protected green space map.**

NPL are also disappointed that they were not contacted as a key local stakeholder earlier in the Neighbourhood Plan process to discuss their aspirations for Fureys Wood which will bring substantial community benefits. Policy NBE1 - Landscape Character and Development is concerned with the scale and form of development including non-residential schemes. The policy or explanatory text needs to recognise that in relation to non-residential schemes there is often a very good reason why buildings follow a particular scale and design as often in relation to employment uses form follows function. Whilst any planning decision is

likely to be based on positive factors being weighed against negative factors, the explanatory text to policy NBE1 should acknowledge that in relation to non-residential uses that greater flexibility may be required. In relation to the wording of Policy NBE1 the final paragraph should be deleted given the requirements of the first two paragraphs.

**Action: Agreed**

Policy NBE5 - protected greenspace and key views refers to green spaces listed in appendix 5.4. The appendix needs to be amended to reflect the factual position in relation to extant planning permissions. For example, planning application 13/03676/OUT within the Dane Valley is not shown on the diagram contained in Appendix 5. The site which has planning permission should be reflected on the drawing contained in Appendix 5.4 rather than being shown as protected greenspace under sites of "amenity value" 5.4.17 Dane Valley, Leftwich.

**Action: Agreed**

The wording of Policy NBE5 should be amended completely as the first two paragraphs do not sit comfortably with the second two paragraphs as they are pulling in different directions. The test set out in paragraph 1 of the policy that greenspace should not be lost or harmed by development except in "exceptional cases" implies that areas protected by greenspace and key views have a status akin to land designated as Green Belt. The policy needs to be redrafted to reflect that whilst the Neighbourhood Plan regards these as important areas there is also a need to have realistic criteria in place which seek to regulate development. It would also appear that the policy has been drafted to specifically deal with the planning permission referred to above, as evidenced by paragraphs 4.5.21 and 4.5.22. The policy seeks to anticipate a situation whereby if the permission lapses then the policy criteria would bite. This is completely at odds with best practice in terms of policy formulation and the references to the particular planning application and commitment in the policy explanatory text should be removed. On the one hand the explanatory text refers to the permission but then completely ignores it in relation to the diagram in Appendix 5.

# Cheshire West & Chester Council

Mr C Shaw  
Town Clerk  
Northwich Town Council  
The Council Offices  
78 Church Road  
Northwich  
CW9 5PB

## Planning Policy

4 Civic Way, Ellesmere Port  
CH65 0BE

Tel: 01244 973887

Our ref: NP021 Regulation 14

Your ref:

Please ask for: Charlotte Aspinall

Email:

[charlotte.aspinall@cheshirewestandchester.gov.uk](mailto:charlotte.aspinall@cheshirewestandchester.gov.uk)

Web: [cheshirewestandchester.gov.uk](http://cheshirewestandchester.gov.uk)

Date: 27th November 2015



Dear Chris,

## **Cheshire West and Chester Consultation Response Draft Northwich Neighbourhood Plan (Regulation 14 Consultation)**

Thank you for the opportunity to review and comment on the Draft Northwich Neighbourhood Plan.

The Council recognises the significant amount of community consultation and work which has been undertaken in the preparation of the Plan.

In general, the Plan has been positively prepared and reflects the NPPF and adopted Local Plan. We do however have a number of comments from Officers across the Council which are intended to assist with improving the general conformity with strategic policies. These comments are appended to this letter.

Yours sincerely



**Charlotte Aspinall**

*Senior Planning Officer – Planning Policy*  
Place Strategy

Tel: 01244 973183

Email: [charlotte.aspinall@cheshirewestandchester.gov.uk](mailto:charlotte.aspinall@cheshirewestandchester.gov.uk)

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Cheshire West  
and Chester



## **General Comments**

The Local Plan (Part One) was adopted in January 2015. The Local Plan policies provide the framework for preparation of the Neighbourhood Plan, together with relevant retained policies within the adopted Vale Royal Local Plan. The Local Plan (Part Two) Land Allocations and Detailed Policies is currently being prepared. Once adopted, it will replace policies in the Vale Royal Local Plan.

Local Plan (Part One) policies which are particularly relevant to the Northwich Neighbourhood Plan are:

- STRAT 1 Sustainable Development
- STRAT2 Strategic Development
- STRAT5 Northwich
- ECON1 Economic growth, employment and enterprise
- ECON2 Town centres
- STRAT11 Infrastructure
- SOC3 Housing mix and type
- SOC1 Delivering affordable housing
- SOC5 Health and Well-being
- ENV5 Historic Environment
- ENV6 High Quality Design
- ENV2 Landscape
- STRAT10 Transport and accessibility

In relation to the preparation of your Neighbourhood Plan, we have undertaken SEA/HRA screening which is currently subject to consultation with the relevant statutory bodies.

Please see below a table of detailed comments for your consideration:

Section	Comment
Front Cover	Include the Plan period - this will be necessary at the Submission stage.
About this draft	Phases of consultation – following submission to CWaC the plan will be subject to a further 6 weeks 'publicity'. This is the last formal consultation stage. The plan and all the comments received at that publicity stage will be passed to the examiner. The examination itself is not a consultation stage.
1.1.8	A SA may still be required for a policy only plan depending on the outcome of the SEA Screening exercise. Should refer here to Strategic Environmental Assessment rather than Sustainability Assessment.
Fig 3	This is a useful map, but it might be helpful to the reader to change the colour of the parish boundary from pink to differentiate it from the A roads.
2.2 Plan Baseline, Issues and Opportunities	<p>Page 21</p> <p>Suggested insertions to <b>'Heritage'</b>:</p> <p>The Plan would benefit from a map of the area indicating all designated heritage assets within the body of the Plan, in the same way that green spaces have been identified. (It is noted that, within appendices, a map of the conservation area is provided, together with lists of listed and locally listed buildings).</p> <p>Reference should be made to the Historic Environment Record (this should form part of the evidence base).</p> <p>Reference should be made to the historic character of the surrounding landscape and the Cheshire Historic Landscape Characterisation Report.</p>
2.2.38 Ecology	<p><b>Alun Evans – Total Environment Team Leader</b></p> <p>Whilst Witton Limebeds is referred to in the document there are other statutory and non-statutory wildlife sites in the borough area. These include part of Marshall's Arm Local Nature Reserve (LNR) and a number of Local Wildlife Sites (LWS). The location of the current Local Wildlife Sites are available on CWAC's publically accessible interactive mapping system. The location of individual trees, areas &amp; groups of trees and woodlands protected by Tree Preservation Orders are also available on the system.</p> <p>The Vale Royal Local Plan identified wildlife corridors in the plan area under policy NE 6 e.g. along Wincham Brook. This policy is currently retained as part of the CWAC Local Plan (Part One). These assets could be included within the Appendix.</p>

2.2.39	<p>Flooding – It would be useful within this section to include some text which reflects the requirements of Local Plan policy STRAT5 and ENV1 to require development within areas identified at risk of flooding to consider flood mitigation and management measures and to ensure the development will be safe without increasing flood risk elsewhere.</p>
2.2.41	<p><b>Mark Leah – Archaeology</b></p> <p>It is clear that those responsible for the production of the Plan are aware of archaeological matters as they mention Northwich's Area of Archaeological Potential (Paragraph 2.2.41), as defined during research conducted by the Cheshire Historic Towns Survey, and its relationship to the extent of Roman, medieval, and industrial Northwich. I can't see that the Area appears on any of the maps included in the Plan and the compilers want to consider including it on one of these illustrations. There is also mention of archaeological matters in Policy HOU4 (Heritage) where the desirability of protecting and enhancing the historic environment. It may be worth noting the physical preservation is not always possible with regard to archaeological remains and, in these circumstances, the excavation and recording of remains may be required.</p>
2.2.45	<p><b>Martin Wright - Senior Regulatory Services Officer</b></p> <p>We note and welcome the specific text and policy mentions for brownfield and contaminated land. On land instability and salt subsidence; recent contact with the Cheshire Brine Compensation Board suggests they would strongly support specific planning policies on land instability and I would recommend they be consulted if they have not responded already.</p>
The Vision	<p>Whilst the Vision has been expanded and improved it is suggested that this is reviewed to ensure that the Vision incorporates all the objectives and issues identified by the community.</p>
Section 3 – Vision and Core Objectives	<p>Page 32 Suggested insertion to 'Objectives':</p> <p>Protect existing heritage assets and promote a high quality historic environment</p>
Objective 8	<p><b>Carolyn Davis - Capital Development Manager Education Service</b></p> <p>I have noted the plan does have an objective (8) about ensuring an appropriate number of school places are provided by new housing developments and welcome this. We have a child yield formula which is applied to new housing developments to determine an appropriate financial contribution for school places.</p>

4.1.2	First bullet – change to restrict
Retail and commercial	Suggest that a policy is included in this section setting out general principles for new development in the town centre – e.g. development should positively address the waterways, creating active frontages with high quality public realm; development should respect and wherever possible enhance the existing character of the area, in terms of the design and scale of buildings incorporating high quality landscaping, ensure that the area is fully accessible to all users etc.
Policy RC1	<p>Policy ECON2 of the Local Plan specifies a town centre first approach to new retail development. Town centres uses should be located in town centres and then in edge of centre locations and only if suitable sites are not available, will out of centre sites be considered. This approach should be reflected in Policy RC1. Suggest deletion of ‘or on the edge of’ from the second paragraph.</p> <p>As part of the evidence base for the Local Plan (Part Two) we have commissioned consultants to undertake a review of the Retail Study for the borough. As part of this study the town centre boundaries will be reviewed (it is noted you have identified a town centre boundary at figure 65 of your Plan). Within the town centre boundaries, primary and secondary shopping streets will also be identified. It is suggested that the outputs of this study are considered as your Neighbourhood Plan progresses.</p> <p>Unclear how the role of the existing centre will be assessed?</p>
Policy RC2	Policy RC2 as currently worded is akin to an allocations policy. Suggest that the policy wording is inserted as part of the explanatory text under the town centre section. Alternatively, a policy for Weaver Square may include support for a masterplan approach for the redevelopment of the site and the objective you have identified in your text at policy 4.2.6 that proposals should be sensitively designed.
Policy RC3	<p>Remove the second and third paragraph from the policy text and include in the explanatory text below.</p> <p>This policy also links to Objective 3 under Retail and Commercial.</p>
Policy RC4	<p>This policy is too long. Suggest a separate policy for each of the Neighbourhood Shopping Centres you refer to.</p> <p>First para – suggest inserting ‘from retail or business’ before ‘to residential’ and replace ‘the site’ with ‘the existing use’</p> <p>Consider whether this adds anything to existing Local Plan policy for local centres in Local Plan Policy ECON2.</p> <p>In relation to the relocation of the Leftwich Shopping Centres. Do</p>



	you have a specific site in mind/evidence to support this policy?
Policy RC5	<p>Question whether this adds anything to Local Plan Policy? Applications for out of town retail uses must be supported by an impact assessment.</p> <p>Question how your policy to require the maintenance of existing premises will be implemented?</p>
HOU1	<p>Policy HOU1 should reflect the significant potential for regeneration and re-use of previously developed sites which is unique to Northwich. The housing figures for Northwich set within STRAT5 of the Local Plan reflect this brownfield potential and this should also be reflected in Policy HOU1.</p> <p>For information, the latest housing supply figures for the Northwich area have been published through the Council's Annual Monitoring Report (AMR) 2015. The AMR states that of the 4,300 Local Plan requirement between 2010-2030, 687 units have been completed (net) and 3,561 units have planning permission, leaving a requirement for only 52 units over the Plan period. Taking into account a small sites allowance of 252 (net), there is no requirement for the Northwich area (-200) over the Plan period. The position as at 1<sup>st</sup> April 2015 is therefore one where significant flexibility exists in the supply of land in the Northwich area.</p> <p>In relation to allocation of greenfield sites which is specified in HOU1, not all greenfield proposals will be allocated through the Local Plan. As commented above, policy HOU1 should be revised to reflect the town's brownfield potential.</p>
HOU2	<p>Local Plan policy SOC3 seeks to ensure that new housing development includes a mix of housing types, tenures and sizes of market and affordable housing to support mixed, balanced and sustainable communities. The neighbourhood plan policy HOU2 also seeks to ensure that development provides an appropriate mix of housing types, and as such is welcomed. However, the policy would benefit from amendments to improve its clarity and its conformity with Local Plan policy.</p> <p>To improve conformity with the Local Plan (policies STRAT5 and SOC1) it should be made clear that Neighbourhood Plan policy HOU2 is concerned with the mix and type of housing, rather than the overall level of housing or proportion of affordable housing required. Amending the policy to make it clear that housing need in this context relates to <i>mix, type and tenure</i> would greatly assist.</p> <p>Furthermore, evidence to support the inclusion of this policy would be beneficial e.g. a local housing needs survey.</p>

	<p><b>Rachel Rens – Housing Policy Officer</b></p> <p>Paragraph 4.4.3 (page 42). This paragraph refers to mixed housing communities, but then goes on to talk about starter homes and homes for the elderly. I would prefer if it could be expanded to include affordable housing tenures such as social rented, shared ownership and discount for sale homes.</p>
HOU3	<p>May consider a wider design policy for development other than housing, incorporating and identifying local distinctiveness and character and specific design principles like those identified under policy GS9 of the Vale Royal Local Plan.</p>
4.4.6	<p>The capacity identified on the sites within the SHLAA are estimates for the purposes of the SHLAA assessments and do not preclude densities being increased or decreased on sites, subject to site specific details.</p>
HOU4	<p>Suggest that this policy would be better placed under the Environment – Natural and Built Section as related more with Policy NBE2.</p> <p>Reference should be made within this policy to the notable buildings you have identified at Appendix 5.3. Again this policy area is an opportunity to identify and include details of the unique character of the historic assets and features which are important to Northwich.</p> <p>The policy wording could be expanded to state that the Neighbourhood Plan seeks to protect and where possible enhance both designated and non-designated heritage assets and include measures to avoid or minimise impact or mitigate damage of the identified assets and features.</p> <p><b>Joanna Morgan – Total Environment Conservation and Design</b></p> <p>The Neighbourhood Plan area contains a large number of designated heritage assets. It would be useful to the Plan if a map identifying these statutorily and locally listed assets were included.</p> <p>It is important that the term ‘new development’ should embrace all kinds of change such as window replacement, extensions, etc., the cumulative impact of which can seriously erode an areas local distinctiveness and character. The policies need to be robust, as it is against these that Council Officers will assess planning applications (including those for smaller-scale development, such as alterations and extensions), and on which they rely to rebut challenges at appeal.</p> <p>As part of the Evidence Base, the Historic Environment Record</p>

	<p>should be consulted and referenced within the Plan. This identifies the locations of nationally and locally listed buildings; scheduled monuments; and conservation areas within the Neighbourhood Plan area.</p> <p><b>Suggested Heritage Statements for inclusion within the Plan:</b></p> <p>The Northwich area contains a large number of heritage assets. The Neighbourhood Plan seeks to protect these assets and promote an overall high quality setting for them, to sustain and enhance their significance for the enjoyment of the local community and visitors alike.</p> <p>The character and local distinctiveness of Northwich and the surrounding district is due as much to small details as it is to individual historic assets. The cumulative negative impact of small-scale development, such as extensions, window replacement, etc. can destroy the uniformity and commonality which makes the area more than a collection of individual buildings. The Neighbourhood Plan recognises the contribution which small elements make to the character of the area and seeks to protect them.</p>
<b>HOU5</b>	<p>As you have stated earlier in your Plan, you are not intending to allocate sites but work with the Council to support appropriate allocations through the Local Plan (Part Two). For clarity, the wording of policy HOU5 should include “Should the release of land at Winnington Works <b>come forward for development through the Local Plan</b>.....</p> <p>You may also consider removing this as a specific policy and include the policy text within your explanatory text for the Winnington Works site.</p> <p>The key issues for this development site can still be identified as well as the aspirations for the site which have come out of your community consultation. These issues can then be taken into consideration and used as part of the evidence base as we progress with the identification of allocations within the Local Plan (Part Two).</p>
<b>Section 4.5 – Environment, Natural and Built</b>	<p><b>Page 46</b></p> <p>Suggested additional policy relating to the protection of heritage assets:</p> <p>Designated and non-designated heritage assets contribute to local distinctiveness. They should be protected and, where possible, enhanced in a manner appropriate to their significance. Measures should be put in place to avoid or minimise impact, or mitigate damage.</p>

NBE1	<p>This policy is unclear whether it relates to the landscape or built environment and may benefit from separating the two elements.</p> <p>This policy needs to be clearer in terms of identifying the character of the Plan area to which you refer. For example make reference to the key views map which you have put within your Appendix and define and map the “character areas” which you reference at para 4.5.4 which applicants must adhere to.</p>
Policy NBE 3	Policy welcomed
NBE4 4.5.19	<p>Include “Where appropriate” in the policy text which refers to the implementation of renewable energy requirements.</p> <p>Like the policy wording, para 4.5.19 should include the words <b>“where appropriate”</b> as thresholds for the implementation of SUDS will be set by national standards and CWAC and so will vary. SUDS schemes will only be required for major development.</p>
NBE5	<p>Pleased to see inclusion of this policy. The spaces you have identified could be formally designated as Local Green Space, which is a designation in NPPF which gives very strong protection (akin to green belt). The appendix would need to clearly show how each space meets the NPPF criteria for designation. A guidance note on the process of designating Local Green Space is attached to our consultation response email for information.</p>
TRANS1	<p>TRANS1 as written is not a land use policy. Could reword as ‘proposals to improve access to the A49 from Winnington, possibly utilising the disused mineral line, will be supported’.</p>
TRANS2	<p>This issue will need to be addressed strategically, and perhaps is already covered sufficiently under policy HOU5?</p> <p>Second para – what development and where? Which new bridge? This is unclear as written, but until the need for and feasibility of a new bridge has been fully investigated then we can’t ask for contributions so suggest this is deleted and covered under the text following HOU5</p>
TRANS6	<p><b>Paul Parry – Highways Development Officer</b></p> <p>The 3<sup>rd</sup> paragraph says that modifications to existing highway must demonstrate how the highway will be made safer and more accessible for pedestrians and cyclists: Suggested modification to read “any modifications or additions to the existing highway do not negatively impact on cyclist and pedestrian safety and connectivity and must provide suitable access for those users”.</p>
TRANS8	<p>First para is about traffic management on existing streets and is not a land use planning policy, so should be moved to text rather than policy.</p>



	<p><b>Paul Parry – Highways Development Officer</b></p> <p>20mph speed limits – When agreeing design layouts for new residential estate roads, the Council seek 20mph to be the design speed on non through routes. However there is no policy backing for this and therefore the 2<sup>nd</sup> part of the policy part about making roads 20mph limits by default needs to be removed. If CWaC make a blanket policy about 20mph speed limits, then that would come into force and in that scenario there would be no need for such a policy in this document. I don't consider the 2<sup>nd</sup> part of TRANS 8 would be defensible in an appeal situation.</p>
HW2	<p>Requiring this off-site provision for all residential development goes beyond the requirements of Policy STRAT11 of the Local Plan. To facilitate the delivery of such community facilities, new development, <b>where appropriate</b> will be required to contribute towards the Council's identified infrastructure priorities through CIL if this is introduced by the Council. Other planning obligations will need to be directly related to the nature and potential impact of a development taking into account any material considerations including viability of the development.</p> <p>Suggest deleting 'all' at the beginning of the policy, delete reference to 'off site' (because need to also include on site) and add at the end of the first sentence 'where these are clearly related to and required by the development'.</p>
HW4	<p>This seems quite onerous. Will need justification for requiring this kind of assessment.</p>
HW5	<p>Policy could be expanded to include better access to green space areas to encourage use with associated health benefits</p>
RTW1	<p>Tourist attractions can become big traffic generators, so perhaps could add that wherever possible development should be accessible by a range of transport modes, including cycling, walking and public transport.</p>
RTW2	<p>Could also mention support for increased access along the waterways – cycle routes and footpaths? The text in 4.8.7 and 4.8.8 could be included in this policy.</p>

## Northwich NDP – Pre-Submission Comments – March 2017

Section	Comment
Foreword – second para	Delete reference to ‘first draft’.
General	Where the Local Plan is referenced in the document, suggest using the wording: Local Plan (Part One) or Local Plan (Part Two) for consistency.
Section 1.1	It would be useful for the reader to be able to see the designated Neighbourhood Area at the beginning of the Plan. Suggest maybe including a paragraph in this introductory section explaining when the Neighbourhood Plan Area was designated and include the A4 map used at page 5 of the Consultation Statement (it is one of the requirements of the submission documentation to clearly show the Neighbourhood Area in the Plan itself).
RC1	<p>Town Centre</p> <p>It is important that this policy is amended to make a distinction between the Primary Shopping Area and the wider Town Centre boundary and which retail uses are appropriate in these areas.</p> <p>We attach a map taken from the Local Plan Preferred Approach document which defines the Town Centre Boundary and the Primary Shopping Area, which we suggest you use at Appendix 5.2 of your Plan to replace the Town Centre boundary you currently show.</p> <p>We suggest the following wording amendments to Policy RC1:</p> <p><i>The Town Centre (see Appendix 5.2, Fig 68) should remain the focal area where shops, services and community facilities are clustered.</i></p> <p><i>New development in use classes A2 to A5 (see page 76) should be provided within this area unless a sequential test demonstrates that there are no suitable sites available. New or enhanced facilities for tourists and visitors in the Town Centre will be supported.</i></p> <p><i>New A1 retail should be located in the primary shopping area or the Barons Quay development and should be proportionate to the scale and role of the existing centre in meeting the needs of the local community. The loss of A1 retail will be resisted, unless it can be demonstrated the use is no longer viable.</i></p>
RC2	Suggest rewording to ‘Redevelopment of all or part of the Weaver Square site for a use consistent with policy ECON2..... and in accordance with an agreed masterplan, will be supported.
RC4	<p>Neighbourhood Shopping Centres</p> <p>It would be useful here if you could list all the Neighbourhood Centres you have identified at Fig 41 and provide a larger scale map of each of these shopping centres. All Neighbourhood Centres apart from Castle have been deleted for inclusion within the Local Plan. It will therefore be for your policy RC4 to clearly define these areas.</p>

	<p>Winnington – insert ‘new’ before Neighbourhood Shopping Centre. Question the reason for specifically mentioning fast food as a desirable use here, taking into consideration the Health and Wellbeing policies which feature later in your Plan?. Could instead add something here about being in a central, accessible location with adequate parking and good access on foot/by bike etc?</p>
RC5	<p>We suggest changing the title of this policy to ‘Out of Centre’ and refer to out of centre in the policy rather than out of town.</p> <p>You might also consider making reference to the requirement set out in Local Plan policy ECON2 which states that an impact assessment for development providing greater than 1000m<sup>2</sup> gross floorspace for town centre uses in an edge or out of centre location will be required.</p>
RC6	Should this policy apply to within the town centre boundary?
Policy RC7	Should this read ‘mixed economy’ rather than mix?
EE1	<p>Second para – could add something here about impacts on neighbouring land uses (residential amenity etc)?</p> <p>3<sup>rd</sup> para – clarify this refers to alternative, non employment uses on existing employment sites. Could reword to ‘proposals for alternative uses of existing employment land and premises must demonstrate that the continued use is no longer....’</p>
HOU1 – see our previous comments	<p>It is suggested that Policy HOU1 should reflect the significant potential for regeneration and re-use of previously developed sites which is unique to Northwich. The brownfield potential of Northwich is recognised and set within policy STRAT5 of the Local Plan.</p> <p>In relation to allocation of greenfield sites which is specified in HOU1, not all greenfield proposals will be allocated through the Local Plan. As commented above, it is suggested that policy HOU1 should be revised to reflect the town’s brownfield potential.</p> <p>Suggest deleting <del>“Where greenfield land is proposed it should be consistent with allocation in the Local Plan”</del> and</p> <p><del>“Any sites coming forward outside the Local Plan allocations will not be considered appropriate unless it meets all of the following criteria”</del></p> <p>Add “New housing sites should:</p> <ul style="list-style-type: none"> <li>• Be within safe and accessible walking distance of the town centre of Northwich or local centres at Winnington, Castle, Leftwich, Station Road, Witton, or Middlewich Road, Witton;</li> <li>• Provide appropriate and proportionate community facilities, such as schools, shops, workplaces, parks, play areas, pubs or cafes;</li> <li>• Have good safe access to public transport.</li> </ul>
HOU2	Suggest first para could be moved to text

HOU4	<p>The policy numbering needs amending as HOU4 (Heritage) has now been deleted.</p> <p>See comments under section 4.5 relating to heritage.</p>
Policy NBE1a	<p>Not all planning applications require a Design and Access Statement  <a href="https://www.gov.uk/guidance/making-an-application#Design-and-Access-Statement">https://www.gov.uk/guidance/making-an-application#Design-and-Access-Statement</a></p>
NBE1b	<p>This policy would benefit from sub-headings within the policy text as the policy covers several issues including for example, design and layout, landscape and townscape character, key views, landscape and biodiversity and Green Infrastructure.</p>
NBE1c	<p>Suggest first para is moved to text  Final bullet – add ‘Incorporate high quality ....</p> <p>suggest deleting ‘extensive’ from penultimate bullet point.</p>
NBE2	<p>Suggest deleting ‘significant’ from the third line as unnecessary. Existing character might be detrimental to the area in which case this could be an opportunity to enhance? Could add ‘and wherever possible, is enhanced’ at the end?</p>
NBE3	<p>Query whether the second sentence of the second bullet is required? Suggest it could be deleted to make the policy more concise.</p>
Heritage	<p>It is noted that HOU4 (Heritage) has been deleted as a separate policy and policy requirements for the consideration of the historic environment have been mentioned within other policies primarily NBE2 – Alterations and Extensions.</p> <p>Suggest that the historic environment is addressed under a separate policy as this issue does not just relate just to alteration and extensions. Suggest removing the word ‘significant’ from this policy and leave as “impact on heritage assets and their setting”.</p> <p>Please make reference to the Council’s:</p> <ul style="list-style-type: none"> <li>• The Northwich Conservation Area Appraisal and;</li> <li>• The Northwich Conservation Area Management Plan</li> </ul> <p>(these documents are currently being finalised – March 2017)</p> <p><b>See also previous comments from Joanna Morgan – Conservation Officer:</b></p> <p>Suggest that this policy would be better placed under the Environment – Natural and Built Section as related more with Policy NBE2.</p> <p><i>Reference should be made within this policy to the notable buildings you have identified at Appendix 5.3. Again this policy area is an opportunity to identify and include details of the unique character of the historic assets and features which are important to Northwich.</i></p> <p><i>The policy wording could be expanded to state that the Neighbourhood Plan seeks</i></p>



	<p><i>to protect and where possible enhance both designated and non-designated heritage assets and include measures to avoid or minimise impact or mitigate damage of the identified assets and features.</i></p> <p><i>The Neighbourhood Plan area contains a large number of designated heritage assets. It would be useful to the Plan if a map identifying these statutorily and locally listed assets were included.</i></p> <p><i>It is important that the term ‘new development’ should embrace all kinds of change such as window replacement, extensions, etc., the cumulative impact of which can seriously erode an areas local distinctiveness and character. The policies need to be robust, as it is against these that Council Officers will assess planning applications (including those for smaller-scale development, such as alterations and extensions), and on which they rely to rebut challenges at appeal.</i></p> <p><i>As part of the Evidence Base, the Historic Environment Record should be consulted and referenced within the Plan. This identifies the locations of nationally and locally listed buildings; scheduled monuments; and conservation areas within the Neighbourhood Plan area.</i></p> <p><i>Suggested Heritage Statements for inclusion within the Plan:</i></p> <p><i>The Northwich area contains a large number of heritage assets. The Neighbourhood Plan seeks to protect these assets and promote an overall high quality setting for them, to sustain and enhance their significance for the enjoyment of the local community and visitors alike.</i></p> <p><i>The character and local distinctiveness of Northwich and the surrounding district is due as much to small details as it is to individual historic assets. The cumulative negative impact of small-scale development, such as extensions, window replacement, etc. can destroy the uniformity and commonality which makes the area more than a collection of individual buildings. The Neighbourhood Plan recognises the contribution which small elements make to the character of the area and seeks to protect them.</i></p>
Para 4.5.13	Delete reference to Article 4 Directions as not all listed buildings are covered by an Article 4.
NBE4	<p>Suggest changing ‘will’ to ‘should’ in the first line. Perhaps replace ‘national renewable energy targets’ with ‘sustainable development’ (energy efficiency measures may not necessarily contribute to renewable energy targets)</p> <p>As per previous comments:</p> <p><i>Include “Where appropriate” or “where required” in the policy text which refers to the implementation of renewable energy requirements.</i></p> <p><i>Like the policy wording, para 4.5.19 should include the words “where appropriate” as thresholds for the implementation of SUDS will be set by national standards and CWAC and so will vary. SUDS schemes will only be required for major development.</i></p>
4.6.2	Reference to HOU5 may change if the policy numbers are re-ordered.
NBE5	Suggest separating out key views into another policy so this element doesn’t get ‘lost’.

	<p>It would be useful here to expand on the evidence provided to support the list of protected green space and key views listed at Appendix 5.4. All spaces proposed to be designated as Local Green Space/Protected Greenspace will need to be fully justified in light of the guidance in the National Planning Policy Framework.</p> <p>We would draw your attention to other neighbourhood plans which sought to include Local Green Spaces.</p> <p>Local Green Space was a matter for consideration in the Examination of the Malpas and the Tarporley Neighbourhood Plans. The Examiner for the Malpas Plan concluded that “owing to the fact that sites identified as Local Green Space in the Plan do not comply with the criteria for designating Local Green Space set out in national planning policy and the accompanying Planning Practice Guidance, and/or have not been adequately justified, I have to recommend the policy be deleted in order to meet the Basic Conditions”.</p> <p>The Examiner for the Tarporley Plan considered the evidence base for the identified Local Green Spaces and concluded: “The Appendices and supporting information to the Neighbourhood Plan set out why each proposed Local Green Space meets the requirements of the Framework. In this regard, I am also mindful that the Neighbourhood Plan has emerged through robust consultation. Taking all this into account, I am satisfied that the designation of the nine areas of Local Green Space proposed meets the basic conditions”.</p> <p>Please see Appendix 1 of the Tarporley Neighbourhood Plan as an example of the evidence and mapping which was produced in this case:</p> <p><a href="http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/np/tarporley_ref">http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/np/tarporley_ref</a></p> <p>A guidance note is also provided in the Council’s Neighbourhood Planning Toolkit:</p> <p><a href="http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/np/toolkit">http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/np/toolkit</a></p> <p>(Guidance note on justifying Local Green Space designation in neighbourhood plans).</p>
TRANS5	<p>Please refer to previous comments from the Council’s Highways Development Officer:</p> <p><i>“The 3rd paragraph says that modifications to existing highway must demonstrate how the highway will be made safer and more accessible for pedestrians and cyclists: Suggested modification to read “any modifications or additions to the existing highway do not negatively impact on cyclist and pedestrian safety and connectivity and must provide suitable access for those users”.</i></p>
TRANS6	<p>You may consider making reference to the Council’s emerging Parking Strategy in this section:</p> <p><a href="http://inside.cheshirewestandchester.gov.uk/get_involved/consultations/parking_strategy_consultation">http://inside.cheshirewestandchester.gov.uk/get_involved/consultations/parking_strategy_consultation</a></p>

TRANS7	This section may need renumbering as TRANS7 is missing.
TRANS8	See previous comments:  <i>"20mph speed limits – When agreeing design layouts for new residential estate roads, the Council seek 20mph to be the design speed on non through routes. However there is no policy backing for this and therefore the 2nd part of the policy part about making roads 20mph limits by default needs to be removed. If CWaC make a blanket policy about 20mph speed limits, then that would come into force and in that scenario there would be no need for such a policy in this document. I don't consider the 2nd part of TRANS 8 would be defensible in an appeal situation".</i>
HW2	It would be helpful to define what is meant here by community facilities – does it include private facilities like pubs? Or just public facilities like libraries, community centres etc?
HW4	Please see previous comments: <i>This seems quite onerous. Will need justification for requiring this kind of assessment.</i>  Whilst it is acknowledged that this requirement formed part of draft policy DM20 of the Local Plan Preferred Approach, the consultation has revealed a number of responses raising concern that the requirement for a HIA for all major development is too onerous. The Council will be required to undertake more research, viability testing and evidence to support this policy and to consider who will be responsible for implementing and co-ordinating the HIAs.
HW5	Suggest deleting 'All' from the beginning as this will not be appropriate for all minor applications e.g. conservatories etc.
RTW4	Could you please provide a map showing the boundary of the Leisure Complex and the 'boundaries' you refer to at paragraph 4.8.13.
RTW5	This is currently not a land use policy. May consider re-wording e.g. 'Proposals which support and improve facilities for voluntary arts, drama..... will be supported.

### Consultation Statement

- The Stage 4 consultation (May 2015 – October 2015) is incorrectly referred to as being submitted to the Council for the statutory public consultation period. This stage is the Regulation 14 – Pre-submission consultation and publicity stage which was undertaken by the qualifying body (the Town Council) rather than the Borough Council. The Plan doesn't get formally submitted to the Council until the Regulation 15 stage (which is the stage you are currently working towards).  
This reference is made at a few points within the statement e.g. the contents page, the Stage 4 heading and para 5.4.9.
- Suggest taking out the email addresses at Appendix L as these will be in the public domain.

TAG	Response ID	Agree	Comments	Assessment	NP Comments
Retail and Commercial	1	No		Respondent did not answer yes, but provided no comment	
Retail and Commercial	2	No answer given		Respondent provided no answer	
Retail and Commercial	3	Yes		Respondent answered yes	
Retail and Commercial	4	No answer given		Respondent provided no answer	
Retail and Commercial	5	Yes, partly	I agree weaver square should be demolished along with the indoor market. Altrincham has successfully turned their indoor market into a popular food and bar hall. That used an existing charming structure which Northwich doesn't have so would need to be a new construction. The Hill section of Witton Street is a mess especially the paving near Weaver Square. This can't be left as is and needs to complement Barons Quays.	Respondent comment required no action or comments were outside scope	Weaver Square comments agree with policy. Witton Street comments do not relate to a planning policy and in any case are being addressed through the Barons Quay regeneration project.
Retail and Commercial	6	No answer given		Respondent provided no answer	
Retail and Commercial	7	Yes	Demolition and redevelopment of Weaver Square and old town council building are a must, however it would be good to save/keep revamp the market	Respondent answered yes	
Retail and Commercial	8	No answer given		Respondent provided no answer	
Retail and Commercial	9	Yes		Respondent answered yes	
Retail and Commercial	10	No answer given		Respondent provided no answer	
Retail and Commercial	11	Yes		Respondent answered yes	
Retail and Commercial	12	Yes		Respondent answered yes	
Retail and Commercial	13	No answer given		Respondent provided no answer	
Retail and Commercial	14	No answer given		Respondent provided no answer	
Retail and Commercial	15	Yes		Respondent answered yes	
Retail and Commercial	16	No		Respondent did not answer yes, but provided no comment	
Retail and Commercial	17	No answer given		Respondent provided no answer	
Retail and Commercial	18	No answer given		Respondent provided no answer	
Retail and Commercial	19	No answer given		Respondent provided no answer	
Retail and Commercial	20	Yes		Respondent answered yes	
Retail and Commercial	21	No answer given		Respondent provided no answer	
Retail and Commercial	22	Yes	It's a great idea!	Respondent answered yes	
Retail and Commercial	23	Yes		Respondent answered yes	
Retail and Commercial	24	Yes		Respondent answered yes	
Retail and Commercial	25	Yes, partly	The market area and Weaver Square need to be knocked down. Provision should be made for another market. The existing market area and Weaver Square are situated in key areas and need to be developed sensitively. There needs to be some provision for some open space (green space, not concrete) and trees to improve the appearance of the area. Using the area for housing would be inappropriate and detrimental to the town centre. The library should be protected, both as a facility and as an historic building. The Plaza Bingo Hall should also be developed into a leisure venue. Before providing more retail units, the ones on the new Barons Quay development need to be let. I'm concerned that there does not seem to be much publicity about the new occupants, which suggests that they're not being let out that easily. Empty units (new or old) will look worse than open spaces. I do not agree that we need greater provision for food retail, unless this means restaurants. We have enough supermarkets. Any development should be sensitive to the black and white architecture in the town.	Respondent comment required no action or comments were outside scope	Weaver Square comments broadly agree with policy. Final use of Weaver Square is not restricted by current policy and will be addressed by further consultation by CW&C. Architectural preferences addressed in policy NBE1. Protection of Brunner Library building is secured through Grade II Listed status. Retention of a library facility and specific development of Plaza Cinema / Bingo Hall outside scope of NP.
Retail and Commercial	26	No answer given		Respondent provided no answer	
Retail and Commercial	27	Yes		Respondent answered yes	
Retail and Commercial	28	No answer given		Respondent provided no answer	
Retail and Commercial	29	Yes, partly	Yes, I agree in principle, but would not agree with the proposal to create a large new market area in the town centre	Respondent comment rejected	Consensus of opinion is that Northwich should retain a market in some form.
Retail and Commercial	30	No answer given		Respondent provided no answer	



Retail and Commercial	31 Yes, partly	I'd imagine that retailers will be attracted back into town once Baron's Quay opens. If Weaver Square was to be demolished, are there enough vacant shops outside that development to satisfy demand? If nationals start to move in it could squeeze independent retailers out. The current market lacks quality. If the type of stalls that attend the Artisan market were there on a more regular basis it would become more of a destination. Weaver Square is a prime retail location. I think that parking, residential properties or a bus terminus would reduce the offering for shoppers. A department store has been suggested before. Could we attract one to the town? I'm not sure that the location of shops in Leftwich is the issue. McColls covers most general convenience shopping needs and it's easy enough to go into town for anything else. Maybe they would be better suited as offices?	Respondent comment required no action or comments were outside scope	<p>Weaver Square comments relate to use of site, which will be subject to further consultation by CW&amp;C. John Fifield comments that re NNP : RC4 – Leftwich Shops</p> <p>Further to our discussion on Thursday I have been reflecting and I am not at all happy about NNP failing to address the totally inadequate retail provision at Leftwich.</p> <p>If we do not address this I feel that we will have let down the many thousands of people who live in that area.</p> <p>I appreciate that you do not want anything to jeopardise the “green spaces” though frankly there is more than enough room on the London Road frontage to have plenty of “green” and a nice little Neighbourhood Centre. In my opinion NNP must make it quite clear that the present facility is no longer fit for purpose and it must either be significantly improved or relocated.</p> <p>In relation to RC5 (out of town) whilst I accept that it “adds nothing to the Local Plan” I can see no reason whatsoever not to include it and thus enforce the position. In my view, RC should include NNP’s entire Policy. It is this document which most local people will refer to rather than wading through CWAC’s Local Plan.</p> <p>I would be obliged if you would reflect on both matters.</p>
Retail and Commercial	32 No		Respondent did not answer yes, but provided no comment	
Retail and Commercial	33 Yes, partly	The existing market and shopping centre (Weaver Court?) is in terrible condition and should be demolished and replaced by a bus station.	Respondent comment required no action or comments were outside scope	Weaver Square comments relate to use of site, which will be subject to further consultation by CW&C.
Retail and Commercial	34 Yes	I think it relevant to point out that we do not need any more supermarkets.	Respondent answered yes	
Retail and Commercial	35 Yes, partly	<p>RC1 - Agree that the town centre needs to become the focus. The out-of-town retail park houses some appropriate stores, but stores like Next really need to be pulled into the centre. Weaver Square has seen it's best days, alongside the market. While I'm sure there are people who's livelihoods depend on the stores / stalls they have in these venues the space and use of the area should be reconsidered. Altrincham market is a fantastic example of giving young businesses the facilities to be able to build their varied businesses - the need for shop infrastructure is becoming, and will become, more and more irrelevant with the advent of mobile payment systems and checkouts that can be operated on tablet devices...</p> <p>Northwich could provide a place for entrepreneurs to begin businesses while serving the local community. Shifting the bus station into the space occupied by either the current market or the old court would make a great difference. The existing pedestrianised town centre, I think has some highs and lows - and I presume the public realm work started at either end will be completed to make a pleasant highstreet. The development of Barons Quay is something I am looking forward and excited by it's architecture - though the range of shops and restaurants it houses will be critical. I don't see the value of putting housing in the town centre - it's not a Manchester / Chester... In terms of neighbourhood Shopping Centres I feel these are vital - in Winnington there is no actual centre yet a large number of increasing residents.</p>	Respondent comment required no action or comments were outside scope	Weaver Square comments relate to use of site, which will be subject to further consultation by CW&C. Remaining comments broadly agree with policy.
Retail and Commercial	36 Yes		Respondent answered yes	
Retail and Commercial	37 Yes	Areas that are "down at heel" are off-putting to shoppers	Respondent answered yes	
Retail and Commercial	38 No		Respondent did not answer yes, but provided no comment	
Retail and Commercial	39 Yes		Respondent answered yes	
Retail and Commercial	40 Yes, partly	Should all keep with black and white buildings Market needs updating New shops to attract younger people 20-30 Bars and restaurants in town for night time.	Respondent comment required no action or comments were outside scope	Architectural preferences addressed in policy NBE1.
Retail and Commercial	41 Yes, partly		Respondent did not answer yes, but provided no comment	
Retail and Commercial	42 Yes		Respondent answered yes	
Retail and Commercial	43 Yes		Respondent answered yes	
Retail and Commercial	44 Yes		Respondent answered yes	

Retail and Commercial	45 Yes, partly	Concerns that local traders/market stall holders may not be catered for	Respondent comment required no action or comments were outside scope	Policy RC3 covers retention / updating of market. The exact nature of a future market would be covered by further consultation and is outside the scope of the NP.
Retail and Commercial	46 Yes		Respondent answered yes	
Retail and Commercial	47 Yes		Respondent answered yes	
Retail and Commercial	48 Yes		Respondent answered yes	
Retail and Commercial	49 Yes, partly	Yes particularly your market proposals. The current market is depressing, in the wrong location and just adds to the ghost town/desolate Weaver Square area. Any new visitors to Northwich getting off a bus would understandably jump back on the next bus. 4.2.10 I agree: Artisan Market is a breath of fresh air and shows with decent stalls people come. Town is buzzing on these days	Respondent comment required no action or comments were outside scope	Comments do not cite an area of disagreement.
Retail and Commercial	50 Yes	Close Weaver Square	Respondent answered yes	
Retail and Commercial	51 Yes		Respondent answered yes	
Retail and Commercial	52 Yes		Respondent answered yes	
Retail and Commercial	53 Yes		Respondent answered yes	
Retail and Commercial	54 Yes, partly		Respondent did not answer yes, but provided no comment	
Retail and Commercial	55 Yes, partly		Respondent did not answer yes, but provided no comment	
Retail and Commercial	56 Yes	I welcome the proposal to knock down the market and possibly replace it with a new bus terminus. A new, more modern centre for more retail outlets are sorely needed.	Respondent answered yes	
Retail and Commercial	57 Yes, partly	Agree - shops should be clustered together - please let go of old empty complex shops in precinct. Replace with markethall style eatery as in Altrincham - busy buzzing area where all can meet to chat and have a good lunch or just a coffee - meets needs of all generations - young and old.	Respondent comment required no action or comments were outside scope	Policy RC3 covers retention / updating of market. The exact nature of a future market would be covered by further consultation and is outside the scope of the NP.
Retail and Commercial	58 Yes		Respondent answered yes	
Retail and Commercial	59 No answer given		Respondent provided no answer	
Retail and Commercial	60 Yes	Market needs relocating to Barons Quay area. Weaver Square needs complete overhaul and redevelopment. with building of Barons Quay focal centre of Northwich has moved. Riverfront must be developed	Respondent answered yes	
Retail and Commercial	61 No answer given	I've not read, however pleased to see new development of cinema, restaurants and shops	Respondent provided no answer	
Retail and Commercial	62 Yes		Respondent answered yes	
Retail and Commercial	63 Yes	We need artisan shops eg bakery, cheese shop and a market in a similar style to Bury	Respondent answered yes	
Retail and Commercial	64 Yes, partly	The precinct needs definite attention - maybe more parking. Definitely not more residential as far too much as it is. Give Northwich a Primark	Respondent comment required no action or comments were outside scope	Weaver Square comments relate to use of site, which will be subject to further consultation by CW&C.
Retail and Commercial	65 Yes	Great	Respondent answered yes	
Retail and Commercial	66 Yes, partly	Northwich is a market town. We should attract people and traders by giving a fit for purpose market	Respondent comment required no action or comments were outside scope	Comments do not cite an area of disagreement.
Retail and Commercial	67 Yes, partly	No mention of the disastrous gyratory system. Commuters, businesses, retailers have suffered considerably as a consequence of its introduction. It is our firm belief that the whole community will benefit from a reversion of the gyratory system.	Respondent comment rejected	Comments do not relate to Retail and Commercial section of the NP. Transport infrastructure priority established through consultation is to address access to Winnington from the North and West. Undoing the gyratory system would use resources that could otherwise be spent on this objective.
Retail and Commercial	68 Yes		Respondent answered yes	
Retail and Commercial	69 No answer given		Respondent provided no answer	
Retail and Commercial	70 Yes		Respondent answered yes	
Retail and Commercial	71 Yes, partly	RC2 and RC3 The recent introduction of the Artisan Market has brought life to an otherwise dreary and uninspiring town centre, showing the need for a market of some description. However, as described in the plan, the existing covered and indoor markets are not thriving and Weaver Square is dead. Building Baron's Quay will, as described, further move the town centre away from the market and Weaver Square (and possibly Witton Street beyond the library). The plan needs to address the future of these areas rather than just letting their outcome drift.	Respondent comment required no action or comments were outside scope	Northwich NP is not allocating sites so cannot mandate the final use of Weaver Square. CW&C are currently working on a masterplan for the area, which will be subject to further consultation.
Retail and Commercial	72 Yes		Respondent answered yes	
Retail and Commercial	73 Yes		Respondent answered yes	
Retail and Commercial	74 Yes		Respondent answered yes	
Retail and Commercial	75 Yes		Respondent answered yes	
Retail and Commercial	76 Yes, partly	the markets would be better off being revamped but kept in the same place with weaver way shopping arcade being transferred into a market quarter from the corner at the side of the crown pub upto the back of quality save. it is in an ideal place for the bus stops as I think that is central to the market and incorporate the artisan market and teen market into this area so its not in the way of the high street.	Respondent comment rejected	Weight of comments is it relocate market if possible, but keeping an updated market on the existing site is a possible outcome of CW&C masterplanning process for the site. This will be subject to further consultation.

Retail and Commercial	77 Yes, partly		Respondent did not answer yes, but provided no comment	
Retail and Commercial	78 Yes	Something needs to be done with Weaver Square, there is so much investment in Northwich currently but Weaver Square is virtually empty, the shops are not big enough to attract retailers large enough to pay the rents, it would be a good idea to redevelop this site along with the bus station to make the bus station larger and rebuild the market to make it fit for purpose, also the market should be open 6 days per week with a Sunday market as well.	Respondent answered yes	
Retail and Commercial	79 No answer given		Respondent provided no answer	
Retail and Commercial	80 Yes		Respondent answered yes	
Retail and Commercial	81 Yes, partly		Respondent did not answer yes, but provided no comment	
Retail and Commercial	82 Yes, partly	demolish the lot and rebuild a mixed use development with new market, restaurants and flats, in keeping with the timbered buildings. The current buildings and market hall are ugly.	Respondent comment required no action or comments were outside scope	Weaver Square comments relate to use of site, which will be subject to further consultation by CW&C.
Retail and Commercial	83 No answer given		Respondent provided no answer	
Retail and Commercial	84 Yes, partly	I believe Northwich has the potential to become a local retail hub. It has the only Marks and Spencer in the area but little has been done to capitalise on this. Obviously the Barons Quay development should address some of the retail shortcomings of the town but it is disappointing that only Asda is confirmed as a retailer (another food provider). Northwich should try and attract TK Maxx and Wilkos into the town who would be successful retailers. Northwich needs to look to Altrincham for inspiration on how to redevelop and reinvigorate the market. Altrincham indoor market is fantastic with amazing food offerings.	Respondent comment required no action or comments were outside scope	Comments do not cite an area of disagreement. Letting strategy for Barons Quay outside scope.
Retail and Commercial	85 Yes, partly		Respondent did not answer yes, but provided no comment	
Retail and Commercial	86 Yes, partly	4.2.8 The market should be "old fashioned" (visit Accrington or even Crewe and Nantwich) and situated where it is now, expanding into the hopefully razed to the ground Weaver Square with its own car park (and decent functioning loos). If it is by Baron's Quay shoppers will go there, shop, and go home, ignoring the rest of the town with proper shops like 2 greengrocers and 3 butchers. This behaviour is shown now at M & S and Sainsbury's. The market should also have cheap rents and rates and offer stalls to the types of (non-food) businesses that come to the Artisans' market. The food outlet should be a proper market cafe, as it is now.	Respondent comment rejected	Weight of comments is it relocate market if possible, but keeping an updated market on the existing site is a possible outcome of CW&C masterplanning process for the site. This will be subject to further consultation. Operational management of the market outside scope.
Retail and Commercial	87 Yes		Respondent answered yes	
Retail and Commercial	88 Yes	I agree with the plans for Weaver Square. In recent times WS has been in decline because the units have not been big enough to house expanding national retailers. Once they pull out it is harder for Independents to maintain a presence. Coupled with the loss of the management company and the overall design of the Square. I would like to see a mix of car parking and some housing on the site together with quality urban design and space for people to sit. The housing would serve the night time economy of new cinema and restaurants and help alleviate the housing shortage and building in surrounding villages. I agree that hotels should be encouraged, a great place for this would be on the site of the old council offices. I agree with the proposals of a new market. as a market town it would be great to see a high quality building. I agree with the analogy of Bury market.	Respondent answered yes	
Retail and Commercial	89 Yes, partly	4.2.8 The market should be where it is now, extending into hopefully demolished Weaver Square, with its own car park. It should be old fashioned style, see Accrington, Crewe, Nantwich and have low rates and rents to encourage classy stalls eg Artisan market.(also clean usable toilets) It should have a proper market café,as now, and no other food outlets to avoid too much smell. If it is at Baron's Quay people will just park there, shop and go home, as they do now at M & S and Sainsbury's and ignore the rest of the town with 2 proper greengrocers and 3 butchers etc.	Respondent comment rejected	Weight of comments is it relocate market if possible, but keeping an updated market on the existing site is a possible outcome of CW&C masterplanning process for the site. This will be subject to further consultation. Operational management of the market outside scope.
Retail and Commercial	90 No answer given		Respondent provided no answer	
Retail and Commercial	91 Yes	there seems a lot of potential for the market to be expanded into the nearly empty weaver square now there is plenty of shops between there and the new barons quay hopefully it could become a market quarter of town	Respondent answered yes	

Retail and Commercial	92 Yes, partly	To a large degree, yes. The town centre is dispersed and unfocussed. The new development at Baron's Quay creates further dispersal rather than focussing the town centre. The main street runs from the Bull Ring to beyond the library and should be the focus for the town centre. Anything else, Weaver Square, Baron's Court, detracts from this. There is no significant reason to visit Northwich town centre any more with the loss of so many small shops; One Step Beyond, Jessops and Wildings and so many others. The loss of the major chains is, frankly, of much lesser importance to me. They add nothing to the character of the town centre. The council has consistently messed up with the town centre development; Weaver Square, concrete buildings (every one of them "municipal"), the location of Waitrose, the monstrosity that has just been created at Memorial Hall, a dual carriageway through the town centre and now Baron's Quay, towering above the existing town. I have no faith that the council is capable of doing anything other than destroying Northwich while paying virtuous lip service to "black and white buildings" and "supporting local traders".	Respondent comment required no action or comments were outside scope	Architectural preferences addressed in policy NBE1. Time travel is outside the scope of the NP.
Retail and Commercial	93 Yes	I think the development of a new, mainly indoor, shopper friendly market is most important, with local food producers and craftspeople to be encouraged.	Respondent answered yes	
Retail and Commercial	94 Yes		Respondent answered yes	
Retail and Commercial	95 Yes		Respondent answered yes	
Retail and Commercial	96 Yes		Respondent answered yes	
Retail and Commercial	97 Yes	4.2.10 I find the Artisan Market a major draw with its varied range of stalls and quality of merchandise	Respondent answered yes	
Retail and Commercial	98 Yes		Respondent answered yes	
Retail and Commercial	99 Yes, partly		Respondent did not answer yes, but provided no comment	
Retail and Commercial	100 Yes, partly	I agree that Northwich has at its heart a market, and that market space should be retained as a fundamental feature of Northwich and its economic and community benefits should be recognised. I would support a consultation about how to offer a market in the medium to long term. Provision of an indoor market is a good idea, but this needs to fulfil certain criteria in terms of quality of offer and management. Outdoor space is at a premium in a developing town. The success of the Artisan market should inform policy makers about the draw to the town for visitors and possibly this could be a way to resolve outdoor market trading rather than the existing market hall and strange indoor outdoor market that we currently have. The positioning of a new market hall needs careful consideration. The suggestion to site this near the new ASDA supermarket is sensible - but some consideration should be taken in terms of damaging foot flow to the existing High Street / Witton Street trading areas with too much discrete development behind the traditional main shopping street. New developments must be in keeping with the traditional magpie buildings of Northwich. Modern glass (and plastic turquoise) should be discouraged! Weaver Square shops backing on to chesterway in my opinion should be demolished and a more welcoming face to Northwich developed with an emphasis on Artisan/independent shops to welcome visitors and shoppers. I would not support ideas for social housing in the town centre, although there is space for housing over shop units and this should be affordable. Landlords of town centre properties need to take more responsibility for the upkeep of buildings in an effort to ensure Northwich has a quality professional offer to shoppers. This should be a matter of some consideration for all retail units in the plan area. Empty properties need careful management and perhaps a contingency to regularise these with 'in window' graphics might mean they are not so visually empty. I wholly agree with the draft plan vis a vis office space. A new bus terminus is important - this should be considered in conjunction with the siting of an indoor market - but caution should be exercised not to create a ghetto feel as is often the case with modern bus and market developments. Car parking is an emotive issue in Northwich and has always been. The proposal under CW&C's Lets Talk consultation to charge for parking should be rejected at all costs. Cost free parking is a major benefit to shoppers and visitors and alternatives risk damaging the vitality of our town centre both	Respondent comment required no action or comments were outside scope	A number of interesting comments and ideas offered, but many outside scope of the NP. Architectural preferences addressed in policy NBE1.
Retail and Commercial	101 Yes		Respondent answered yes	
Retail and Commercial	102 No		Respondent did not answer yes, but provided no comment	
Retail and Commercial	103 Yes		Respondent answered yes	
Retail and Commercial	104 Yes		Respondent answered yes	
Retail and Commercial	105 No answer given		Respondent provided no answer	
Retail and Commercial	106 Yes	Weaver Square should definitely be more utilised. Since Woolworths went there is little reason for people to go there and with more shops closing down, people just go through the main high street instead.	Respondent answered yes	
Retail and Commercial	107 Yes, partly	Objective 1 Supporting Northwich 's shops. I think this is almost too late, the shopping area has been devastated by closures. Yes an evening economy is required but there is no mention of cultural experiences eg theatre I think it is important that there are easy links between all areas of the town. Yes market should include artisan stalls.	Respondent comment required no action or comments were outside scope	Cultural experiences covered by RTW policies.



Retail and Commercial	108 Yes, partly	Consider using the covered market as an all weather play area and demolish Weaver Square and the indoor market to become a new car park and seating area Consider wooden cladding the old council building opposite Memorial Court to disguise how ugly it is or demolish it for more central car parking opportunities or seating/picnic area Consider offering cheaper business rates to get small shops filled up Consider offering empty premises to be doctors/dentists etc Consider empty properties (including office space) to be redeveloped residential accommodation	Respondent comment required no action or comments were outside scope	Weaver Square / Watling Street Office Building comments relate to use of site, which will be subject to further consultation by CW&C.
Retail and Commercial	109 No answer given		Respondent provided no answer	
Retail and Commercial	110 Yes, partly	RC1 - it has to be reflected the Barons Quay development will change the draw of the town centre, attracting people to the new scheme, potentially at the detriment current high street given its length. As such, it has to be considered the shape and nature of buildings in the town centre boundary may need to change to accomodate additional uses other than retail. For Example, housing. RC4 - Makes reference to a Neighbourhood Shopping Centre in Winnington. I would like to express the importance of this Neighbourhood shopping centre given the additional population growth associated with the build out of the Winnington Urban Village, the potential futher development of the Tata site and the challenges identified in Sustrans Cycle Provision Study associated with access to Northwich from Winnington. There is a real risk the residents of Winnington may be at a disadvantage for accessing facilities in Northwich, unless travelling by car. Hence, the importance of improved local amenities	Respondent comment required no action or comments were outside scope	Comments do not cite an area of disagreement.
Retail and Commercial	111 No answer given		Respondent provided no answer	
Retail and Commercial	112 Yes, partly	The whole indoor and outdoor market area desperately needs demolition - make it a green area or free parking or an attractive mix of both - either way it is embarrassing, as is the council housing flats and houses around chesterway/london road. There needs to be better access along the road to the community woodland track for cyclists. the whole river bank separately needs attention - particularly on the other side of the river to the new memorial court development - the development side is maintained to a much higher standard than the side at the back of the housing - this needs to be addressed as does the litter issue in this area. The old courts should be demolished urgently and if there is no plan to have anything in its place for now just make a small green area - it would help to offset the monstrosity that are the market halls and bus area. Do something with those subways or the entrances to them - are we still in the 80's??? They are a disgrace! Can something be done with the police station - yet another pebble dashed eye sore that needs addressing. Verdin Park - all of these people that want it promote it as an events/festival/music venue - are they the ones that still suffer the music (of very poor quality) blasting out till late at night? and do they suffer the awful sound checks in the day? I think some consideration needs to be given to the residents close by here.	Respondent comment required no action or comments were outside scope	Improving access for cyclists covered by TRANS6. Maintenance of the river bank / litter issues are outside scope of the NP. The Watling Street Office Building is part of the Weaver Square development area and a masterplan is being produced that will be subject to further consultation. It cannot be demolished at this stage as the adjoining Dane Walk Centre relies on it for some services.
Retail and Commercial	113 Yes	Free parking is essential in the developement of the town. We need to attract national retailers such as Debenhams , BHS etc.	Respondent answered yes	
Retail and Commercial	114 Yes		Respondent answered yes	
Retail and Commercial	115 Yes, partly	I would recommend further consideration is giving to encouraging more residential development of ancillary and upper floors of existing retail properties in Northwich town centre. I would also recommend in the short term, demolition of the central core of Weaver Square to create more car parking and accessibility to the remaining units in Weaver Square. I would recommend further study on the Cheshire West & Chester Town & City Centres working group report from 2014. This went to the former CWC Executive meeting on 22 October 2014, item 58: <a href="http://cmttpublic.cheshirewestandchester.gov.uk/ieListDocuments.aspx?CId=443&amp;MId=4359&amp;Ver=4">http://cmttpublic.cheshirewestandchester.gov.uk/ieListDocuments.aspx?CId=443&amp;MId=4359&amp;Ver=4</a>	Respondent comment partly accepted	Response regarding residential development in upper floors accepted. Weaver Square comments relate to use of site, which will be subject to further consultation by CW&C.
Retail and Commercial	116 Yes, partly	the town centre could do with a complete renovation, starting from scratch with the newer parts of the town centre. The weaver square area could do with redevelopment to increase the number of units and lower the cost of the units available.	Respondent comment rejected	Town is undergoing a major regeneration at present. It is unrealistic that this will be abandoned and started from scratch.
Retail and Commercial	117 Yes	New bus station is a very good idea and maybe the regeneration of the town centre so it isn't dead an empty	Respondent answered yes	
Retail and Commercial	118 Yes, partly		Respondent did not answer yes, but provided no comment	
Retail and Commercial	119 Yes		Respondent answered yes	
Retail and Commercial	120 Yes		Respondent answered yes	

Retail and Commercial	121 Yes, partly	RC2: Weaver Square: flattening buildings to replace them is energy intensive and not as sustainable as refurbishment. They can be creatively adapted to new purposes, such as "Artisan homes", for skilled people to set up workshops at ground level and reside above. The building of Baron's Quay makes little sense when so many shops are vacant. At first floor level, conversion to flats would bring both vibrancy as well as customers on site to use the businesses. They would not necessarily be unoccupied of a day for a variety of reasons, and it does seem negative to assume that residents in the centre would not wish to use the cafes, bars, restaurants and entertainment we wish to see in the town of an evening / weekend. We only need to look at our European neighbours to see the vibrancy brought by a mix of usage in the town centres. RC3: The bus service being adjacent to the market is ideal, unfortunately the fares are prohibitive for anyone who has the choice of using a car. The market suffers the same blight as Weaver Square: nothing there, and with the Artisan Market using the High Street, and Baron's Quay not having factored in the market full stop, its future looks bleak. The bottom half of the Artisan Market could be single-sided (so that people don't go down one side and up the other) and run the circle past the Swinging Witch and up towards the Community Market in Weaver Square, which could do with a bit of extra footfall. You can get almost anything in Northwich, if you know where to look, such as the units on Denton Drive, Queen Street, Hollands Road, Navigation Road, and along with the market stalls, charity shops, specialists, other small traders, and shops in nearby villages. Because they're dispersed, it would be helpful if there was a one-stop website signposting to them, maybe backed with a paper directory. Ashton-under-Lyne has an excellent market, in the town square between the market hall and other shops. The nearby bus station is well used. This is probably a result of GMPTE travel cards, and such a scheme is badly needed for the Cheshire councils' area. Local and market traders are good for the local economy, as they're more likely to sell locally made/grown/sourced products. The contribution of supermarkets tends to be restricted to their staff wages only, and what rates they can negotiate. They're also clones of ones in other towns - far less interesting than local traders, which can prove a magnet for trade. A great alternative to ASDA would be to cluster local traders in the new building. Alternative use of the present indoor market could replicate what has	Respondent comment partly accepted	Response regarding residential development in upper floors accepted. Weaver Square comments relate to use of site, which will be subject to further consultation by CW&C.  Bus fares and layout of the Artisan Market are outside scope of the NP.  Changes in planning rules make mandating minimum energy efficiency - for example through the Code for Sustainable Homes - problematic.
Retail and Commercial	122 Yes	Objective 2 re Barons Quay - Retail anchored by M&S not Asda. Implications need to be considered	Respondent answered yes	
Retail and Commercial	123 Yes		Respondent answered yes	
Retail and Commercial	124 Yes		Respondent answered yes	
Retail and Commercial	125 Yes	Within The Emerson Group of companies, we own property within the Town Centre and within the Weaver Square development area. We are in agreement with the policies and objectives as set out in the document.	Respondent answered yes	
Retail and Commercial	126 Yes	The Weaver Square development is going to be very important and could be an iconic building and area if done correctly and with character and feeling for the town or it could end up to be a side water that will detract from the town. We , Northwich , must have a strong input in this. NOT outsiders that do not have any feeling for the town and just put boxes up as per other towns and cities	Respondent answered yes	
Retail and Commercial	127 Yes		Respondent answered yes	
Retail and Commercial	128 Yes, partly	We should strive to try and create a town with character; not one that looks like any other with the same generic layout populated by the same high street brands as everywhere else. Much play is also currently made of the need for 'affordable' housing particularly for young singles and couples; town centre locations can be very popular with this demographic and clever design can use otherwise 'dead' spaces above retail units etc. Accommodation for the elderly in town centre locations is also popular as the expensive private sector appartments have proved; the affordable sector should be encouraged to join this trend.	Respondent comment partly accepted	Response regarding residential development in upper floors accepted. Weaver Square comments relate to use of site, which will be subject to further consultation by CW&C.
Retail and Commercial	129 No	No detail No free parking Too long Not Northwich in control Waste of taxpayers money not control	Respondent comment rejected	Action is implied by comments, but no suggestions are made for improvement that could be accepted. Parking (free or otherwise) is covered by policy TRANS7.
Retail and Commercial	130 Yes	I have now lived in Northwich for 5 years previously living in Bury for almost 50 years. Bury has become a successful town due to its thriving market, however this hasn't always been the case but we did have a forward thinking Council that demolished many old buildings and made a new covered shopping centre with the relocated extended new indoor/outdoor markets adjacent and with the new bus station only a short distance away this initiative proved very successful. The indoor market is open 6 days a week with the outdoor market open 3 week days. Within the Greater Manchester area Bury was the last of the towns to introduce parking charges which met with great opposition but seemingly hasn't put people off from shopping in Bury. If Northwich is intending to extend its markets then a radical change to Weaver Square is needed. Our weather dictates footfall and shoppers much prefer to do their shopping under cover.	Respondent answered yes	

Retail and Commercial	131	Yes		Respondent answered yes	
Retail and Commercial	132	Yes		Respondent answered yes	
Retail and Commercial	133	Yes		Respondent answered yes	
Retail and Commercial	134	Yes		Respondent answered yes	
Retail and Commercial	135	Yes	We would support anything that saw the increase in retail and commercial activity in the Town Centre as this is our nearest retail and commercial hub. Access to the town centre by public transport needs to be improved especially at night to encourage Barnton residents (particularly younger ones) to use the new cinema complex	Respondent answered yes	
Retail and Commercial	136	Yes	No comments to make.	Respondent answered yes	
Retail and Commercial	137	No	Policy RC5 - Out of Town does not reflect guidance in the Framework. The Policy should either be deleted or completely redrafted.	Respondent comment accepted	
Retail and Commercial	138	Yes	N/A	Respondent answered yes	
Retail and Commercial	139	Yes, partly	If Weaver Square is to be demolished then public really should be developed to counter the horror you have built opposite.	Respondent comment required no action or comments were outside scope	Weaver Square comments relate to use of site, which will be subject to further consultation by CW&C.
Retail and Commercial	140	Yes, partly	RC1 - yes RC2 - no. Weaver Square: flattening buildings to replace them is energy intensive and not as sustainable as refurbishment. They can be creatively adapted to new purposes. Artisan homes is an option: for skilled people to set up workshop and home. A range of dynamic enterprises will draw people in. The building of Baron's Quay makes little sense when so many shops are vacant. RC3 - maybe. The bus service being adjacent to the market is ideal, unfortunately the fares are prohibitive for anyone who has the choice of using a car. The market suffers the same blight as Weaver Square: little there, and with the Artisan Market using the High Street, and Baron's Quay not having factored in the market full stop, its future looks bleak. The bottom half of the Artisan Market could be single-sided (so that people don't go down one side and up the other) and run the circle past the Crown / Swinging Witch and up towards the Community Market in Weaver Square, which could do with a bit extra footfall. Ashton-under-Lyne has an excellent market, topping Bury and Gorton, in the town square between the market hall and other shops. The nearby bus station is well used. Local and market traders are good for the local economy, as they're more likely to sell locally made/grown/sourced products. The contribution of supermarkets tends to be restricted to their staff wages only, and what rates they can negotiate. They're also clones of ones in other towns - far less interesting than local traders, which can prove a magnet for trade. A great alternative to ASDA would be to cluster local traders in the new building. There's a need for more 'care and repair', places where people can take things for fettling. We can do bikes, watches (if you know where), computers; but most things reach their first failure and are scrapped, adding to the waste burden. I've repaired a computer with a roll of paper, a microwave with a fuse. RC4 - You can get almost anything in Northwich, if you know where to look. Like the units on Denton Drive, Queen Street, Hollands Road, Navigation Road; along with the market stalls, charity shop specialisms, other small traders, and shops in nearby villages. Because they're dispersed, it would be helpful if there was a one-stop website signposting to them, maybe backed with a paper directory. Include brief details of their ranges. RC5 - yes RC6 - there's the former council offices begging. RC7 - OK Other considerations: "The more we have, the more we have to look after" applies as much to what the community collectively owns as to personal possessions. Construction	Respondent comment partly accepted	Response regarding residential development in upper floors accepted. Weaver Square comments relate to use of site, which will be subject to further consultation by CW&C.  Bus fares and layout of the Artisan Market are outside scope of the NP.  Changes in planning rules make mandating minimum energy efficiency - for example through the Code for Sustainable Homes - problematic.
Retail and Commercial	141	No answer given		Respondent provided no answer	
Retail and Commercial	142	Yes, partly		Respondent did not answer yes, but provided no comment	
Retail and Commercial	143	No	Weaver Vale Housing Trust Limited is the owner of the parade of shops at Clifton Drive. The draft Neighbourhood Plan refers to the shops being empty but that is not the case. The shops are all let and have been for some time. The Trust owns the garage site to the rear of the shops and would not rule out developing that land in future.	Respondent comment partly accepted	Statements regarding occupancy will be corrected.
Retail and Commercial	144	Yes		Respondent answered yes	
Retail and Commercial	145	Yes, partly	Weaver Square must become a very attractive area - its the first place you see when arriving in town	Respondent comment required no action or comments were outside scope	Weaver Square comments relate to use of site, which will be subject to further consultation by CW&C.
Retail and Commercial	146	Yes	Strongly agree with the need to redevelop Weaver Square though not shops. New, more central market hall is a good idea Strongly support improvement of access and exit to retail park Strongly support sustaining of Artisan Market Clifton Drive shops have struggled for a long time and need a rethink Sustain Kingsmead and Castle shops and develop facilities at Winnington Village	Respondent answered yes	
Retail and Commercial	147	Yes	RC1 - Yes keep centre vibrant focus RC5 - Yes	Respondent answered yes	
Retail and Commercial	148	Yes	Northwich should retain shops in the Town Centre and revitalise the market.	Respondent answered yes	
Retail and Commercial	149	Yes	Encourage lots of independent retailers to take small premises within the town centre. Stop out of town retail developments.	Respondent answered yes	
Retail and Commercial	150	Yes	I agree, yet the council is considering charging for car parking which would be hugely damaging and contradicts your objectives. Don't do it!!	Respondent answered yes	

Retail and Commercial	151 Yes	With regards to the market, apparently Altrincham market has been totally revitalised, so that's one to look at. Stores like primark should be encouraged to come and have a look at Northwich as I feel that would be a major attraction in the town.	Respondent answered yes	
Retail and Commercial	152 Yes		Respondent answered yes	
Retail and Commercial	153 Yes		Respondent answered yes	
Retail and Commercial	154 No answer given	To me, these 'policies' stated do not give any definite plan for Barons Quay. One talks of an Asda store but don't we already have more than enough supermarkets in Northwich. Of food outlets and eateries, but where are the retail shops eg Debenhams and John Lewis. In my opinion Asda, Poundsave and the likes will certainly not bring people into Northwich. A cinema? Well why didn't the Regal cinema keep going? I am shocked that there is no definite idea as to what is going to happen in Northwich after all this money has been spent. I shall still have to go to Liverpool Manchester or Chester for a decent shopping experience.	Respondent provided no answer	
Retail and Commercial	155 Yes	The existing bus layby arrangements is unsafe for both traffic and pedestrians	Respondent answered yes	
Retail and Commercial	156 Yes, partly		Respondent did not answer yes, but provided no comment	
Retail and Commercial	157 Yes		Respondent answered yes	
Retail and Commercial	158 Yes	Cant we not have any more eye sores in Northwich? eg Memorial Court & new Asda, it now dominates Northwich	Respondent answered yes	
Retail and Commercial	159 Yes, partly	Objective 4 - Demolish Weaver Square, keep the retail section to High St/Witton St and the new development at Barons Quay Could build a health centre at Weaver Square Obj 5. Having an evening economy is crucial	Respondent comment required no action or comments were outside scope	Weaver Square comments relate to use of site, which will be subject to further consultation by CW&C.
Retail and Commercial	160 Yes		Respondent answered yes	
Retail and Commercial	161 Yes	I think that Weaver Square shopping centre should be used for parking. Most definitely	Respondent answered yes	
Retail and Commercial	162 Yes	Weaver Sq should be redeveloped as housing for young people at affordable prices. Redevelop the market close to the town centre and or supermarket If a new market hall is built it MUST be in keeping with traditional buildings in Northwich	Respondent answered yes	
Retail and Commercial	163 Yes, partly	Weaver square requires some form of development could be inexpensive housing? Possibly a new market - less drab to encourage trade No hotels in the centre of Northwich but several the the outskirts. Htoels in the centre may encourage people to stay and spend money in the town.	Respondent comment required no action or comments were outside scope	Weaver Square comments relate to use of site, which will be subject to further consultation by CW&C.
Retail and Commercial	164 Yes, partly		Respondent did not answer yes, but provided no comment	
Retail and Commercial	165 Yes, partly	Care should be taken, if demolishing and relocating the markets, that the new location should be ready for an instant move to happen. Learn from what happened in Runcorn, where the market has effectively been killed off resulting in a market that packs up at lunchtime if bad weather is forecast	Respondent comment required no action or comments were outside scope	Operational detail of a market move is outside scope of the NP, but a good point none the less.
Retail and Commercial	166 Yes	Can't wait for Weaver Square to be improved. Northwich as it stands right now has nothing to offer.	Respondent answered yes	
Retail and Commercial	167 No answer given		Respondent provided no answer	
Retail and Commercial	168 Yes		Respondent answered yes	
Retail and Commercial	169 Yes	Good ideas here - and I'd like to see more flower beds and boxes too - they are splendidly done	Respondent answered yes	
Retail and Commercial	170 Yes		Respondent answered yes	
Retail and Commercial	171 Yes		Respondent answered yes	
Retail and Commercial	172 Yes	Small scale shops on a similar basis to Cheshire Oaks should be created. All new developments should be sympathetic - maintain B&W feel	Respondent answered yes	
Retail and Commercial	173 Yes, partly	Is it possible to re-establish a market culture? In Northwich the market has become less central to shopping - will people return to a new market? Neighbourhood shopping centres. Barnton suffers because the shops are dispersed. A parade of shops encourages a variety of independent businesses which Barnton does not have. Wevaerham/Cuddington benefit from their parades	Respondent comment required no action or comments were outside scope	Barnton, Weaverham and Cuddington are outside of the Plan Area.
Retail and Commercial	174 Yes		Respondent answered yes	
Retail and Commercial	175 Yes, partly	Obj 3. New stalls should be incorporated but not to the detriment of existing market holders. 4.24 I OBJECT to the car park idea. I would like a new shopping area or for that to be incorporated with the new market space. The rents could be subsidised to encourage new traders. 4.26 The covered market extended, I agree.	Respondent comment required no action or comments were outside scope	Weaver Square comments relate to use of site, which will be subject to further consultation by CW&C.
Retail and Commercial	176 Yes	I think the creation of a new market to draw on the success of the Artisan Market is a great idea. It needs to be in the area between Barons Quay and the present centre of Town. Turn the old Weaver Square into a bus station	Respondent answered yes	
Retail and Commercial	177 Yes		Respondent answered yes	
Retail and Commercial	178 No answer given		Respondent provided no answer	



Retail and Commercial	179 Yes, partly	RC4.2.4 could be renovated	Respondent comment rejected	Weaver Square has been partially or mostly empty for a long period of time, in part because the units themselves do not meet current market needs. Renovation would be unlikely to resolve this problem.
Retail and Commercial	180 Yes		Respondent answered yes	
Retail and Commercial	181 Yes		Respondent answered yes	
Retail and Commercial	182 Yes, partly	The selling off of areas of the centre for potential residential use will reduce the use of the town centre further	Respondent comment rejected	The narrative of RC1 says, "... and not be unduly diluted with other inactive uses, such as residential dwellings", which covers the thrust of this comment.
Retail and Commercial	183 Yes	2.2.11 - The Bull Ring end of Northwich will be vacated by commercial operations if the parking is not improved. 4.2.4 - The first suggestion, demolition of half and a car park should be started as soon as possible, this has the advantage of leaving all the other options open.	Respondent answered yes	
Retail and Commercial	184 Yes		Respondent answered yes	
Retail and Commercial	185 Yes	More independent shops/businesses, Barons Quay development & covered market should be better	Respondent answered yes	
Retail and Commercial	186 Yes	The new market in the town centre Bus station routes	Respondent answered yes	
Retail and Commercial	187 Yes		Respondent answered yes	
Retail and Commercial	188 Yes	It is vital that Northwich has a broad range of good retail outlets to encourage people to shop in Northwich. That doesn't mean the likes of Poundland and B&M, etc. We need individual artisan shops and good restaurants (not fast food) to persuade people to visit the town. Weaver Square is atrocious and needs a complete rethink (sooner rather than later) Perhaps a large development store and free parking. This would definitely encourage shoppers to visit Northwich	Respondent answered yes	
Retail and Commercial	189 Yes, partly	If Weaver Square is to be demolished then the public really should be developed to counter the horror you have built opposite only this time employing a proper architect and not an office boy who perhaps may visit this intended site instead of picking one he already had in his drawer	Respondent comment required no action or comments were outside scope	Weaver Square comments relate to use of site, which will be subject to further consultation by CW&C. Architectural preferences addressed in policy NBE1

TAG	Response ID	Agree	Comments	Assessment	NP Comments
Employment and Education	190	No	Area not big enough to accommodate more infrastructure	Respondent comment rejected	Presumption in favour of sustainable development means it will happen. NP needs to shape the outcome.
Employment and Education	191	No answer given		Respondent provided no answer	
Employment and Education	192	Yes		Respondent answered yes	
Employment and Education	193	No answer given		Respondent provided no answer	Outside scope of NP.
Employment and Education	194	Yes, partly	Employment in the area is key to growth.Bring council office positions into the centre.Schools have to be improved to encourage families into the area.Grammar schools an option?	Respondent comment required no action or comments were outside scope	
Employment and Education	195	No answer given		Respondent provided no answer	
Employment and Education	196	Yes		Respondent answered yes	
Employment and Education	197	No answer given		Respondent provided no answer	
Employment and Education	198	Yes		Respondent answered yes	
Employment and Education	199	No answer given		Respondent provided no answer	
Employment and Education	200	Yes		Respondent answered yes	
Employment and Education	201	Yes		Respondent answered yes	
Employment and Education	202	No answer given		Respondent provided no answer	
Employment and Education	203	No answer given		Respondent provided no answer	
Employment and Education	204	Yes, partly		Respondent did not answer yes, but provided no comment	
Employment and Education	205	No answer given		Respondent provided no answer	
Employment and Education	206	No answer given		Respondent provided no answer	
Employment and Education	207	No answer given		Respondent provided no answer	
Employment and Education	208	No answer given		Respondent provided no answer	
Employment and Education	209	Yes		Respondent answered yes	
Employment and Education	210	No answer given		Respondent provided no answer	
Employment and Education	211	Yes		Respondent answered yes	
Employment and Education	212	Yes, partly	If the Winnington Works are redeveloped then we must ensure that at least 20 - 25% of the land is used for employment purposes	Respondent comment rejected	Unable to implement this comment without a site allocation.
Employment and Education	213	Yes		Respondent answered yes	
Employment and Education	214	Yes		Respondent answered yes	
Employment and Education	215	No answer given		Respondent provided no answer	
Employment and Education	216	No answer given		Respondent provided no answer	
Employment and Education	217	No answer given		Respondent provided no answer	
Employment and Education	218	Yes		Respondent answered yes	
Employment and Education	219	No answer given		Respondent provided no answer	
Employment and Education	220	Yes, partly	It's quite brief. I know that anyone over 50 struggles to find work and they're often over-looked, but they could have close to 20 years to wait for their pension. I'd like to see employers sign up to an initiative where experience is valued, as B&Q used to. I'd also like to see some kind of enterprise hub where people could hot desk and access support. I know lots of people starting their own business but they're very often poorly conceived and they inevitably fail. I'd like to see a volunteers centre with pathways into work. There is supposed to be a local job-matching service but it didn't seem to function that well. Maybe we could have a local People-per-hour type scheme?	Respondent comment required no action or comments were outside scope	Outside scope of NP.
Employment and Education	221	Yes, partly		Respondent did not answer yes, but provided no comment	
Employment and Education	222	Yes, partly		Respondent did not answer yes, but provided no comment	
Employment and Education	223	Yes		Respondent answered yes	
Employment and Education	224	Yes	As already mentioned, the provision of facilitates (spaces / facilities) for new businesses is key to creating a more sustainable community...	Respondent answered yes	
Employment and Education	225	Yes		Respondent answered yes	
Employment and Education	226	Yes		Respondent answered yes	
Employment and Education	227	No		Respondent did not answer yes, but provided no comment	

Employment and Education	228 Yes, partly	EEI - conflicts with government policy on change of use from offices to residential. Suggest remaining wording regarding alternative uses. EE2 - This is not a planning policy and other ways of providing training need to be considered.	Respondent comment partly accepted	Govt policy says, "[Local planning authorities] should normally approve planning applications for change to residential use and any associated development from commercial buildings where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate".  Northwich UA has an identified need for 4,300 new residential dwellings by 2030. This target is very close to being met with existing approvals. This suggests two things: - The identified need is highly likely to have been met; - Employment land will be needed for the new residents.  Apprenticeships policy deleted?
Employment and Education	229 Yes, partly	Encourage large businesses to set up in Northwich, rather than commuting to near cities due to no jobs	Respondent comment required no action or comments were outside scope	Outside scope of NP.
Employment and Education	230 No answer given	Don't know what they are	Respondent provided no answer	
Employment and Education	231 Yes		Respondent answered yes	
Employment and Education	232 Yes		Respondent answered yes	
Employment and Education	233 Yes		Respondent answered yes	
Employment and Education	234 Yes		Respondent answered yes	
Employment and Education	235 Yes		Respondent answered yes	
Employment and Education	236 Yes, partly		Respondent did not answer yes, but provided no comment	
Employment and Education	237 Yes		Respondent answered yes	
Employment and Education	238 Yes, partly		Respondent did not answer yes, but provided no comment	
Employment and Education	239 Yes	More employment	Respondent answered yes	
Employment and Education	240 Yes		Respondent answered yes	
Employment and Education	241 Yes		Respondent answered yes	
Employment and Education	242 Yes		Respondent answered yes	
Employment and Education	243 Yes, partly		Respondent did not answer yes, but provided no comment	
Employment and Education	244 Yes		Respondent answered yes	
Employment and Education	245 Yes		Respondent answered yes	
Employment and Education	246 Yes	Ensure employment purposeful and boosts self esteem of all. Ensure living wage!!!!	Respondent answered yes	
Employment and Education	247 Yes		Respondent answered yes	
Employment and Education	248 No answer given		Respondent provided no answer	
Employment and Education	249 Yes		Respondent answered yes	
Employment and Education	250 Yes		Respondent answered yes	
Employment and Education	251 Yes		Respondent answered yes	
Employment and Education	252 Yes		Respondent answered yes	
Employment and Education	253 Yes, partly		Respondent did not answer yes, but provided no comment	
Employment and Education	254 Yes		Respondent answered yes	
Employment and Education	255 Yes, partly	When we give planning permission for houses we should stipulate the developer invests in new schools	Respondent comment rejected	This already happens via S106 agreements. It is up to the Local Authority to determine whether this should be spent on new schools or enlarging existing schools.
Employment and Education	256 Yes, partly	The proposed plans appear to be covering existing proposals whereas a long term view needs to be considered. The proposal census population of Northwich is in our opinion a very conservative estimate	Respondent comment required no action or comments were outside scope	
Employment and Education	257 Yes		Respondent answered yes	
Employment and Education	258 No answer given		Respondent provided no answer	
Employment and Education	259 Yes		Respondent answered yes	
Employment and Education	260 Yes		Respondent answered yes	
Employment and Education	261 No answer given		Respondent provided no answer	
Employment and Education	262 No answer given		Respondent provided no answer	
Employment and Education	263 Yes		Respondent answered yes	
Employment and Education	264 Yes		Respondent answered yes	
Employment and Education	265 No answer given		Respondent provided no answer	
Employment and Education	266 No answer given		Respondent provided no answer	

Employment and Education	267	Yes	Employment opportunities need to be increased in the town as there are not many jobs locally, we have some excellent schools and colleges in the town but these skills are going to other areas as there are not the jobs in Northwich	Respondent answered yes	
Employment and Education	268	No answer given		Respondent provided no answer	
Employment and Education	269	Yes		Respondent answered yes	
Employment and Education	270	Yes, partly		Respondent did not answer yes, but provided no comment	
Employment and Education	271	Yes		Respondent answered yes	
Employment and Education	272	No answer given		Respondent provided no answer	
Employment and Education	273	Yes	I understand, but do not know since I am not a retailer or business person in Northwich, that business rates in Northwich are too high. This would need to be addressed to attract more employers to the town.	Respondent answered yes	
Employment and Education	274	Yes, partly		Respondent did not answer yes, but provided no comment	
Employment and Education	275	Yes		Respondent answered yes	
Employment and Education	276	Yes		Respondent answered yes	
Employment and Education	277	Yes, partly	Think the education part of the plan could be expanded. Should our schools be expanded with an increase in population going forward. Would we require a new school site in future if so where?	Respondent comment rejected	School expansion is covered by existing planning law and guidance. Northwich NP is not allocating sites, but none the less draws attention to the likely need if significant new development takes place in Winnington (see HOU5).
Employment and Education	278	Yes		Respondent answered yes	
Employment and Education	279	No answer given		Respondent provided no answer	
Employment and Education	280	Yes		Respondent answered yes	
Employment and Education	281	Yes	There's not much there on employment and sod all on education.	Respondent answered yes	
Employment and Education	282	Yes		Respondent answered yes	
Employment and Education	283	Yes		Respondent answered yes	
Employment and Education	284	Yes		Respondent answered yes	
Employment and Education	285	Yes		Respondent answered yes	
Employment and Education	286	Yes	Employment and Education need to be actively encouraged. I am pleased to see that Sir John Deane's College is consistently in the top ten sixth form colleges in the country for A level results. A good record since founding in 1557!!	Respondent answered yes	
Employment and Education	287	Yes		Respondent answered yes	
Employment and Education	288	Yes, partly		Respondent did not answer yes, but provided no comment	
Employment and Education	289	Yes, partly	It is essential to create and promote opportunities for employment. As these opportunities develop concern about the transport infrastructure will become an issue. Especially the provision of bus services serving the town and the way these link towns of mid cheshire together especially Winsford and Middlewich. it is hard to visit Northwich in the evening by public transport from any area! Car parking for staff is also an ongoing issue.	Respondent comment accepted	Response regarding bus links accepted.
Employment and Education	290	Yes		Respondent answered yes	
Employment and Education	291	Yes		Respondent answered yes	
Employment and Education	292	Yes		Respondent answered yes	
Employment and Education	293	Yes		Respondent answered yes	
Employment and Education	294	No answer given		Respondent provided no answer	
Employment and Education	295	Yes	Gadbrook Park needs major changes to it. The amount of traffic that waits to go into the Park on a weekday morning is horrendous and is really dangerous as it queues on the bypass, with cars travelling at 60mph then coming round a corner or over a bridge to see queuing traffic is a hazard. There are also not sufficient pathways for pedestrians especially around the Business Centre, there are also a lot of cars double parking so pedestrians have to walk in the middle of the road.	Respondent answered yes	
Employment and Education	296	Yes, partly	There needs to be a hotel in the town.	Respondent comment rejected	Northwich NP is not allocating sites, but new hotel developments in general are supported in RC7.
Employment and Education	297	Yes, partly	Please consider options for areas of apprenticeship shortage - refer to nationwide reports? Please consider where schools are oversubscribed it means local children having to commute to schools that are not as 'bad' as their nearest school - more rush hour traffic and pollution - get new housing developers to pay REAL contributions to expansion of LOCAL schools	Respondent comment rejected	School expansion is covered by existing planning law and guidance. Northwich NP is not allocating sites, but none the less draws attention to the likely need if significant new development takes place in Winnington (see HOU5).
Employment and Education	298	No answer given		Respondent provided no answer	
Employment and Education	299	Yes, partly	Policy EE2 is too narrow, focusing only on apprenticeships. The policy should be more broad focusing on skills and education more generally. The importance of Apprenticeships in current government policy is understood, but the Neighbourhood plan needs to have a build policy control.	Respondent comment rejected	School expansion is covered by existing planning law and guidance. Northwich NP is not allocating sites, but none the less draws attention to the likely need if significant new development takes place in Winnington (see HOU5).



Employment and Education	300 No answer given		Respondent provided no answer	
Employment and Education	301 Yes		Respondent answered yes	
Employment and Education	302 Yes		Respondent answered yes	
Employment and Education	303 Yes		Respondent answered yes	
Employment and Education	304 Yes, partly	As pre Retail & Commercial, consideration for older buildings less capable of commercial use should be looked at for conversion to residential.	Respondent comment partly accepted	RC policy amended to support above shop residential.
Employment and Education	305 Yes, partly	Apprenticeships are good, however, they are not always good, with an age limit for apprenticeships this means if an apprentice is not given a job then they will have nothing left to do if they are over that age. the idea of using brown sites to redevelop is good but also has flaws as the space is limited and costs may be high, finding ways to reduce the costs of redevelopment may be good ideas for new businesses or small businesses hoping to expand.	Respondent comment required no action or comments were outside scope	Outside scope of NP.
Employment and Education	306 Yes, partly	yes at the new jobs bit but not the apprenticeships as there is no where else to follow up on the apprenticeships	Respondent comment required no action or comments were outside scope	Outside scope of NP.
Employment and Education	307 No answer given		Respondent provided no answer	
Employment and Education	308 Yes		Respondent answered yes	
Employment and Education	309 Yes		Respondent answered yes	
Employment and Education	310 Yes		Respondent answered yes	
Employment and Education	311 Yes		Respondent answered yes	
Employment and Education	312 Yes		Respondent answered yes	
Employment and Education	313 Yes		Respondent answered yes	
Employment and Education	314 Yes		Respondent answered yes	
Employment and Education	315 Yes, partly	Please also look at public transport and the timing of the busses for staff to get to work on time	Respondent comment required no action or comments were outside scope	Outside scope of NP.
Employment and Education	316 Yes, partly	Policy EE1 - Employment: We agree that the Plan should be policy-only plan and not allocate land, given the parallel status of the CW&CC Local Plan, and that substantial brownfield land suffers from varying level of contamination rendering assessment of the likelihood of deliverability beyond the resources of the town council. Policy EE1 states that light industrial and storage distribution should be supported and encouraged in "appropriate locations" to attract companies to develop and locate in Northwich. However the policy fails to clarify what it would generally considered as "appropriate" (the sequential test at Page 75 relating solely to retail development). Section 2.2.9 - 2.2.30 (Employment) offers little insight into the views expressed during initial consultation on employment matters, but it assumed that there is recognition that future employment uses would be supported on existing employment sites and previously developed land in accordance with national policy, however this should be recognised in the policy to help encourage new employment use. The second part of the policy requires alternative uses to demonstrate that the continued use of the site for employment is no longer commercially viable and that the site has been marketed for at least 12 months. It is considered that the policy is restrictive, and has the potential for the Neighbourhood Plan to be unsound (ineffective and unjustified). It is inappropriate for a Neighbourhood Plan to influence future development in this way without any site specific consideration (something which is left to the CW&CC Local Plan to do). The CW&CC Local Plan Part II will allocate sites for development uses. Existing sites which are not promoted for alternative uses would be retained as white land (a general expression uses to mean land (and buildings) without any specific proposal for allocation, where it is intended that for the most part, existing uses shall remain unaltered). It would be for the CW&CC Local Plan Part II (in its site allocation) to identify sites which may come forward for alternative uses, and for proposals which may differ to that which currently exist to be treated on their merits at that time. For these reasons, we propose that the second part of the draft policy is omitted. Policy EE2 - Reference to the DMPO 2010 should be replaced by the consolidated Town and Country Planning (Development Management Procedure) (England) Order 2015. The Policy should be more specific regarding its expectations of what it considered "an appropriate number" to be in order for the Plan to be	Respondent comment partly accepted	Policy amended to define "appropriate locations". 12 month rule not considered restrictive and to take into account land allocations in the CW&C Local Plan Part II.  Apprenticeships policy deleted?
Employment and Education	317 Yes	We do need to encourage new businesses and local councils should take a proactive part in this process rather than wait for a timid private sector. Rather than simply encourage others to step up the council itself should facilitate such start ups setting up cooperatives and by direct municipal service provision instead of constantly giving away its revenue to a profit making private sector.	Respondent answered yes	
Employment and Education	318 No	Parents are being allowed to duck responsibility and waste money	Respondent comment required no action or comments were outside scope	Irrelevant to the NP.
Employment and Education	319 Yes	I would like to see more apprenticeships offered.	Respondent answered yes	
Employment and Education	320 Yes		Respondent answered yes	
Employment and Education	321 Yes		Respondent answered yes	
Employment and Education	322 Yes		Respondent answered yes	
Employment and Education	323 Yes		Respondent answered yes	

Employment and Education	324 Yes	EE1. Barnton has historically suffered massively from a decline in employment opportunities in Northwich. Having grown as a Bruner Mond / ICI company village our community has prospered and suffered as the fortunes of those companies have changed. Since the rapid decline of the business and its sale to Tata, there has been a huge loss in employment that has not been replaced. Large parts of the former employment land are being lost to housing with little sign that any employment activity is being planned. We are concerned that employment opportunities that would appear in the Town Centre or Gadbrook Park areas are difficult to access with public transport being as infrequent and as expensive as it is.	Respondent answered yes	
Employment and Education	325 Yes	No comments to make.	Respondent answered yes	
Employment and Education	326 No	Policy EE1 deals with employment and seeks to encourage new employment and businesses to develop and locate in Northwich. The second part of the policy seeks to regulate the provision of alternative uses on employment land through provision of marketing and viability evidence. It is suggested that the policy should be amended to state "the use is no longer commercially viable or the site or premises has been marketed....".	Respondent comment rejected	Policy provides criteria to demonstrate the commercial inviability. The inclusion of the "or" removes this.
Employment and Education	327 Yes	N/A	Respondent answered yes	
Employment and Education	328 Yes, partly	May I suggest when building the new industrial units that quality is similar to Gadbrook Park and not some of the dross that has sprung up over the last 20 years	Respondent comment rejected	Quality is somewhat subjective, but architectural requirements will none the less be enforced through NBE1.
Employment and Education	329 Yes	In addition: Schools might encourage local children through their gates (as opposed to them travelling further, needing buses and lifts when cycling is out of the question) by involving themselves more in the local community. Colleges might encourage entrepreneurs by having start-up units on campus, or taking over some start-up units elsewhere.	Respondent answered yes	
Employment and Education	330 No	Policy EE1 deals with employment and seeks to encourage new employment and businesses to develop and locate in Northwich. The second part of the policy seeks to regulate the provision of alternative uses on employment land through provision of marketing and viability evidence. It is suggested that the policy should be amended to state "the use is no longer commercially viable and that or the site or premises has been marketed....".	Respondent comment rejected	Policy provides criteria to demonstrate the commercial inviability. The inclusion of the "or" removes this.
Employment and Education	331 No		Respondent did not answer yes, but provided no comment	
Employment and Education	332 No answer given		Respondent provided no answer	
Employment and Education	333 Yes		Respondent answered yes	
Employment and Education	334 Yes, partly		Respondent did not answer yes, but provided no comment	
Employment and Education	335 Yes	the capacity to establish a substantial number of apprenticeships may be jeopardised by severe cuts to FE funding which may include Mid Cheshire and SJD colleges.	Respondent answered yes	
Employment and Education	336 Yes		Respondent answered yes	
Employment and Education	337 Yes, partly	As soon as the employment opportunities attract local businesses in the area.	Respondent comment required no action or comments were outside scope	
Employment and Education	338 Yes	More schools are requires and the highways infrastructure is in urgent need of upgrades to cope with the volume of traffic during the school run	Respondent answered yes	
Employment and Education	339 Yes		Respondent answered yes	
Employment and Education	340 Yes	Definite need for new primary school in the Winnington development. Hopefully lots of new employment with the development at Baron's Quay	Respondent answered yes	
Employment and Education	341 Yes		Respondent answered yes	
Employment and Education	342 Yes		Respondent answered yes	
Employment and Education	343 Yes	All well and good if these aims can be achieved	Respondent answered yes	
Employment and Education	344 Yes, partly	I think there are enough new units serving the town and surrounding area with Gadbrook, Anderton and Hartford to name a few. The development of Lostock was not wholly successful and houses have replaced commercial/industrial units. If Weaver Square is to be retained then some of the shops could be utilised for office space provided the rents were not extortionate	Respondent comment rejected	Additional employment land is a requirement of the CW&C Local Plan Part I.
Employment and Education	345 Yes, partly		Respondent did not answer yes, but provided no comment	
Employment and Education	346 Yes		Respondent answered yes	
Employment and Education	347 Yes		Respondent answered yes	
Employment and Education	348 Yes		Respondent answered yes	
Employment and Education	349 Yes		Respondent answered yes	
Employment and Education	350 Yes		Respondent answered yes	
Employment and Education	351 No	Central Northwich should concentrate on retail and leisure activities. A large well known department store should be encouraged to locate to Northwich.	Respondent comment rejected	This is covered by policy RC1. Encouraging specific shops to locate in Northwich is outside the scope of the NP.
Employment and Education	352 Yes	More industry (light to medium should be encouraged - winsford is quite successful	Respondent answered yes	

Employment and Education	353 Yes, partly		Respondent did not answer yes, but provided no comment	
Employment and Education	354 Yes		Respondent answered yes	
Employment and Education	355 Yes	Please lets hope this will happen	Respondent answered yes	
Employment and Education	356 No answer given		Respondent provided no answer	
Employment and Education	357 Yes		Respondent answered yes	
Employment and Education	358 Yes	School places must be a priority - with encouragement for parents to walk their children to school	Respondent answered yes	
Employment and Education	359 Yes		Respondent answered yes	
Employment and Education	360 Yes		Respondent answered yes	
Employment and Education	361 Yes		Respondent answered yes	
Employment and Education	362 No answer given	Does the vision make reference to the number of school places available and to be provided for?	Respondent provided no answer	
Employment and Education	363 Yes		Respondent answered yes	
Employment and Education	364 Yes, partly	Providing existing buildings are most used to house the employment wherever possible and with sufficient road and parking access.	Respondent comment accepted	Clarification of the types of sites where employment land should be located.
Employment and Education	365 Yes	The more employment land that can be used the better. How can students at Mid Cheshire College on construction courses be used on all the new building projects.	Respondent answered yes	
Employment and Education	366 Yes		Respondent answered yes	
Employment and Education	367 No answer given		Respondent provided no answer	
Employment and Education	368 Yes		Respondent answered yes	
Employment and Education	369 Yes		Respondent answered yes	
Employment and Education	370 Yes		Respondent answered yes	
Employment and Education	371 No	The infrastructure of Northwich can not support future industrial expansion (especially Gadbrook Park) road layouts need to improve for this to work.	Respondent comment rejected	Additional employment land is a requirement of the CW&C Local Plan Part I.
Employment and Education	372 Yes	4.3.4 - There are still a lot of opportunities to renovate and reuse properties in the town centre	Respondent answered yes	
Employment and Education	373 Yes		Respondent answered yes	
Employment and Education	374 Yes, partly	New schools/new school spaces, more employment	Respondent comment rejected	School expansion is covered by existing planning law and guidance. Northwich NP is not allocating sites, but none the less draws attention to the likely need if significant new development takes place in Winnington (see HOU5).
Employment and Education	375 Yes	Redeveloping new sites for new jobs and apprenticeships	Respondent answered yes	
Employment and Education	376 Yes		Respondent answered yes	
Employment and Education	377 Yes		Respondent answered yes	
Employment and Education	378 Yes, partly	May I suggest when building new industrial units quality is used similar to Gadbrook Park and not some of the dross that I have seen strung up over the last 20 years.	Respondent comment rejected	Quality is somewhat subjective, but architectural requirements will none the less be enforced through NBE1.

TAG	Response ID	Agree	Comments	Assessment	NP Comments
Housing	379	No	Town cannot sustain any more housing	Respondent comment rejected	CWAC Local Plan requires minimum of 4,300 additional dwellings by 2030.
Housing	380	No answer given		Respondent provided no answer	
Housing	381	Yes		Respondent answered yes	
Housing	382	No answer given		Respondent provided no answer	
Housing	383	Yes, partly		Respondent did not answer yes, but provided no comment	
Housing	384	No answer given		Respondent provided no answer	
Housing	385	Yes	Affordable homes are a must. These should be mixed in with other homes as not to create what could be perceived to be low income areas. Keeping/having as many green areas as possible.	Respondent answered yes	
Housing	386	No answer given		Respondent provided no answer	
Housing	387	Yes	no objections	Respondent answered yes	
Housing	388	No answer given		Respondent provided no answer	
Housing	389	Yes		Respondent answered yes	
Housing	390	Yes		Respondent answered yes	
Housing	391	No answer given		Respondent provided no answer	
Housing	392	No answer given		Respondent provided no answer	
Housing	393	Yes, partly		Respondent did not answer yes, but provided no comment	
Housing	394	No answer given		Respondent provided no answer	
Housing	395	No answer given		Respondent provided no answer	
Housing	396	No answer given		Respondent provided no answer	
Housing	397	No answer given		Respondent provided no answer	
Housing	398	Yes, partly		Respondent did not answer yes, but provided no comment	
Housing	399	No answer given		Respondent provided no answer	
Housing	400	Yes, partly		Respondent did not answer yes, but provided no comment	
Housing	401	Yes, partly	If the Winnington works are redeveloped then the development must include a new link road to the town centre (Simliar to the Kingsmead link) including a new bridge linking to Leicester Street	Respondent comment rejected	This is desirable but we do not have the evidence to insist upon it. CW&C Northwich Transport study will help with this - see TRANS1.
Housing	402	Yes		Respondent answered yes	
Housing	403	Yes	We do need more bungalows.	Respondent answered yes	
Housing	404	No answer given		Respondent provided no answer	
Housing	405	No answer given		Respondent provided no answer	
Housing	406	No answer given		Respondent provided no answer	
Housing	407	Yes		Respondent answered yes	
Housing	408	No answer given		Respondent provided no answer	
Housing	409	Yes		Respondent answered yes	
Housing	410	Yes, partly		Respondent did not answer yes, but provided no comment	
Housing	411	Yes, partly	Housing needs have to be met but should be supported by a better infra-structure and improved roads. eg Winnington swing bridge	Respondent comment rejected	This is covered by policies TRANS1, TRANS2 and TRANS5.
Housing	412	Yes, partly	I am concerned that planning permission, when granted seems, to allow the developers to evade many of their agreed responsibilities because they are not called to account when they, for example, undermine a tree that is supposed to be preserved, or fail to build the agreed amount of social housing. Closer supervision is required. I do not agree with the suggestion to build a further 2000+ houses in Winnington on top of the developments already going ahead. And there is no sign of any 'facilities' - pubs, shops, school etc as yet in the area along from the garden centre.	Respondent comment rejected	Planning enforcement is outside scope of the NP, though clearly needs to happen. Weight of consultation responses are behind building on brownfield land. Most of the brownfield land in the Plan Area is in Winnington. Number of additional houses is unlikely to be 2,000+. 1,000 is more likely. Facilities mentioned are covered by TRANS5.



Housing	413 Yes	The reuse of brownfield sites around Northwich I strongly agree with. With the underdevelopment of the area due to subsidence and other factors has led to many parts of the town being over-run by businesses that show little / no regard for the local area. Winnington works currently looks horrific for example. The current development of the Winnington Urban village is welcome and will hopefully reduce a few aspects of the Winnington landscape that is unsightly and off-putting. However, the council needs to be stronger in their negotiation with the house builders. Simply building a large number of houses without addressing the infrastructure and amenities of the area leads to estates of identi-kit houses, devoid of personality and devoid of community. As a resident of Winnington I have seen nothing (other than the reuse of a brownfield site) that addresses this - no local school / doctors / shopping centre or the undeniably needed second bridge. Instead, numerous houses are being built while the section 106 seems to have been negotiated down to the bare minimum. If, as suggested, additional housing could be build on the existing Winnington Works land, and any other future developments around Northwich, then this has to become a decisive factor in the negotiations. Transport links, connecting the areas to the fabulous local resources, cycle links and other aspects of the local area would be great - making it easier for people to walk around or get to places much quicker. Again, in Winnington, the current walk to the Canal is both unpleasant and unattractive, yet it is merely a 10 minute walk away from the new Urban Village	Respondent answered yes	
Housing	414 Yes		Respondent answered yes	
Housing	415 Yes, partly	Our hands seem to be tied by central Govt regards housing development?	Respondent comment required no action or comments were outside scope	
Housing	416 No		Respondent did not answer yes, but provided no comment	
Housing	417 Yes, partly	HOU1 - should be modified to allow change of use sites. Small sites cannot provide shops and schools nor should they. Otherwise ok. HOU2 - This policy needs amending to reflect the market signals as well as need. Sites need to be viable to carry forward. HOU5 - I have been around this site and it is very constrained by the Bicarb facility, CHP and flood zones. It will not deliver that much housing in reality.	Respondent comment partly accepted	Policy clarified to include Change of Use where it doesn't conflict with another policy in the Plan. Small sites are covered by the proportionality test. Viability is already one of the tests in the policy, and shouldn't have greater weight than other factors.
Housing	418 No answer given	Need more help and availability for younger people - first time buyers to get on the property ladder	Respondent provided no answer	
Housing	419 No answer given		Respondent provided no answer	
Housing	420 Yes		Respondent answered yes	
Housing	421 Yes, partly		Respondent did not answer yes, but provided no comment	
Housing	422 Yes		Respondent answered yes	
Housing	423 Yes, partly	Will proposed infrastructure be adequate	Respondent comment required no action or comments were outside scope	
Housing	424 Yes		Respondent answered yes	
Housing	425 Yes, partly		Respondent did not answer yes, but provided no comment	
Housing	426 Yes		Respondent answered yes	
Housing	427 Yes, partly		Respondent did not answer yes, but provided no comment	
Housing	428 Yes	No objection to the housing but the infrastructure of health needs to be in place ie local hospital able to cope.	Respondent answered yes	
Housing	429 Yes, partly	The majority of the housing is being built by concoctions of large building firms, most of which tend to stick to the same 'efficient use of space layout and design'. It would be good to see more land being made available to individuals to build their own house - projects elsewhere in the country have done this with great success	Respondent comment required no action or comments were outside scope	Providing land for this purpose would be outside the scope of the NP - we have no power to compel land to be handed over.
Housing	430 Yes		Respondent answered yes	
Housing	431 Yes		Respondent answered yes	
Housing	432 Yes, partly		Respondent did not answer yes, but provided no comment	
Housing	433 No		Respondent did not answer yes, but provided no comment	
Housing	434 Yes		Respondent answered yes	
Housing	435 Yes, partly	More affordable housing - buy or rent in centre needed. House style and streets as those near paddling pool - character and style	Respondent comment rejected	Consultation question on affordable housing returned 32% in favour of "less than 30% affordable" and 30.7% in favour of "30%-50% affordable". As this is roughly in line with CW&C's affordable housing requirements, we have not produced a policy. Instead we have focused on how the affordable housing is distributed to make it more likely that it will be ultimately delivered.
				Architectural preferences are covered by policy NBE1.
Housing	436 Yes		Respondent answered yes	
Housing	437 No answer given		Respondent provided no answer	

Housing	438 Yes	Essential to bring brownfield sites into use and protect green open spaces for future generations	Respondent answered yes	
Housing	439 Yes, partly	The housing at Hartford doesn't appear to have affordable housing. I'd like to see Weaver Vale shopping centre converted to a village for either the elderly or first time buyers	Respondent comment required no action or comments were outside scope	Hartford is outside the Plan Area.  Weaver Square comments relate to use of site, which will be subject to further consultation by CW&C.
Housing	440 No		Respondent did not answer yes, but provided no comment	
Housing	441 Yes, partly	We are still building on the flood plane on the Dane Valley	Respondent comment required no action or comments were outside scope	True - this planning permission has already been granted, however.
Housing	442 Yes, partly	Far too many houses being built in my persona opinion	Respondent comment rejected	CWAC Local Plan requires minimum of 4,300 additional dwellings by 2030.
Housing	443 Yes, partly		Respondent did not answer yes, but provided no comment	
Housing	444 No	Houses only brownfield	Respondent comment rejected	NPPF's "presumption in favour of sustainable development" would not allow us to outlaw development on greenfield sites. However, HOU1 attempts to define the limited circumstances under which it can take place.
Housing	445 Yes, partly	Didn't notice any vehement opposition to the proposed housing development of Dane Valley (Northwich Meadows)	Respondent comment required no action or comments were outside scope	This planning permission has already been granted. NBE5 protects the rest of the Dane Valley from development.
Housing	446 Yes		Respondent answered yes	
Housing	447 No answer given		Respondent provided no answer	
Housing	448 Yes		Respondent answered yes	
Housing	449 Yes		Respondent answered yes	
Housing	450 No answer given		Respondent provided no answer	
Housing	451 Yes		Respondent answered yes	
Housing	452 Yes		Respondent answered yes	
Housing	453 Yes		Respondent answered yes	
Housing	454 No answer given		Respondent provided no answer	
Housing	455 No answer given		Respondent provided no answer	
Housing	456 Yes		Respondent answered yes	
Housing	457 No answer given		Respondent provided no answer	
Housing	458 Yes, partly	You need to ensure that there is also land available for Self-Build which is highlighted in government policy but not clear in your plan. Will the Council be ensuring that residents in the new Winnington Village properties are aware of the contaminated land (ie high levels of mercury) that they are living on, which is recorded by Cheshire Fire Service?	Respondent comment rejected	The Northwich NP is not allocating sites for specific purposes. The Plan could include a general policy supporting self-build. However, at this stage in the process there is not enough evidence to do so. Recommend this is looked at for a future revision of the NP.  Public information on contamination is outside scope of the NP.
Housing	459 Yes, partly		Respondent did not answer yes, but provided no comment	
Housing	460 Yes	Preserve Winnington Hall and Mond House - beautiful architecture and history. Create neighbourhood centre and services around new builds at winnington and improve traffic there.	Respondent answered yes	
Housing	461 No answer given		Respondent provided no answer	

Housing	462 Yes	I cannot stress enough, as a resident of Winnington, how important addressing infrastructure and local amenities is in any large residential development. I have seen no benefit, so far, in Winnington urban village and only downsides - more traffic, no improved bridge and no amenities. It is disappointing that the necessity of another bridge at Barnton is only now being addressed. However, I would be in favour of a further residential development in Winnington (if the land became available from Tata) if the issues listed at above and at 4.4.10 were addressed. In addition, Winnington, either as part of a further residential development, or in any event, needs to be improved aesthetically. Walking from Northwich town centre to Anderson Boat Lift is completely unsightly around Winnington. The industrial area the comprising of the Works Gym, printers etc. is an eye sore. In any other area, the bridge commemorating a major battle of the English civil war would be celebrated. However, it is apologetically sighted on a disgusting main road through Winnington. Something also needs to be done in relation to the dilapidated timbered buildings at the bottom of Winnington Hill. The Council needs to CPO or force the sale of these properties so their redevelopment or demolition can take place. As someone who walks past these frequently, I worry that they will fall down as no one seems to take any responsibility for their safe upkeep. It is disappointing that Tata seems to take benefits from the area in producing profit but does little, if nothing, to improve the local area. The Council should be more willing to force local beneficiaries (and polluters) in contributing more to the local area. It is notable that Winnington has the highest rates of depravation locally but provides the means for an international organisation to make millions - Tata needs to give more back.	Respondent answered yes	
Housing	463 Yes, partly		Respondent did not answer yes, but provided no comment	
Housing	464 Yes, partly	Just concerned about the traffic,especially getting out of Winnington over the Weaver. Also, although I approve of getting people off their sofas and into the wonderful nature parks, please leave us walkers somewhere where we won't get run over by bikes. What about bike parks?	Respondent comment required no action or comments were outside scope	Covered by TRANS1 and TRANS2.
Housing	465 Yes		Respondent answered yes	
Housing	466 Yes, partly	It would have been good to see an allocation of all potential housing sites along with site specific spatial requirements. also a map or maps with who owns what land, ie CWC, NT or private land a car parking design strategy for the housing would be good, as this is often difficult in built up areas. Also flood plain site map with constraints and also opportunities.	Respondent comment required no action or comments were outside scope	The Northwich NP is not allocating sites for specific purposes. It is not intended that the NP is used as a land register or flood risk register, although a flood risk map is included on page 21.
Housing	467 Yes, partly	I am concerned that too many flood defences push the problem elsewhere. Flood plains are there for a reason and should not be built on. Also the exit roads from Winnington are not fit for purpose, eg single lane bridge over Weaver. The roads need to be sorted out before any further building.	Respondent comment required no action or comments were outside scope	Sympathise with comments. Protection of flood plain covered by policy NBES. Transport infrastructure covered by TRANS1 and TRANS2. No power to halt all development.
Housing	468 No answer given		Respondent provided no answer	
Housing	469 Yes	while there is plenty of houses being built hopefully there will be plenty of new schools and amenities to go with them. if new cycle routes etc come true Northwich wont seem like a long trek and more accessible for the villages on the outskirts	Respondent answered yes	
Housing	470 Yes, partly	HOU3, "the character of new housing developments should reflect" etc. Yes it should. Where has this been done? The new developments around Winnington are identikit housing, they could be anywhere. Where, in these new estates are the shops, hairdresser, newsagent, dentist, takeaway and all of the things that you're not going to get into your car and drive into the town centre for?	Respondent comment required no action or comments were outside scope	The NP covers what will need to happen in future, not what has already happened.
Housing	471 Yes	Affordable housing for local people is most important (not high value houses that give builders most profit). Also providing good quality housing within the central shopping area would encourage restaurants and leisure activities to open and be successful	Respondent answered yes	
Housing	472 Yes, partly	I agree with building on brownfield sites rather than greenfield, if impact on roads and existing amenities are taken into account. As sites around Northwich have been developed eg Drill field site- the town seems to be becoming gridlocked at peak times.	Respondent comment required no action or comments were outside scope	TRANS1 and TRANS2 should cover this.
Housing	473 Yes		Respondent answered yes	
Housing	474 Yes		Respondent answered yes	
Housing	475 Yes, partly	I know we all live in houses which were new at one time in their life but I object to the building of houses on greenfield sites when there are plenty of brownfield sites to cater for the change in lifestyle.	Respondent comment rejected	NPPF's "presumption in favour of sustainable development" would not allow us to outlaw development on greenfield sites. However, HOU1 attempts to define the limited circumstances under which it can take place.
Housing	476 Yes		Respondent answered yes	
Housing	477 Yes, partly		Respondent did not answer yes, but provided no comment	
Housing	478 Yes		Respondent answered yes	

Housing	479	Yes		Respondent answered yes	
Housing	480	Yes, partly		Respondent did not answer yes, but provided no comment	
Housing	481	Yes		Respondent answered yes	
Housing	482	Yes		Respondent answered yes	
Housing	483	No answer given		Respondent provided no answer	
Housing	484	No	We should not be overrunning the town with housing developments, however, spare land needs to be used more efficiently.	Respondent comment rejected	CWAC Local Plan requires minimum of 4,300 additional dwellings by 2030. NPPF's "presumption in favour of sustainable development" would not allow us to outlaw development on greenfield sites. However, HOU1 attempts to define the limited circumstances under which it can take place.
Housing	485	Yes	Finding an NHS dentist is already difficult more residents will only make this impossible	Respondent answered yes	
Housing	486	Yes, partly	Housing options in empty commercial premises Redevelop empty residential properties - owner incentives?	Respondent comment partly accepted	RC1 amended to allow housing over shops in town centre.
Housing	487	No answer given		Respondent provided no answer	
Housing	488	Yes	HOU5 - is an important policy to consider, for the growth of Northwich. Alternative use of the land is welcomed, but full consideration of the impact on local infrastructure is needed. I am largely in favour of improved cycling and pedestrian route across the river Weaver into Anderton and Marbury as these areas are not connected to Winnington and Furey Wood.	Respondent answered yes	
Housing	489	No answer given		Respondent provided no answer	
Housing	490	Yes, partly	I dont agree that more affordable housing is needed - I think that is part of Northwiches problem - let some other area shoulder some of this instead of just the town centre all of the time.	Respondent comment rejected	Majority in of respondents in favour of some level of affordable housing. Affordable Housing was top of the "What type of accommodation do you think Northwich needs?" question.
Housing	491	Yes		Respondent answered yes	
Housing	492	Yes	I would like to see something about encouraging private landlords to bring existing housing up to decent standards where there are issues of damp, poor insulation etc which affect health. This would fit in with Objectives 19 and 20. Rates of fuel poverty in Witton and Rudheath are high and I think that smaller area data would probably show a high proportion of this is in Witton.	Respondent answered yes	
Housing	493	Yes, partly	Yes but with greater flexibility in relation to conversion of ancillary / upper floors of retail in town centre location and of older commercial buildings or locations which are no longer suited for commercial usage.	Respondent comment accepted	RC1 amended to allow housing over shops in town centre.
Housing	494	Yes, partly	housing for 1st time buyers need to be easier to purchase as it causes issues for many and can help to prevent those that are benefits dependent.	Respondent comment required no action or comments were outside scope	
Housing	495	No	too many new houses being built and too much traffic and havoc around the town	Respondent comment rejected	CWAC Local Plan requires minimum of 4,300 additional dwellings by 2030.
Housing	496	No answer given		Respondent provided no answer	
Housing	497	Yes		Respondent answered yes	
Housing	498	Yes		Respondent answered yes	
Housing	499	Yes, partly	With regard to housing, we recall that the Cross-party Parliamentary Committee on Climate Change have criticised the government's abandonment of increases to standards for energy efficiency in new housing. They find this because we cannot meet our obligations to reducing carbon emissions without these increased standards, and because it will continue high and increasing levels of fuel poverty. Purchase costs of well-insulated homes may be higher, but costs will fall with scale, and front-end costs will be balanced by reductions in fuel bills. The presently planned relaxation will only serve to waste energy and place more profit in the hands of privatised multi-national corporations. We strongly believe that the failure to build to a standard of Passivhaus design, or very close to it, is short-sighted and unjust.	Respondent comment required no action or comments were outside scope	
Housing	500	Yes, partly	HOU5 Winnington Works. This should be conditional on Wallerscote Works first	Respondent comment rejected	Northwich NP is not allocating sites. In the case of HOU5, the plan identifies what should come out of this major development should it take place. We have no power to set a the kind of condition suggested.
Housing	501	Yes		Respondent answered yes	
Housing	502	Yes		Respondent answered yes	
Housing	503	Yes, partly	We do not believe that it is necessary within a Neighbourhood Plan to be requiring justification for any housing mix proposed within planning applications. We do not believe the words 'where greenfield land is proposed it should be consistent with allocation in the Local Plan' is necessary text within the Neighbourhood Plan.	Respondent comment rejected	Majority of respondents in favour of prioritising brownfield land. Requiring that new schemes have a housing mix that can be justified in the context of local need and viability is not onerous and is there to ensure that the needs of local people are put first.



Housing	504	Yes		Respondent answered yes	
Housing	505	Yes, partly	We support policy HOU1 in that it accords with the objectives of the NPPF, NPPG and CW&CC Local Plan. We support the objectives of policy HOU2 in that it broadly accords with the NPPF, NPPG and CW&CC Local Plan. However, the reality is that affordable housing cannot be distributed widely around new housing developments due to issues of viability and market value. Whilst an admirable aspiration, the policy needs to ensure that it does not result in the sterilisation of sites which may otherwise come forward, or preclude development which may be appropriate and sustainable, contrary to the objectives and policies of the NPPF. We support the objectives of policies HOU3 and HOU4 in that they both accord with the objectives of the NPPF, NPPG and CW&CC Local Plan. We strongly support the broad objectives of policy HOU5, however we recommend re-wording of the policy to ensure that it is sound. It is encouraging that the Plan recognises that, whilst loss of employment land is generally resisted, the proposal put forward by Tata Chemicals Europe on the Winnington Works Site, to the CW&CC Part II Call for Sites presents an opportunity to redevelop an underused and partially derelict site, whilst dramatically improving the quality of the environment and access to the River Weaver. However, the plan is a policy only plan and does not provide land allocations (this being left to the CW&CC Local Plan). To do so it would need to be supported by a Sustainability Appraisal. Whilst the policy quite rightly supports the release of the land for residential-led mixed use development, the second part of the policy (that any development should address a shopping list of requirements) deals very much with site specific issues which should be left to the Local Plan to consider. There are a number of expectations which may not be able to be met for viability or deliverability reasons, and this should not preclude the delivery of sustainable development vital to meeting the wider plan objectives. To retain such in the plan renders it at risk of being found unsound in that it could be unjustified and ineffective.	Respondent comment partly accepted	revisit HOU5 - Bob Floyd's comments on this need to be ascertained
Housing	506	Yes, partly	Although brownfield sites should be reclaimed we must not let the clamour for new housing turn the town and its immediate satellite parishes into an urban sprawl of brick and tarmac. Urban green spaces should be increased and enhanced and low density development encouraged. A lot of tosh is talked about the 'Green belt', why should these areas be the reserve of the wealthier citizens? If you need a new affordable housing development why not build it in Sandiway rather than Rudheath?	Respondent comment partly accepted	
Housing	507	No	No bridge in Winnington No details of actual expense	Respondent comment rejected	TRANS1 and TRANS2 should cover this.
Housing	508	Yes	I would like to see all brownfield sites developed for affordable housing and no more houses built on flood plains.	Respondent answered yes	
Housing	509	Yes		Respondent answered yes	
Housing	510	Yes		Respondent answered yes	
Housing	511	Yes		Respondent answered yes	
Housing	512	Yes		Respondent answered yes	
Housing	513	Yes, partly	We generally welcome an increase in the population of the wider Northwich community however the impact of the new housing developments in Winnington are beginning to have an impact on our community here. The impacts generally are negative for us as we don't believe that enough attention has historically been given to the impact of new housing on the existing infrastructure. In addition, developers have been given planning permission without being made responsible for their share of the infrastructure. The biggest issue for us is the volume of traffic using an antiquated Victorian road infrastructure which we will mention later but there are other issues. No dental or medical services are planned and we are having to build new classrooms at Barnton C P school to cope with an expected influx to the school from Winnington as Winnington School does not (ironically!) have room to expand. We feel that the infrastructure elements of any further development need to be fully thought out, costed and supported by all parties prior to any permissions to build more houses and that developers need to be forced to fulfil their obligations. We would welcome a path on the south bank of the river. We welcome the retention of historical features of the old works as a memorial to the generations of people from our community who worked there.	Respondent comment required no action or comments were outside scope	Comments generally relate to existing development at Winnington. HOU5 looks at what should be done in Winnington should further major development come forward.
Housing	514	Yes	No comments to make.	Respondent answered yes	

Housing	515 No	<p>Policy HOU1 relates to new housing. The Policy sets out three bullets which all new housing sites need to address. Whilst the three bullets are reasonable in relation to new housing development, the criterial are general in nature and very much open to interpretation. Whilst this may be helpful in once respect by providing flexibility, if a scheme is being challenged then seeking compliance with the guidance in Policy HOU1 is likely to result in considerable debate about whether the scheme complies or not which may well be used against reasonable development proposals. It is suggested that the criteria should be more specific or the text before the criteria amended from "will not be considered appropriate unless it meets all of the following criteria" to "development proposals should be in general conformity with the following criteria". The final paragraph of paragraph 4.4.3 is not clear. Policy HOU3 - Character and Design, the comments in the policy in relation to residential development being delivered at a density to suit the location is welcomed. However, the comments in the final sentence of paragraph 4.4.6 should be deleted. This is not a statement that can be sustained. Policy HOU4 - Heritage is a duplication of national guidance and is unnecessary and should therefore be deleted.</p>	Respondent comment partly accepted	the text before the criteria amended from "will not be considered appropriate unless it meets all of the following criteria" to "development proposals should be in general conformity with the following criteria". The comments in the final sentence of paragraph 4.4.6 should be deleted
Housing	516 Yes	N/A	Respondent answered yes	
Housing	517 No answer given		Respondent provided no answer	
Housing	518 Yes, partly	<p>HOU1 - partly: Contaminated areas are best left to nature or industry; I wouldn't suggest housing, as gardens are increasingly used for food growing. HOU2 - yes HOU3 - with provisions. When planning homes, they should be:</p> <ul style="list-style-type: none"> <li>·Low energy, ideally to Passivhaus standards (better than BREEAM)</li> <li>·Located to minimise transport need</li> <li>·Include basic facilities to enable outdoor clothes drying, storage for bins, cycles etc,</li> <li>·Have enough garden to both make and use compost derived from kitchen waste, for either veg, fruit or decoratives. Is this all possible at 35/40 homes per hectare? Larger, communal homes have advantages: shared facilities mean there's less redundant equipment; fewer walls per occupant mean lower heat losses; and built-in babysitters/grannysitters/dogwalkers/handymen/house-sitters have social advantages. They do need people to talk to each other. There have been several communal building schemes nationally, where groups of people have self-built their own homes, helping each other. Such homes can be lower cost, and built to standards known to the residents, typically good for the environment. Training might be through the college. There are also individual self-build homes. Such builders would therefore have knowledge and skills to use elsewhere in the community afterwards. When building estates, rather than each house having its own drive and garage, there should be a car pool with a selection of vehicles, from which able-bodied participants can take the one best suited to their needs. (Less able people would be excused.) This would encourage lift-sharing and use of public transport and cycling. HOU4 - Heritage Buildings: while great to look at and appreciate how people lived in historic times, these buildings also have to be functional in the real world, otherwise they get abandoned, neglected and damaged beyond repair. Planning rules need to be lax enough for some updating to be carried out, for example, good energy conservation measures. HOU5 - Is Winnington Urban Village to get its full quota of village facilities? And local jobs? Flooding - give the river a dropped flank to take up flood water, and reduce its need to raise its level to pass through. This will need to be considered when any new bridge is installed.</li> </ul>	Respondent comment required no action or comments were outside scope	<p>Detailed response full of good ideas for the future. Some should be considered for a future plan, others are outside scope of the NP.</p> <p>Majority are in favour of prioritising brownfield land for housing development. In Northwich, this means decontamination needs to take place in much of the available previously developed land.</p> <p>Majority are in favour of protecting the town's historic architecture, but that does not preclude internal updating, energy efficiency measures, etc.</p>
Housing	519 No	<p>Policy HOU1 relates to new housing. The Policy sets out three bullets which all new housing sites need to address. Whilst the three bullets are reasonable in relation to new housing development, the criterial are general in nature and very much open to interpretation. Whilst this may be helpful in once respect by providing flexibility, if a scheme is being challenged then seeking compliance with the guidance in Policy HOU1 is likely to result in considerable debate about whether the scheme complies or not which may well be used against reasonable development proposals. It is suggested that the criteria should be more specific or the text before the criteria amended from "will not be considered appropriate unless it meets all of the following criteria" to "development proposals should be in general conformity with the following criteria". The final paragraph of paragraph 4.4.3 is not clear. Policy HOU3 - Character and Design, the comments in the policy in relation to residential development being delivered at a density to suit the location is welcomed. However, the comments in the final sentence of paragraph 4.4.6 should be deleted. This is not a statement that can be sustained. Policy HOU4 - Heritage is a duplication of national guidance and is unnecessary and should therefore be deleted.</p>	Respondent comment partly accepted	the text before the criteria amended from "will not be considered appropriate unless it meets all of the following criteria" to "development proposals should be in general conformity with the following criteria". The comments in the final sentence of paragraph 4.4.6 should be deleted
Housing	520 No		Respondent did not answer yes, but provided no comment	

Housing	521	No answer given	Respondent provided no answer	
Housing	522	Yes	Respondent answered yes	
Housing	523	Yes	Respondent answered yes	
Housing	524	Yes	Respondent answered yes	
		Strongly support the need for bungalows and affordable housing, starter homes to rent and buy and homes for elderly. Strongly support a neighbourhood centre for Winnington village Strongly support the development of community facilities to go with housing - schools, shops, play areas, cafes, community rooms. Strongly support building affordable housing well distributed across housing estates rather than building in clusters.		
Housing	525	Yes, partly	Respondent did not answer yes, but provided no comment	
Housing	526	Yes, partly	Housing costs will not make such a difference as soon as people living locally, whether renting or paying mortgage, will be able to work and earn for their monthly payments.	Respondent comment required no action or comments were outside scope
Housing	527	Yes	Yes, brownfield developments only Supporting infrastructure, highways, schools, doctors, dentists, etc must also be built to support a growing community	Respondent answered yes
Housing	528	Yes		Respondent answered yes
Housing	529	Yes	1 & 2 bed apartment should be made available, perhaps on the upper levels of Weaver Square to encourage especially young people to move into the centre of town	Respondent answered yes
Housing	530	Yes		Respondent answered yes
Housing	531	Yes		Respondent answered yes
Housing	532	Yes	But greenfield sites are still being covered with houses. Contractors obviously can charge more for houses built on these sites rather than on the brownfield sites. The council must force contractors to have any access to the brownfield sites.	Respondent answered yes
Housing	533	Yes	More housing should be provided on brownfield sites near to the town centre and vacant buildings turned into affordable housing units such as the former MANWEB land and the adjacent buildings at the bottom of Winnington Hill	Respondent answered yes
Housing	534	Yes, partly		Respondent did not answer yes, but provided no comment
Housing	535	Yes, partly	Community facilities should also emphasise faith buildings such as churches and chapels	Respondent comment rejected
				Given that the archdiocese has just demolished St Lukes Church in Winnington, and there has been no other comments to this effect, the inclusion of churches as a community facility that should be funded by development cannot be justified.
Housing	536	Yes	Do we need any more4/5 bed houses? The estate agents windows are full of them. New housing developments should also include doctors, dentists and play areas	Respondent answered yes
Housing	537	Yes, partly	Obj 10 - We have a lot of affordable housing already. If building new affordable housing keep to the surrounding villages. For the town centre it should be private housing, nice apartments or retirement properties similar to the development near waitrose	Respondent comment rejected
				The surrounding villages are outside the Plan Area. Broad support for more affordable housing from earlier consultation. Northwich NP is not allocating sites, so we do not take a view as to whether affordable housing should be in the town centre or in one of the neighbourhoods.
Housing	538	Yes		Respondent answered yes
Housing	539	Yes		Respondent answered yes
Housing	540	Yes	Substantial to satisfy housing needs. Use brownfield sites only	Respondent answered yes
Housing	541	Yes	Additional housing is required however there is no infrastructure to support this. the non housing at winnington village has produced bottlenecks and additional river crossing from barnton is required.	Respondent answered yes
Housing	542	No	Have not seen any evidence of sites for schools, community facilities, pubs or extra medical facilities. Northwich is becoming a dormitory town. That notwithstanding there are no transport plans to accommodate the extra population	Respondent comment rejected
				Northwich NP is not allocating sites. Transport plans are covered in the TRANS policies.
Housing	543	Yes		Respondent answered yes
Housing	544	Yes		Respondent answered yes
Housing	545	No answer given		Respondent provided no answer
Housing	546	Yes		Respondent answered yes
Housing	547	Yes	Weaver square buildings to be houses for both young and elderly so that the young do no intimidate the elderly!! To build on the flood plain is very short sighted. A neighbour was told by officials that its not a flood plain but a plain that floods!!!	Respondent answered yes

Housing	548 Yes, partly	Objective 11 should be re-worded to make it clear that new housing developments should mitigate highways impact and not exacerbate them. Objective 11 should be amended to read "Ensure the impact of new housing development on local services and highways infrastructure is properly addressed." Redevelopment of the TATA site referred to in HOU5 is supported but should be amended to explicitly reference the need to address objective 18 as well as TRANS1 & 2	Respondent comment accepted	Objective 11 should be re-worded to make it clear that new housing developments should mitigate highways impact and not exacerbate them. Objective 11 should be amended to read "Ensure the impact of new housing development on local services and highways infrastructure is properly addressed." Redevelopment of the TATA site referred to in HOU5 is supported but should be amended to explicitly reference the need to address objective 18 as well as TRANS1 & 2
Housing	549 Yes, partly	No to greenfield sites to be used, brownfield only and more bungalows to be built	Respondent comment rejected	NPPF's "presumption in favour of sustainable development" would not allow us to outlaw development on greenfield sites. However, HOU1 attempts to define the limited circumstances under which it can take place.
Housing	550 Yes	Northwich has extensive brownfield sites & riverside opportunities - no need for land allocation	Respondent answered yes	
Housing	551 Yes	You really must insist on a variety of housing to be available. There is too much emphasis on 3+ bedroomed executive housing. We need smaller, affordable started homes for young families and housing stock suitable for more elderly people, single people with communal facilities.	Respondent answered yes	
Housing	552 Yes		Respondent answered yes	
Housing	553 Yes, partly	Objective 9&1 - Housing should only exist where the roads can cope Each brownfield site is a completely individual case and needs accessing thoroughly for its impact all around. Again, I would rather empty properties be used for housing that are already there. I agree we also need more Drs, schools, play areas, etc for each one.	Respondent comment rejected	NPPF's "presumption in favour of sustainable development" forces planning policy to take a "yes, if..." approach.
Housing	554 Yes, partly	The housing is great but we've already had developers coming in without regard for community infrastructure which the rest of us have to foot the bill for. Transport links - Winnington Bridge has to be a priority before any more planning decisions are made.	Respondent comment rejected	Northwich NP can only address the future. TRANS1 and TRANS2 cover Winnington Bridge.
Housing	555 Yes		Respondent answered yes	
Housing	556 No answer given		Respondent provided no answer	
Housing	557 Yes		Respondent answered yes	
Housing	558 Yes		Respondent answered yes	
Housing	559 Yes		Respondent answered yes	
Housing	560 No	Northwich is overpopulated with new building houses on unsuitable sites (flood plains) Winnington should be left as an industrial site, extra housing is not needed when there are rows of houses for sale all round	Respondent comment rejected	CWAC Local Plan requires minimum of 4,300 additional dwellings by 2030. Northwich NP does not allocated Winnington Works for housing; rather it attempts to address what should happen if significant housing proposals are brought forward.
Housing	561 Yes	Mixed housing should be encouraged	Respondent answered yes	
Housing	562 Yes, partly	Construction should take into account the impact on the environment both during the construction period and on going. Sustainability should be a key element of any proposed development	Respondent comment required no action or comments were outside scope	NPPF deals with sustainability issues.
Housing	563 Yes	Love how good plans for first time buyers	Respondent answered yes	
Housing	564 No answer given	First time buyers need homes, eg bungalows	Respondent provided no answer	
Housing	565 No	More provision for disabled people required. Less advertising properties that are adapted and not given to people who need those adaptations due to stepped entry to house. False advertising	Respondent comment partly accepted	Disability access specific mention. No way for NP to deal with false advertising.
Housing	566 Yes		Respondent answered yes	
Housing	567 Yes, partly	HOU1 - Just what is "be within a safe and accessible walking distance" - in other words anywhere we decide. Ridiculous parameters. 'Provide appropriate schools, etc' = where within 10 miles, once again ridiculous. Northwich has more brownfield sites that any comparably sized town in England - use them and keep off greenfield	Respondent comment rejected	We received expert advice that said we could not rigidly define a safe and accessible walking distance. School places are provided through financial contributions. Clear preference for brownfield sites set out in HOU1.



TAG	Response ID	Agree	Comments	Assessment	NP Comments
Environment - Natural and Built	568	No		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	569	No answer given		Respondent provided no answer	
Environment - Natural and Built	570	Yes		Respondent answered yes	
Environment - Natural and Built	571	No answer given		Respondent provided no answer	
Environment - Natural and Built	572	Yes, partly	I havent read anything about whats happening with the the old council buildings which are an eyesore.The drive into Northwich from Chesterway needs to be improved from an ascetics point.The old council houses on the left next to the leisure centre need to be demolished and a plan for the old council building is needed.Its not a pretty drive in and gives a poor impression straightway.	Respondent comment required no action or comments were outside scope	Old Council Buildings are covered in policy RC2, and their future will be covered by a future consultation from CW&C. Demolishing the houses (desirable or not) would require a site-specific policy, which is outside scope of the NP.
Environment - Natural and Built	573	No answer given		Respondent provided no answer	
Environment - Natural and Built	574	Yes	We need more homes, however this is not to be at the expense of the environment. Brick and concrete jungles are no good for anyone, any new developments would have to have an impact report on the environment and the community.	Respondent answered yes	
Environment - Natural and Built	575	No answer given		Respondent provided no answer	
Environment - Natural and Built	576	Yes		Respondent answered yes	
Environment - Natural and Built	577	No answer given		Respondent provided no answer	
Environment - Natural and Built	578	No		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	579	Yes		Respondent answered yes	
Environment - Natural and Built	580	No answer given		Respondent provided no answer	
Environment - Natural and Built	581	No answer given		Respondent provided no answer	
Environment - Natural and Built	582	Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	583	No answer given		Respondent provided no answer	
Environment - Natural and Built	584	No answer given		Respondent provided no answer	
Environment - Natural and Built	585	No answer given		Respondent provided no answer	
Environment - Natural and Built	586	No answer given		Respondent provided no answer	
Environment - Natural and Built	587	No answer given		Respondent provided no answer	
Environment - Natural and Built	588	No answer given		Respondent provided no answer	
Environment - Natural and Built	589	Yes		Respondent answered yes	
Environment - Natural and Built	590	Yes		Respondent answered yes	
Environment - Natural and Built	591	Yes		Respondent answered yes	
Environment - Natural and Built	592	Yes, partly	The policy on trees should go further than simply protecting the existing trees, and should encourage the planting of new trees. What about a nice tree-lined esplanade along the river?	Respondent comment required no action or comments were outside scope	Policy NBE3 states, "The planting of new woodland and orchards will be encouraged".
Environment - Natural and Built	593	No answer given		Respondent provided no answer	
Environment - Natural and Built	594	No answer given		Respondent provided no answer	
Environment - Natural and Built	595	No answer given		Respondent provided no answer	
Environment - Natural and Built	596	Yes		Respondent answered yes	
Environment - Natural and Built	597	No answer given		Respondent provided no answer	
Environment - Natural and Built	598	Yes, partly	I think having a flow between amenities is very important. For example, ideally people could come all the way along the river, past Hunt's Lock, past Hayhurst Quay, past Baron's Quay and up to Northwich Woodlands.	Respondent comment accepted	Intended to be covered by policy RTW2. Amendments required to clarify.
Environment - Natural and Built	599	No		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	600	Yes, partly	All new built in the town should suit the existing black/white buildings of the old town. This is the character of Northwich.	Respondent comment partly accepted	Intended to be covered by policy NBE1. Some clarification required. However, the "character of Northwich" is variable across the plan area - historic architecture is mainly located in the Town Centre and conservation area extending down to Sir John Deane's College. Include a reworded version of former VRBC Local Plan Policy GS9 to address Town Centre development design issues. Draft proposal submitted to NTC.
Environment - Natural and Built	601	Yes		Respondent answered yes	

Environment - Natural and Built	602 Yes, partly	Statements like 'reflects the historical built architecture of the area' concerns me a little. While I think many of the buildings in Northwich are fantastic in character and architecture, and should be rightly celebrated, I don't believe they should be the sole influence on new buildings or developments. We don't live in the age they were originally built, and often, when building are built today in the style of existing architecture they look, feel and are false... they become a pastiche which I don't feel is right for today. A carefully considered blend of the new and the old should be encouraged - new materials, new thinking, but with a sensitive acknowledgement of the surrounding area. Creating a sense of place through material, colour, architecture and space is the something Northwich currently lacks - it's a bit of a jumble of stuff and lacks cohesion.	Respondent comment partially accepted	Good points. The balance of consultation evidence is in favour of reinforcing the character of the plan area. This does not mean that all new buildings must be pastiches of the current prevailing architectural style, and can allow the for blend of old and new as described. Policy NBE1 attempts to strike this balance.
Environment - Natural and Built	603 Yes		Respondent answered yes	
Environment - Natural and Built	604 Yes, partly	Avoid flood plain development. This may be a one-off opportunity to tackle our awful post industrial landscape. Brownfield sites must be cleaned up, and given over to other uses, even if they cannot be used for building.	Respondent comment required no action or comments were outside scope	The Plan goes as far as it can on this. HOU1 defines the circumstances that building on green field sites will be allowed and prioritises building on brownfield sites. NBE5 protects flood plains and other green space from future development.
Environment - Natural and Built	605 No		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	606 Yes, partly	NBE1 - This should be a permissive policy and the final sentence is not appropriate. Incorporating building for life is unnecessary. NBE4 - This conflicts with national policy aimed at building regulations and a fabric first. approach to sustainability. NBE5 - Views should be considered in the normal way as part of the D&A statement	Respondent comment partially accepted	Agreed that the final sentence in NBE1 is unnecessary and should be deleted. NBE4 or its equivalent has been used in other approved NPs and should remain. NBE5 is specific and should remain.
Environment - Natural and Built	607 Yes	Knock down all old council owned concrete buildings Keep with the black and white theme - NOT BLUE!	Respondent answered yes	
Environment - Natural and Built	608 No answer given		Respondent provided no answer	
Environment - Natural and Built	609 Yes		Respondent answered yes	
Environment - Natural and Built	610 Yes		Respondent answered yes	
Environment - Natural and Built	611 Yes		Respondent answered yes	
Environment - Natural and Built	612 Yes		Respondent answered yes	
Environment - Natural and Built	613 Yes		Respondent answered yes	
Environment - Natural and Built	614 Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	615 Yes		Respondent answered yes	
Environment - Natural and Built	616 Yes, partly	rans 2. We have got to get a bigger/second bridge at Winnington. Object 16: Makes sense to move buses to station or even a route change or service from station to town centre	Respondent comment required no action or comments were outside scope	
Environment - Natural and Built	617 Yes		Respondent answered yes	
Environment - Natural and Built	618 Yes		Respondent answered yes	
Environment - Natural and Built	619 Yes		Respondent answered yes	
Environment - Natural and Built	620 Yes		Respondent answered yes	
Environment - Natural and Built	621 Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	622 Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	623 Yes		Respondent answered yes	
Environment - Natural and Built	624 Yes, partly	Green space and play areas in town centre - ie knutsford Provide leisure and relaxation areas inside and out. Encourage activity - must be maintained and safe	Respondent comment required no action or comments were outside scope	
Environment - Natural and Built	625 Yes		Respondent answered yes	
Environment - Natural and Built	626 No answer given		Respondent provided no answer	
Environment - Natural and Built	627 Yes		Respondent answered yes	
Environment - Natural and Built	628 Yes	Give the police station a face lift and do something with the other court building especially as there is loads of parking spaces behind it.	Respondent answered yes	
Environment - Natural and Built	629 Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	630 Yes		Respondent answered yes	
Environment - Natural and Built	631 Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	632 Yes		Respondent answered yes	
Environment - Natural and Built	633 Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	634 Yes		Respondent answered yes	
Environment - Natural and Built	635 Yes		Respondent answered yes	
Environment - Natural and Built	636 No answer given		Respondent provided no answer	
Environment - Natural and Built	637 Yes		Respondent answered yes	

Environment - Natural and Built	638 Yes, partly	NBE2 and NBE5 The plan currently allows for the overriding of 'protected' areas (such as the Dave Valley flood plain) in exceptional circumstances. This should be a big 'no no' or there needs to be a precise definition of the exceptional circumstances.	Respondent comments rejected	Exceptional circumstances would need to be determined on an individual basis. The problem of defining what may constitute "exceptional" is that omissions from the list would be inevitable; as they can not be foreseen.
Environment - Natural and Built	639 No answer given		Respondent provided no answer	
Environment - Natural and Built	640 Yes		Respondent answered yes	
Environment - Natural and Built	641 Yes		Respondent answered yes	
Environment - Natural and Built	642 Yes		Respondent answered yes	
Environment - Natural and Built	643 No answer given		Respondent provided no answer	
Environment - Natural and Built	644 No answer given		Respondent provided no answer	
Environment - Natural and Built	645 Yes		Respondent answered yes	
Environment - Natural and Built	646 No answer given		Respondent provided no answer	
Environment - Natural and Built	647 Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	648 Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	649 Yes	definitely need to protect trees and increase street trees, increase green spaces and have greenery outside homes, shops and businesses	Respondent answered yes	
Environment - Natural and Built	650 No answer given		Respondent provided no answer	
Environment - Natural and Built	651 Yes		Respondent answered yes	
Environment - Natural and Built	652 Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	653 Yes, partly	4.5.1 I am concerned that too much flood defence will just push the problem elsewhere. No building should be carried out on natural flood plains; they are there for a reason. Urban drainage to manage flood issues is a joke! Today (9/11/15) it has poured down but huge puddles are everywhere, easily cleared but no-one bothers. The grids are blocked with leaves but the gutter cleaning wagon last came round here a month ago. Why not wait till it's needed! Expensive drainage has been installed eg round the old art college, London Rd, but useless as it has never been properly maintained.	Respondent comment required no action or comments were outside scope	The draft NP policies do address flood plain development. Urban drainage schemes, when properly designed, installed and managed can significantly contribute to flood protection.
Environment - Natural and Built	654 Yes		Respondent answered yes	
Environment - Natural and Built	655 Yes		Respondent answered yes	
Environment - Natural and Built	656 Yes, partly	4.5.1 Urban drainage is installed but not maintained eg London Rd old art college, so the flooding just comes back. Unless maintenance is regular drainage plans are a waste of money. Today (10/11/15) we have had wind, rain and there are wet leaves everywhere but the gutters were cleaned before the leaves fell, what was the point?	Respondent comment required no action or comments were outside scope	The draft NP policies do address flood plain development. Urban drainage schemes, when properly designed, installed and managed can significantly contribute to flood protection.
Environment - Natural and Built	657 No answer given		Respondent provided no answer	
Environment - Natural and Built	658 Yes	as long as northwichs beauty spots and woodland is protected against development and new buildings enhance these areas	Respondent answered yes	
Environment - Natural and Built	659 Yes, partly	I'd like to see some recognition that you don't build these things and then walk away and ignore them. They need management and maintenance. It all reads very well but there is little track record by the council in doing what they say. It looks suspiciously like saying the right thing and then hoping no one remembers.	Respondent comment required no action or comments were outside scope	The NP sits within a planning framework. Whilst management and maintenance of systems is clearly important the NP is not itself able to control these aspects.
Environment - Natural and Built	660 Yes		Respondent answered yes	
Environment - Natural and Built	661 Yes		Respondent answered yes	
Environment - Natural and Built	662 Yes		Respondent answered yes	
Environment - Natural and Built	663 Yes		Respondent answered yes	
Environment - Natural and Built	664 Yes	Fig 48. I was pleased to learn the description "Tudor-Beathan" which I had not heard before! I have been taking photographs of Northwich's architecture and old buildings and structures since the early 1970's in the hope of recording them before their sometimes loss!!	Respondent answered yes	
Environment - Natural and Built	665 Yes		Respondent answered yes	
Environment - Natural and Built	666 Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	667 Yes	I refer back to my previous comments about Landlords and building maintenance and appearance.	Respondent answered yes	
Environment - Natural and Built	668 Yes		Respondent answered yes	
Environment - Natural and Built	669 Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	670 Yes		Respondent answered yes	
Environment - Natural and Built	671 Yes		Respondent answered yes	
Environment - Natural and Built	672 No answer given		Respondent provided no answer	
Environment - Natural and Built	673 Yes	We must protect all green spaces as much as possible.	Respondent answered yes	
Environment - Natural and Built	674 Yes	The new Memorial court building is a monstrosity. It takes no design elements from the town and is totally out of scale. The blue colour is awful. I think the new Baron's key development also looks out of scale too.	Respondent answered yes	

Environment - Natural and Built	675 Yes, partly	Please be aware of the best feature of Northwich - the rivers The flood defence walls at the back of the Memorial Court car park do not look particularly substantial and kids will want to climb on them!		
Environment - Natural and Built	676 No answer given		Respondent provided no answer	
Environment - Natural and Built	677 Yes		Respondent answered yes	
Environment - Natural and Built	678 No answer given		Respondent provided no answer	
Environment - Natural and Built	679 Yes		Respondent answered yes	
Environment - Natural and Built	680 Yes		Respondent answered yes	
Environment - Natural and Built	681 Yes		Respondent answered yes	
Environment - Natural and Built	682 Yes	Promotion of Building for Life 12 is an excellent suggestion.	Respondent answered yes	
Environment - Natural and Built	683 Yes, partly	old buildings should be have policies to be maintained to a certain standard as it saddens me to see so many left to ruin as it is the cheaper way to get demolition allowed. history should be preserved in the area and the council should have the power to take possession from owners that allow the building to ruin.	Respondent comment required no action or comments were outside scope	The NP refers to the Townscape Heritage Scheme, which has now been approved by the HLF. A design guide already exists which will inform the refurbishment process.
Environment - Natural and Built	684 Yes		Respondent answered yes	
Environment - Natural and Built	685 No answer given		Respondent provided no answer	
Environment - Natural and Built	686 Yes		Respondent answered yes	
Environment - Natural and Built	687 Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	688 Yes, partly	We agree entirely with the need for developments and extensions to be both in character and sustainable and also leading to an increase in biodiversity. We believe strongly however that there needs to be a total ban on further building on the floodplain, due to flooding in the town centre. Further development on the floodplain, such as that in the Dane Valley in Leftwich is likely to negate the effect of the flood defences currently being built. Buffer zones should also be built along the rivers to slow down overland water running into them and thereby extracting excess nutrients from the fields. Visible sites should also be identified to plant new fruit trees and bushes, and also vegetables, for people to harvest, which would increase the attractiveness of our environment. Voluntary groups, such as Grozone, would we imagine, be prepared to look after these, with the advantage of an increases sense of community and joint ownership.	Respondent comment partly accepted	The draft NP policies do address flood plain development. Urban drainage schemes, when properly designed, installed and managed can significantly contribute to flood protection. The policy to encourage the planting of native species SHOULD specifically include fruit trees.
Environment - Natural and Built	689 Yes		Respondent answered yes	
Environment - Natural and Built	690 Yes		Respondent answered yes	
Environment - Natural and Built	691 Yes		Respondent answered yes	
Environment - Natural and Built	692 Yes, partly	We do not consider there to be a need to require a Building for Life 12 Assessment, nor that the Neighbourhood Plan is the appropriate document in which to make this request. Delivery of renewable energy as part of a development should be balanced alongside the viability of development. It is often more cost effective (and better for the environment) to improve the building fabric, rather than provide renewable energy. As mentioned, these matters should be subject to viability.	Respondent comments rejected	Do not agree. Other NPs have successfully included these requirements.
Environment - Natural and Built	693 Yes		Respondent answered yes	
Environment - Natural and Built	694 Yes		Respondent answered yes	
Environment - Natural and Built	695 Yes, partly	The character of any town is not improved by new builds that are pale imitations of the vernacular, so please, no more awful 'mock tudor' made from plywood and render. Juxtapositions of old and new are far more interesting. Councils have to be braver than their citizens on this one; if they had not been in the past most of what we now treasure as our heritage would never have been built.	Respondent comment partly accepted	Several comments including from CWaC have made the point that contemporary architecture should be encouraged. It is proposed to revisit the policy on design to deliver what the public consultations have identified as important BUT to acknowledge that contemporary designs "that reflect the historical influences" and commercial pressures.
Environment - Natural and Built	696 No	No detail		
Environment - Natural and Built	697 Yes		Respondent answered yes	
Environment - Natural and Built	698 Yes		Respondent answered yes	
Environment - Natural and Built	699 Yes		Respondent answered yes	
Environment - Natural and Built	700 Yes		Respondent answered yes	
Environment - Natural and Built	701 Yes		Respondent answered yes	
Environment - Natural and Built	702 Yes		Respondent answered yes	
Environment - Natural and Built	703 Yes	No comments to make.	Respondent answered yes	



Environment - Natural and Built	704 No	<p>NPL has been in discussion with the Cheshire West and Chester Council (CWAC) for some time in relation to Fureys Wood. NPL own the freehold of this site and lease the wood to CWAC. The lease is shortly due for renewal in 2017 and discussions are ongoing in relation to a renewal in association with some development. NPL objects to the inclusion of Fureys Wood under this policy designation as Protected Green Space and request its removal from their landownership. NPL are also disappointed that they were not contacted as a key local stakeholder earlier in the Neighbourhood Plan process to discuss their aspirations for Fureys Wood which will bring substantial community benefits. Policy NBE1 - Landscape Character and Development is concerned with the scale and form of development including non- residential schemes. The policy or explanatory text needs to recognise that in relation to non-residential schemes there is often a very good reason why buildings follow a particular scale and design as often in relation to employment uses form follows function. Whilst any planning decision is likely to be based on positive factors being weighed against negative factors, the explanatory text to policy NBE1 should acknowledge that in relation to non-residential uses that greater flexibility may be required. In relation to the wording of Policy NBE1 the final paragraph should be deleted given the requirements of the first two paragraphs. Policy NBE5 - protected greenspace and key views refers to green spaces listed in appendix 5.4. The appendix needs to be amended to reflect the factual position in relation to extant planning permissions. For example, planning application 13/03676/OUT within the Dane Valley is not shown on the diagram contained in Appendix 5. The site which has planning permission should be reflected on the drawing contained in Appendix 5.4 rather than being shown as protected greenspace under sites of "amenity value" 5.4.17 Dane Valley, Leftwich. The wording of Policy NBE5 should be amended completely as the first two paragraphs do not sit comfortably with the second two paragraphs as they are pulling in different directions. The test set out in paragraph 1 of the policy that greenspace should not be lost or harmed by development except in "exceptional cases" implies that areas protected by greenspace and key views have a status akin to land designated as Green Belt. The policy needs to be redrafted to reflect that whilst the Neighbourhood Plan regards these as important areas there is also a need</p>	Andrew, your email suggests you've responded to this?	Andrew, your email suggests you've responded to this? It would seem appropriate to adjust the NP to take account of extant planning applications in both the Dane Valley and Furey Wood.
Environment - Natural and Built	705 Yes	N/A	Respondent answered yes	
Environment - Natural and Built	706 No answer given		Respondent provided no answer	
Environment - Natural and Built	707 Yes, partly	<p>NBE1: I like the spaces concept, linking and protecting. I've got used to the hotch-potch of styles, I can live with it. NBE2: Heritage Buildings: while great to look at and appreciate how people lived in historic times, these buildings also have to be functional in the real world, otherwise they get abandoned, neglected and damaged beyond repair. Planning rules need to be lax enough for some updating to be carried out, for example, good energy conservation measures, even renewable energy. The buildings have been constructed and adapted over a long period of time, much longer than since we decided they needed 'pickling'. NBE3: Biodiversity in any one location is created by edge and change. Ultimately dominant species take over. A range of habitats may be the goal: each will have edge, and be advancing or receding into adjacent areas, giving unique niches. I welcome the proposal to use locally native plants, and schools or other groups may like to undertake seed gathering and sowing. However climate change may mean that other species, or varieties of native species but from further south, may do better. For roundabouts and traffic islands, wild flowers have been demonstrated to be both attractive, beneficial to wildlife, and cheap to establish and maintain. I welcome para 4.5.15 too: too often developers call on a clean sheet, without looking at the potential of incorporating existing trees into the plan. The soil too is precious, in many places it's the result of centuries or millennia of evolution, along with the plants and animals dependent on it. Undisturbed, it forms distinct layers. NBE4: as I've written in the housing section - When planning homes, they should be:</p> <ul style="list-style-type: none"> <li>·Low energy, ideally to Passivhaus standards</li> <li>·Located to minimise transport need</li> <li>·Include basic facilities to enable outdoor clothes drying, storage for bins, cycles etc,</li> <li>·Have enough garden to both make and use compost derived from kitchen waste, for either veg, fruit or decoratives. Is this all possible at 35/40 homes per hectare? Larger, communal homes have advantages: shared facilities mean there's less redundant equipment; fewer walls per occupant mean lower heat losses; and built-in babysitters/grannysitters/dogwalkers/handyman/house-sitters have social advantages. They do need people to talk to each other. There have been several communal building schemes nationally, where groups of people have self-built their own homes,</li> </ul>	Respondent comment partly accepted	most of this is supportive, and the comments about biodiversity and climate change cannot be denied. Proposed revision of NBE2 and the Townscape Heritage Scheme will go some way to address concerns about heritage buildings.

Environment - Natural and Built	708 No	Policy NBE1 - Landscape Character and Development is concerned with the scale and form of development including non- residential schemes. The policy or explanatory text needs to recognise that in relation to non-residential schemes there is often a very good reason why buildings follow a particular scale and design as often in relation to employment uses form follows function. Whilst any planning decision is likely to be based on positive factors being weighed against negative factors, the explanatory text to policy NBE1 should acknowledge that in relation to non-residential uses that greater flexibility may be required. In relation to the wording of Policy NBE1 the final paragraph should be deleted given the requirements of the first two paragraphs. Policy NBE5 - protected greenspace and key views refers to green spaces listed in appendix 5.4. The appendix needs to be amended to reflect the factual position in relation to extant planning permissions. For example, planning application 13/03676/OUT within the Dane Valley is not shown on the diagram contained in Appendix 5. The site which has planning permission should be reflected on the drawing contained in Appendix 5.4 rather than being shown as protected greenspace under sites of "amenity value" 5.4.17 Dane Valley, Leftwich. The wording of Policy NBE5 should be amended completely as the first two paragraphs do not sit comfortably with the second two paragraphs as they are pulling in different directions. The test set out in paragraph 1 of the policy that greenspace should not be lost or harmed by development except in "exceptional cases" implies that areas protected by greenspace and key views have a status akin to land designated as Green Belt. The policy needs to be redrafted to reflect that whilst the Neighbourhood Plan regards these as important areas there is also a need to have realistic criteria in place which seek to regulate development. It would also appear that the policy has been drafted to specifically deal with the planning permission referred to above, as evidenced by paragraphs 4.5.21 and 4.5.22. The policy seeks to anticipate a situation whereby if the permission lapses then the policy criteria would bite. This is completely at odds with best practice in terms of policy formulation and the references to the particular planning application and commitment in the policy explanatory text should be removed. On the one had the explanatory text refers to the permission but then completely ignores it in relation to the diagram in Appendix 5.	Respondent comment partly accepted	Agreed that the final sentence in NBE1 is unnecessary. Agreed that the text should reflect the commercial pressures that exist and the need for flexibility. The TC is firm on its stance on the Dane Valley and how the NP should address development proposals within it.
Environment - Natural and Built	709 Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	710 No answer given		Respondent provided no answer	
Environment - Natural and Built	711 Yes		Respondent answered yes	
Environment - Natural and Built	712 Yes		Respondent answered yes	
Environment - Natural and Built	713 Yes	Strongly support proposal for biodiversity, protection of green spaces and key views Strongly endorse 4.5.21 & 4.5.22	Respondent answered yes	
Environment - Natural and Built	714 Yes		Respondent answered yes	
Environment - Natural and Built	715 Yes, partly	50's and 60's concrete buildings are also part of Northwich's history. Footpaths and cycle links are essential.	Respondent comments rejected	overwhelming public view that these buildings are not "welcomed" in Northwich. However, some are listed in the buildings of interest appendix. Cycle links covered elsewhere.
Environment - Natural and Built	716 Yes	Make the most of the natural habit we live in and develop it as a tourist attraction	Respondent answered yes	
Environment - Natural and Built	717 Yes	I think it is important for new buildings to be in keeping with the towns heritage however the memorial sports centre certainly isn't and the barons quay development is out of scale and dominates Northwich already	Respondent answered yes	
Environment - Natural and Built	718 Yes	I have never objected to the design of Memorial Court as a lot of people have but I definitely feel that any further development within the town should be sympathetic to the existing b&w architecture.	Respondent answered yes	
Environment - Natural and Built	719 Yes		Respondent answered yes	
Environment - Natural and Built	720 Yes		Respondent answered yes	
Environment - Natural and Built	721 Yes	But these policies about "keeping character of the area" is not followed. The new memorial court is a prime example of totally disregarding the local character of the town. Don't planners ever visit the town or area to be developed? it would seem not	Respondent answered yes	
Environment - Natural and Built	722 Yes	Having lived near to the river Dane for over 30 years I have seen the river change its course many times due to bank erosion. The sub-strata in the valley appears to be very sandy and unstable and I would assume that the the banks near to any housing would have to be piled and reinforced. Any attempt to straighten out the river would have a detrimental effect downstream. The existing valley could be turned into an artificial balancing table to hold excess storm water. This tank could be a permanent feature and be used as a recreational lake for boating.	Respondent answered yes	
Environment - Natural and Built	723 Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	724 Yes, partly	The waterfronts are Northwich's greatest asset for a regional tourist centre Access to all waterfronts for cafes, restaurants and leisure walking is extremely desirable Currently most waterfronts are inaccessible.	Respondent comment partly accepted	the NP acknowledges and proposes policies to address these concerns
Environment - Natural and Built	725 Yes		Respondent answered yes	

Environment - Natural and Built	726	Yes		Respondent answered yes	
Environment - Natural and Built	727	Yes	4.5 Environment - Natural & Built This section to strengthen the plan with a more in-depth statement on the design and character of the architecture of buildings and structures in future developments. The statement to refer to the town centre and its conservation areas, and areas of districts outside the centre that have 19th century buildings and character areas along with photographic examples. Addition NBE6 - The Towns Woodlands . The Inclusion of the following woodlands into the Mersey Forest would be supported. a) Clough Wood and adjoining wooded areas to the north. b) Furey Wood. c) The wooded area on the east bank of the River Weaver between the railway viaduct and the new Riversdale footbridge. The Mersey Forest Plan 2014 - Cheshire West and Chester pages 70/71 The expansion of the Northwich Woodlands detailed as a 'vibrant community woodland with an active Friends Group, on reclaimed post-industrial land' page 70 Objective C6 page 71 - 'Northwich Woodlands Forest Park and around Northwich: Further develop the Forest Park, its use, connectivity, and interconnection with Northwich, to complement the regeneration of the town in its rural setting. Expand the woodlands to include Wallerscote, taking into consideration existing non-woodland habitats, and buffer ancient semi-natural woodlands. Create a woodland setting for the employment sites to the east of Northwich, principally at Wincham'.	Respondent answered yes	Respondent answered yes - additional wording is supported and SHOULD be used.
Environment - Natural and Built	728	Yes		Respondent answered yes	
Environment - Natural and Built	729	Yes		Respondent answered yes	
Environment - Natural and Built	730	Yes		Respondent answered yes	
Environment - Natural and Built	731	No	Who is sanctioning the building of all these properties on known flood planes. Will these properties be covered by adequate insurance? The river weaver will need constant dredging to enable it to carry away more volume of water	Respondent comment required no action or comments were outside scope	The draft NP policies do address flood plain development. Insurance and dredging are outside the remit of the NP.
Environment - Natural and Built	732	Yes, partly		Respondent did not answer yes, but provided no comment	
Environment - Natural and Built	733	Yes	Please keep it in keeping with Northwich	Respondent answered yes	
Environment - Natural and Built	734	No answer given	Necessity for clearance of long term rubbish on land at Castle beside Blue Barrel public house. There is a for sale board mentioning agents - 'Fifield' Is this county councillors Fifield?!!? Also hedges fronting Chester Road overgrowing over footpath between Ironbridge and Highbank Road	Respondent provided no answer	
Environment - Natural and Built	735	Yes		Respondent answered yes	
Environment - Natural and Built	736	Yes	As a comparative newcomer to Northwich, I am now seeing vast improvements, but is still not very special - except by the river by Waitrose. More plantings around please	Respondent answered yes	
Environment - Natural and Built	737	Yes		Respondent answered yes	
Environment - Natural and Built	738	Yes		Respondent answered yes	
Environment - Natural and Built	739	Yes	Aim to be like Frodsham/Nantwich/Knutsford not Crewe/Winsford/Runcorn	Respondent answered yes	
Environment - Natural and Built	740	Yes		Respondent answered yes	
Environment - Natural and Built	741	Yes	Suggest adding 3 local wooded areas to the Mersey Forest Plan 2014 - Cheshire West & Chester pages 70/71. Clough Wood and adjoining wooded areas. Wooded area on East bank of River Weaver between Riversdale bridge and the railway viaduct	Respondent answered yes	
Environment - Natural and Built	742	Yes		Respondent answered yes	
Environment - Natural and Built	743	Yes		Respondent answered yes	
Environment - Natural and Built	744	Yes	We as a community are obligated to preserve the environment. The environment of Northwich should be a top priority	Respondent answered yes	
Environment - Natural and Built	745	No answer given		Respondent provided no answer	
Environment - Natural and Built	746	Yes		Respondent answered yes	
Environment - Natural and Built	747	Yes		Respondent answered yes	
Environment - Natural and Built	748	Yes		Respondent answered yes	
Environment - Natural and Built	749	Yes, partly	Agree with increasing biodiversity sustainable development and protecting green spaces. Landscaping areas does not make up for building on environmental sensitive land		
Environment - Natural and Built	750	Yes	4.5.16 - Brownfield sites are often difficult to develop, so extra restrictions should be kept to a minimum.	Respondent answered yes	
Environment - Natural and Built	751	Yes		Respondent answered yes	
Environment - Natural and Built	752	Yes	Keep the green areas wild	Respondent answered yes	
Environment - Natural and Built	753	No answer given	Flood management - Dane Valley - wild (proposed houses too)	Respondent provided no answer	
Environment - Natural and Built	754	Yes		Respondent answered yes	

Environment - Natural and Built	755 Yes	Particularly agree that the plan should reflect the historical built architecture of the area. This was totally ignored when developing the Memorial court. Looks like a Morrisons Warehouse and is not in keeping with the lovely black and white historical buildings.	Respondent answered yes	
Environment - Natural and Built	756 Yes, partly	The black and white buildings at the bottom of Winnington Hill now unused. Should not do this usual council led thing - left to rot and then burn down. They should be renovated and modernised. They are an attractive part of town	Respondent comment required no action or comments were outside scope	The NP sits within a planning framework. Whilst management and maintenance of existing buildings is clearly important the NP is not itself able to address specific buildings but can and does support design and maintenance concepts, such as the Townscape Heritage Scheme.



TAG	Response ID	Agree	Comments	Assessment	NP Comments	Column1
Transport and Infrastructure	757	No		Respondent did not answer yes, but provided no comment		
Transport and Infrastructure	758	No answer given		Respondent provided no answer		
Transport and Infrastructure	759	Yes		Respondent answered yes		
Transport and Infrastructure	760	No answer given		Respondent provided no answer		
Transport and Infrastructure	761	Yes, partly	Critical that an extra express train is added increasing cutting the travel time into manchester	Respondent answered yes	An additional train per hour is being added to the service from 2017	
Transport and Infrastructure	762	No answer given		Respondent provided no answer		
Transport and Infrastructure	763	Yes	Any redevelopment of the TATA site for homes has to come with a new bridge, this is a must. A 3rd river crossing into Northwich would be good however the cost of doing so may count it out and be difficult to locate due to industry and pre-existing homes. With Northwich train station and the bus station currently being some distance away from each other there is no natural link, s shuttle service may be an idea, however the need for this I'd think is low currently, but this may change once the town centre is complete and attracts people to shop, eat or go to the cinema within Northwich from people out of town. The side of town where LA fitness is is a mess mash of buildings with poor roads and no consistency, in-fact London Road is a mess with Car dealerships spread out along this road, it would be good to see a more consistent approach and bring these businesses together?	Respondent answered yes		
Transport and Infrastructure	764	No answer given		Respondent provided no answer		
Transport and Infrastructure	765	Yes	No objections	Respondent answered yes		
Transport and Infrastructure	766	No answer given		Respondent provided no answer		
Transport and Infrastructure	767	Yes, partly	Winnington Bridge desperately needs addressing, it is a complete bottle neck which will not help attract investment or businesses to the area. I also think the one way system still needs tweaking to make traffic run much more smoothly. Both of these issues drive shoppers to other towns/retail outlets.	Respondent comment required no action or comments were outside scope	Both issues are addressed in the plan	
Transport and Infrastructure	768	No	As a taxi driver it is very frustrating driving through town centre.	Respondent comment required no action or comments were outside scope		
Transport and Infrastructure	769	No answer given		Respondent provided no answer		
Transport and Infrastructure	770	No answer given		Respondent provided no answer		
Transport and Infrastructure	771	No		Respondent did not answer yes, but provided no comment		
Transport and Infrastructure	772	No answer given		Respondent provided no answer		
Transport and Infrastructure	773	No answer given		Respondent provided no answer		
Transport and Infrastructure	774	No answer given		Respondent provided no answer		
Transport and Infrastructure	775	No answer given		Respondent provided no answer		
Transport and Infrastructure	776	No answer given		Respondent provided no answer		
Transport and Infrastructure	777	No answer given		Respondent provided no answer		
Transport and Infrastructure	778	Yes		Respondent answered yes		
Transport and Infrastructure	779	Yes	I am particularly in favour of the link road between the A49 and Winnington	Respondent answered yes		
Transport and Infrastructure	780	Yes	Better transport links to Gadbrook Park and Cheshire Business Park would help to attract local employees and employers to the area.	Respondent answered yes		

Transport and Infrastructure	781 Yes, partly	We should do more to promote our railway links. One hour from Manchester is too long. We should be supporting the introduction of tram trains. There needs to be a shuttle bus from the station to the centre. 20mph in residential areas is good, but there should be traffic calming measures around all schools in the form of speed bumps. Victoria Road School desperately needs them.	Respondent comment required no action or comments were outside scope	An additional train per hour is being added to the service from 2017 other issues are addressed in the Plan
Transport and Infrastructure	782 No answer given		Respondent provided no answer	
Transport and Infrastructure	783 No answer given		Respondent provided no answer	
Transport and Infrastructure	784 No answer given		Respondent provided no answer	
Transport and Infrastructure	785 Yes		Respondent answered yes	
Transport and Infrastructure	786 No answer given		Respondent provided no answer	
Transport and Infrastructure	787 Yes, partly	It concerns me that the new housing development at Leftwich Meadows will add to the already heavy flow of traffic into town and we could see traffic backed up as far as Kingsmead during peak times. The bus service definitely needs to improve. Weekend and evening services are very limited and don't encourage a night-time economy in the town centre. Improving routes for cyclists would be very welcome. There is a lack of places to chain bikes up though, especially in the town centre.	Respondent comment required no action or comments were outside scope	
Transport and Infrastructure	788 No		Respondent did not answer yes, but provided no comment	
Transport and Infrastructure	789 No	There are too many bottle necks when trying to get into Northwich. Please consider preventing traffic from entering the bull ring from dane street.	Respondent comment required no action or comments were outside scope	
Transport and Infrastructure	790 Yes, partly	I am concerned that objectives seem rather vague and also that transport and infrastructure enhancements are not delivered prior to major developments.	Respondent comment required no action or comments were outside scope	
Transport and Infrastructure	791 Yes	Winnington is suffering at the moment due to the bridge. Your consultation is right. Although the transport officer at the consultation for the Urban Village stated there would not be a significant increase of traffic to warrant a second bridge... The biggest problem I see in Northwich is the train line. I work in Manchester. After several years of using the train from Greenbank, I now drive in because the service is so poor. The journey time is too long. The reliability of the service was poor. The capacity of the trains wasn't enough. The comfort of the journey was non existent. However, if the train line was better, then Northwich's location could be really leveraged - whether traveling to Manchester, London, Liverpool, Birmingham - the opportunity is there to better connect Northwich with a faster and better service.	Respondent answered yes	
Transport and Infrastructure	792 Yes		Respondent answered yes	

Transport and Infrastructure	793 Yes, partly	This is the key to any success. Links to the M56 and A49 to the north are currently very poor. Winnington Bridge is fit for horse and cart only. There needs to be more thought given to short journeys into town. Cycling is currently hazardous, mainly because cars are the only priority. The one-way system is a nightmare by bike, try riding it! We have rivers/riverbanks leading to the town centres, but currently blocked off/inaccessible. Cycle pathways, where they exist are often either short, or require cyclists to stop and dismount. If they are not convenient, they will not be used. Disability scooters/small electric vehicles need to be able to travel too, well-made cycle/pedestrian paths could accommodate this. Unlike roads, cycle/pedestrian paths improve an area. The aim might be to abolish the requirement for a school-run in the car, which causes jams/delays at fixed times during the week.	Respondent comment required no action or comments were outside scope	Policies are designed to make cycle access to and through the Town Centre easier than present.
Transport and Infrastructure	794 Yes, partly		Respondent did not answer yes, but provided no comment	
Transport and Infrastructure	795 Yes, partly	TRANS8 - This should be a matter for negotiation of appropriate road hierarchy not set to a pre determined limit.	Respondent comment required no action or comments were outside scope	The Plan "supports" the introduction of 20mph speed limits in residential areas. These are only introduced following appropriate assessments and the review of alternative solutions.
Transport and Infrastructure	796 No	More buses and trains available in the evening Public transport - reduce cost - too expensive Stop the limit on car park stay - this discourages people going to Northwich. 2 hours is a JOKE! 2 way Winnington bridge needed Improve train times and train stations - especially Greenbank	Respondent comment required no action or comments were outside scope	The Plan seeks to address all of these issues.
Transport and Infrastructure	797 No answer given		Respondent provided no answer	
Transport and Infrastructure	798 Yes		Respondent answered yes	
Transport and Infrastructure	799 Yes, partly		Respondent did not answer yes, but provided no comment	
Transport and Infrastructure	800 Yes, partly	Greenbank rail station - needs improved bus service link to Hartford rail station 7 days per week.	Respondent comment required no action or comments were outside scope	The Plan seeks to address all of these issues.
Transport and Infrastructure	801 Yes	Regarding Middlewich to Sandbach railway. Do the residents of those 2 towns want a connection to Northwich?	Respondent answered yes	
Transport and Infrastructure	802 Yes		Respondent answered yes	
Transport and Infrastructure	803 No		Respondent did not answer yes, but provided no comment	
Transport and Infrastructure	804 Yes		Respondent answered yes	
Transport and Infrastructure	805 Yes, partly	I just want to show my appreciation for the outdoor gym equipment recently installed at Vickersway Park. Its fantastic. Thank you. 4.7.1 Yes 100% keep it open but also keep it lean and mean. If you upgrade even slightly it costs a fortune. It cant ever be a general hospital - no wards just doctors and nurses.	Respondent comment required no action or comments were outside scope	
Transport and Infrastructure	806 Yes, partly	Please give the busses somewhere else to go for a terminal	Respondent comment required no action or comments were outside scope	The Plan proposes an alternative location and integrated links.

Transport and Infrastructure	807	Yes	Reassessment of the one way system through town is needed - I know a great number of people that avoid Northwich now because of it and its only going to get worse.	Respondent answered yes	
Transport and Infrastructure	808	Yes		Respondent answered yes	
Transport and Infrastructure	809	Yes		Respondent answered yes	
Transport and Infrastructure	810	Yes, partly		Respondent did not answer yes, but provided no comment	
Transport and Infrastructure	811	Yes		Respondent answered yes	
Transport and Infrastructure	812	Yes	Cheaper and more frequent busses are definitely needed as well as a better rail service. Disabled access at Northwich and more parking at Greenbank is desperately needed.	Respondent answered yes	
Transport and Infrastructure	813	Yes, partly	Need bus service linking villages to town and local areas. Reduce public transport costs.	Respondent comment required no action or comments were outside scope	Issues covered in the Plan
Transport and Infrastructure	814	Yes		Respondent answered yes	
Transport and Infrastructure	815	No answer given		Respondent provided no answer	
Transport and Infrastructure	816	Yes		Respondent answered yes	
Transport and Infrastructure	817	Yes		Respondent answered yes	
Transport and Infrastructure	818	No		Respondent did not answer yes, but provided no comment	
Transport and Infrastructure	819	No	I don't think the current scheme in town works	Respondent comment required no action or comments were outside scope	
Transport and Infrastructure	820	Yes, partly	Train station definitely needs attention and disabled access on both platforms is much needed	Respondent comment required no action or comments were outside scope	Issues covered in the Plan
Transport and Infrastructure	821	Yes, partly	Trans1 - Access and movement into and around the town with proposed increase in housing and consequently population (Winnington) weekends particularly. Trans 7 - Important that Northwich residents car parking needs are the first priority before visitors.	Respondent comment required no action or comments were outside scope	Issues covered in the Plan
Transport and Infrastructure	822	No	Who chose the one way system around Northwich? Its killing town	Respondent comment required no action or comments were outside scope	
Transport and Infrastructure	823	Yes		Respondent answered yes	
Transport and Infrastructure	824	Yes		Respondent answered yes	
Transport and Infrastructure	825	No answer given		Respondent provided no answer	
Transport and Infrastructure	826	Yes	Urgent need for more public transport out of hours	Respondent answered yes	Issues covered in the Plan
Transport and Infrastructure	827	Yes	TRANS7 More emphasis needs to be made of the need for 'free parking', otherwise the new Barons Quay development will become yet another white elephant. Similar the current emphasis on time restricted parking (whilst understandable as current development work progresses) will kill certain town centre businesses as there is no opportunity to browse or stop for refreshment.	Respondent answered yes	
Transport and Infrastructure	828	No answer given		Respondent provided no answer	
Transport and Infrastructure	829	Yes, partly	Winnington bridge and access needs to be fully looked at. I am unsure about the mention of using an old rail link to the A 49.		Issues covered in the Plan
Transport and Infrastructure	830	Yes		Respondent answered yes	
Transport and Infrastructure	831	Yes		Respondent answered yes	
Transport and Infrastructure	832	No answer given		Respondent provided no answer	
Transport and Infrastructure	833	No answer given		Respondent provided no answer	



Transport and Infrastructure	834 Yes, partly	Increased bus service is needed, there will be more things open late at night when Barons Quay opens, and later buses will be needed to fulfil its potential, especially people from Winsford and outlying villages of Northwich who may not drive, the trains are old on the Manchester to Chester line and need replacing, also if the Metrolink was extended to Northwich it would bring people in from Altrincham and further afield with better transport links	Respondent comment required no action or comments were outside scope	Issues covered in the Plan
Transport and Infrastructure	835 No answer given		Respondent provided no answer	
Transport and Infrastructure	836 Yes, partly	you need to invest in a new bridge or crossing point in Winnington as the pressure will only increase as the number of new houses increases.		Issues covered in the Plan
Transport and Infrastructure	837 No	Without significant investment the line between Chester and Manchester will remain the same slow, depressing journey and would not tempt people into the town and also increase the use of cars by locals as using the train to get anywhere takes longer.		An additional train per hour is being added to the service from 2017 other issues are addressed in the Plan. The speed of the service is outside the scope of the Plan but it is noted that the new service will run approximately 15 minutes faster than the current service.
Transport and Infrastructure	838 Yes, partly	It is foolish to add all the new houses at winnington and barons quay development without improving road/bridge access. I have experienced terrible traffic in those areas since people have started moving in - this needs to be resolved to make the area truly long term liveable	Respondent comment required no action or comments were outside scope	Issues covered in the Plan
Transport and Infrastructure	839 No answer given		Respondent provided no answer	
Transport and Infrastructure	840 Yes	There must be an improvement to Barnton bridge in the short term. It is disappointing that this was not negotiated by the Council as part of Winnington Urban Village and is only now seemingly getting support from the Council. There needs to be an improvement in terms of rail services from Northwich to Manchester. The current service is unacceptable. The more Northwich positions itself as a commuter town for Manchester (and other big local cities), the more affable it will become.	Respondent answered yes	Winnington bridge issues are addressed in the Plan. An additional train per hour is being added to the service from 2017 other issues are addressed in the Plan.
Transport and Infrastructure	841 Yes, partly		Respondent did not answer yes, but provided no comment	
Transport and Infrastructure	842 No answer given		Respondent provided no answer	
Transport and Infrastructure	843 Yes		Respondent answered yes	
Transport and Infrastructure	844 Yes	Need to consider the cost If a blanket 20mph is introduced.	Respondent answered yes	The Plan "supports" the introduction of 20mph speed limits in residential areas. These are only introduced following appropriate assessments and the review of alternative solutions.
Transport and Infrastructure	845 Yes		Respondent answered yes	
Transport and Infrastructure	846 No answer given		Respondent provided no answer	
Transport and Infrastructure	847 Yes		Respondent answered yes	

Transport and Infrastructure	848 Yes, partly	More than once the value of free town centre car parking has been mentioned in this document and the value to local traders across the country has been demonstrated to a degree which cannot be rebutted, yet, at this time, there appears to be an intention to introduce charging. Can you see why I firmly believe that the council says one thing but does the opposite? Any multi storey car parks need to be better designed than the new one in Delamere Street in Chester. Who's idea were the high kerbs, narrow entrance road and sharp ninety degree bends? I have been in once, in a small car. I shan't be going in again. The risk of damage to costly wheels and tyres is too high. Winnington needs a two lane bridge, urgently. You have not addressed rail links to Manchester which are appalling. At least one hour by train to travel a little over 20 miles?	Respondent comment required no action or comments were outside scope	The respondent has not realised that there are 2 Councils - CWaC who set car park charging policies and NTC who are the authors of the Plan that seeks to influence CWaC. An additional train per hour is being added to the service from 2017 other issues are addressed in the Plan. The speed of the service is outside the scope of the Plan. Winnington bridge issues are addressed in the Plan.
Transport and Infrastructure	849 Yes	Evening buses are essential if residents are to use restaurants and leisure outlets in the centre of Northwich. Buses need to stop at station, with a shuttle from both Northwich and Hartford stations to the town centre.	Respondent answered yes	
Transport and Infrastructure	850 Yes		Respondent answered yes	
Transport and Infrastructure	851 Yes		Respondent answered yes	
Transport and Infrastructure	852 Yes		Respondent answered yes	
Transport and Infrastructure	853 Yes	Fig 54. It would be helpful to put a label on the location plan showing where the bus exchange is and also to complete the label Northwich Railway Station. 4.6.29. Free car parking in Northwich is one of the towns assets and an attraction for shoppers.	Respondent answered yes	review labels on fig 54
Transport and Infrastructure	854 Yes, partly	The Winsford Neighbourhood Plan seeks to improve bus services to the Victoria Infirmary Northwich and to Northwich generally, so that people from Winsford can benefit from the existing and proposed retail and leisure facilities in Northwich - in particular during the evenings and at weekends. To cite an example, the Retail and Commercial section of the draft Northwich plan states that a new cinema, restaurants and shops will be constructed over the next few years. At present there is no evening bus service to or from Winsford to Northwich, so residents from our town without other means of transport will not be able to enjoy these facilities. It would be helpful if the Northwich Neighbourhood Plan could support the Winsford Neighbourhood Plan by seeking to improve bus services between our two towns.	Respondent comment required no action or comments were outside scope	Bus services are mentioned in 2.2.52 and evening services will no doubt be improved in response to market demand as the evening leisure facilities develop in the town.
Transport and Infrastructure	855 Yes, partly		Respondent did not answer yes, but provided no comment	
Transport and Infrastructure	856 Yes	Car Parking ... should be FREE at the point of use. I refer to my previous comments.	Respondent answered yes	
Transport and Infrastructure	857 Yes		Respondent answered yes	
Transport and Infrastructure	858 Yes, partly		Respondent did not answer yes, but provided no comment	
Transport and Infrastructure	859 Yes		Respondent answered yes	
Transport and Infrastructure	860 Yes		Respondent answered yes	
Transport and Infrastructure	861 No answer given		Respondent provided no answer	

Transport and Infrastructure	862 Yes, partly	There needs to be better transport links, however, as it stands at the moment is terrible. Buses only run to the very local area unless you get different companies so cannot benefit from day tickets. The timings of buses are not often and end very early into the night. If people are wanting to go to the cinema for a 7pm showing, there are no buses home at this time. Even though trains are good links to local cities (Liverpool, Manchester etc.) they only run hourly which is very inconvenient. Also, I recently went to Manchester for an overnight stay and could not get an Open Return through Northern Rail which is a bit ridiculous so it ended up costing me around £30 which I could get to London for that price.	Respondent comment required no action or comments were outside scope	Issues are dealt with in the Plan
Transport and Infrastructure	863 Yes, partly	There should be improved connections to Manchester and Liverpool. There needs to be another river crossing. Putting the bus terminus near the railway station is silly it needs to be in the town.	Respondent comment required no action or comments were outside scope	
Transport and Infrastructure	864 Yes, partly	Encourage bus companies to make fares cheaper or offer discounts / passes working with shops to encourage bus usage More regular trains on the Manchester to Chester line and modern rolling stock not 40 year old carriages Improve road markings and signage at the junction of Town Bridge/Natwest/Reeds Rains/Temples (Consider long vehicles turning right at this junction) - reduce expanse of footway at this junction Increase double yellow lines on London Road near its junction with Water Street Consider double yellow lines all the way up London Road to Brockhurst Way from the traffic lights at the old art college	Respondent comment required no action or comments were outside scope	An additional train per hour is being added to the service from 2017 with "new" carriages. The speed of the service is outside the scope of the Plan but it is noted that the new service will run approximately 15 minutes faster than the current service.
Transport and Infrastructure	865 No answer given		Respondent provided no answer	
Transport and Infrastructure	866 Yes, partly	It should be noted the authors of this draft plan have only considered transport and infrastructure to be physical. This chapter should include policies on digital infrastructure including fixed broadband lines, wireless and mobile connectivity. As the lead of the Connecting Cheshire project I have brought superfast broadband to premises in Northwich as part of £30m rollout to 80,000 homes and businesses, therefore I must stress it is crucial policies are included in the plan to ensure the best possible digital infrastructure is installed in new builds or upgraded to existing premises as the part of an integrated infrastructure strategy. It is also necessary to include policies for wireless technologies including 4g and 5g. The authors may also wish to consider wireless connectivity in the town centre. TRANS2 - The addition of a second crossing of the Weaver is welcome. It should also be noted in the short term improvements are needed to ensure the safety of pedestrians on the two way bridge leaving Winnington towards Barton. Currently there is a narrow footpath on side of the bridge which is not safe for walking across. Furthermore pedestrians then have to cross the road to cross the second single lane bridge. As a short term measure a separate pedestrian bridge should be commissioned across the river to improve the safety for pedestrians.	Respondent agrees with proposals but includes some comments that are worthy of consideration in the final document	Digital Infrastructure has not been considered and this response raises a valid and important point. Suggest that this issue is included within the Aspirations Section as follows – <b>‘Improved connectivity is revolutionising our quality of life, from how we work and how our children learn, to how we spend our leisure time, how we do our weekly shop, and how we engage with public services. The Town Council will support The Government’s aim to provide superfast broadband for the Town’s premises’.</b>

Transport and Infrastructure	867	No answer given		Respondent provided no answer
Transport and Infrastructure	868	Yes, partly	One way system has driven people to park in Drillfield road just to visit the coop - and I don't see that the traffic has improved at all	Respondent comment required no action or comments were outside scope
Transport and Infrastructure	869	Yes	Bus and train services are in need of major improvements, and moving the bus station to near the railway station is a good idea as long as the local services still stop in the town centre.	Respondent answered yes
Transport and Infrastructure	870	Yes	I welcome the policy TRANS8 on speed restrictions. At 2.2.19 mention is made of easy access to Lostock Works. in view of some comments on the Dong Waste processing application, this may not be correct? HGVs cannot go under the bridge and the A530 is fairly narrow parts with safety issues for pedestrians trying to cross the road.	Respondent answered yes
Transport and Infrastructure	871	Yes	Any proposed new Barnton-Winnington crossing needs to ensure it has provision to deal with the potential for a previously proposed Weaverham south-eastern bypass, which would run along the course of the old mineral railway line. As regards car parking, this should remain free in Northwich town centre and other areas, however consideration should be given for looking again at the time allowed i.e. the closer to the town centre, the shorter the parking period. This would encourage more visitors to Northwich.	Respondent answered yes
Transport and Infrastructure	872	Yes, partly	the cycle pathways need to be improved.	Respondent comment required no action or comments were outside scope
Transport and Infrastructure	873	Yes, partly	if it is possible to have a two way bridge towards Barnton then yes but not if it means tata chemicals gets demolished.	Respondent comment required no action or comments were outside scope
Transport and Infrastructure	874	No answer given		Respondent provided no answer
Transport and Infrastructure	875	Yes		Respondent answered yes
Transport and Infrastructure	876	Yes		Respondent answered yes



Transport and Infrastructure	877 Yes, partly	<p>T3/T5: Transition Northwich would seek the introduction of a circular bus route connecting the three railway stations and assisting the integration in the immediate timescale of the West Coast and Mid-Cheshire lines. This would seem extremely sensible. A free service would be even better. At the same time it would facilitate the movement across town of the less-mobile and/or time-constrained travellers. The Interchange planned for Hartford would be an absolute blessing, but is also an absolute need. Although perhaps beyond the remit of this plan, we perceive a desperate need for an "oyster card " system for public transport, enabling the transfer from various transport methods and carriers without incurring extra cost / inconvenience</p> <p>T 6: In line with cycling as a key aspiration, and to further a reputation for transition, we might seek to attract a business in "rickshaw"-style connections from the stations into the town, which would be sustainable, cheap, and a tourist attraction, all in one, even if it needed to be suspended in the depths of winter. Perhaps a local taxi business might want to consider this as an addition to their business, or perhaps it might attract a start-up business for some cycling enthusiasts? The provision of signs at the stations / town centre to advertise it, and a mobile telephone with the rickshaw driver for response could be used to book a ride.</p> <p>T 7: We need free or very cheap reliable parking at the railway stations (especially Hartford, but also considering the new "fast" service on the Mid-Cheshire line, at the other two as well) in order to encourage the use of the train. This encouragement is also needed to further the use of the out-of-town bus services of a daytime, as public transport users who arrive back in town after 7 pm, given that buses cease to function of an evening, need a car to return home. If the town is to grow we need to enable people to come into the town of an evening</p>	Respondent comment required no action or comments were outside scope	Interesting idea about "rickshaw" but in reality would be delivered on the basis of commercial viability.
Transport and Infrastructure	878 Yes		Respondent answered yes	
Transport and Infrastructure	879 Yes		Respondent answered yes	
Transport and Infrastructure	880 Yes		Respondent answered yes	
Transport and Infrastructure	881 Yes		Respondent answered yes	
Transport and Infrastructure	882 Yes, partly	<p>Public transport is not to helpful to get to work on time. Another bridge over the Weaver is required . High level , to come into Leicester Street and the new Large roundabout etc etc</p>	Respondent comment required no action or comments were outside scope	

Transport and Infrastructure	883 Yes, partly	<p>We support the broader objectives of the Transport and Infrastructure Section, however we recommend significant re-wording of some of the policies to ensure they are sound and meet the wider aims of the plan as a whole. Policy TRANS1 seeks to ensure that the Town Council will work with CW&amp;CC and neighbouring parishes to deliver improved access to the A49 from Winnington. Policy TRANS2 goes a step further stating that the feasibility and impacts of a new bridge must be investigated as part of any new development in the Winnington Area. New major development will be expected to contribute towards the delivery of a new bridge. It is recognised that access and movement into and out of the town is an emotive one which has generated significant consultation comments. As recently as 22 October 2015 Cheshire West and Chester Councillors debated the issue of a new bridge over the River Weaver between Winnington and Barnton. The debate at full Council is a recognition of the strong feelings towards ensuring that the traffic system into and within Northwich is appropriately managed in the future. The reality is that Northwich has developed over time principally as a direct result of its industrial heritage which itself is largely due to it being on the junction of the Rivers Weaver and Dane. The traffic system that exists is a result of this incremental development and as a direct consequence of the river network on which it is located. This limits the ability for fundamental and significant re-design and re-development of the traffic network. It is apparent that the delivery of a new or replacement bridge over the River Weaver is not as straightforward as it may first appear. The existing bridge is an Edwardian Grade II listed structure for which there would be a clear desire to retain. If the existing structure is retained, accommodating another bridge alongside it is likely to be impossible given the apparent</p>	<p>Respondent answered yes with a suggestion that some wording should be reviewed to make objectives consistent across the Plan - but with no proposals given</p>	<p>Policies have been reviewed and are not considered to be out of step with the remainder of the Plan.</p>
Transport and Infrastructure	884 Yes	<p>I live near the station and our local residents group were instrumental in bringing the Town Councils attention to the possibility of creating a cycle and walkway from the Railway Station down to Barons Quay following much of the route of the old mineral railway line. This is a marvelous opportunity to create a new 'Gateway to Northwich' welcoming visitors to the town with a pleasant route to the regenerated town and the countryside and tourist attractions that can be found from the Flashes, by the canal and onto Marbury and Anderton. But in order to achieve this CWAC must not hesitate and acquire the essential first plot of land that lies at Peter Street, twixt Manchester Road and Hadfield Street. This site also incorporates a number of allotment gardens whose tenants were 'economically evicted' by huge rent increases imposed by its avaricious owner and these too could be brought back into use as part of the regeneration of this vital urban green space.</p>	<p>Respondent answered yes</p>	
Transport and Infrastructure	885 No	<p>Why are the same roads dug up 3/4 weeks after being laid?</p>	<p>Respondent comment required no action or comments were outside scope</p>	

Transport and Infrastructure	886 Yes	I think cycle/walking routes need to be looked at more closely. If, as envisaged in the future, the local population increases rapidly with the consequence of more traffic then it becomes a priority regarding the bridges. I wholeheartedly agree that buses continue to stop in the town centre and a terminus created near to Northwich Railway Station. Buses need to run more regularly to accommodate passengers.	Respondent answered yes
Transport and Infrastructure	887 Yes	I cannot stress how important it is to address the transport situation with the Winnington Villages, that a new bridge and roadway be constructed.	Respondent answered yes
Transport and Infrastructure	888 Yes		Respondent answered yes
Transport and Infrastructure	889 Yes		Respondent answered yes
Transport and Infrastructure	890 Yes		Respondent answered yes
Transport and Infrastructure	891 Yes, partly	<p>This is the area that principally affects the Barnton community. TRANS 1&amp;2. Our community effectively blocks access to the North and West of Northwich and Winnington Bridge and the road through the village provide significant bottlenecks that are only going to get worse as more houses are built in Winnington. It is incredible to us that nothing has been done about this issue before and unbelievable that nothing was done about it before permission was given for the current building in Winnington. Any proposals concerning the crossings are of the utmost concern to us and we would like to be an integral part of any planning and decision making process; we are after all where the other side of a new bridge would end up! We are meeting with CWAC highways engineers on 1st December 2015 to discuss our hopes and plans to ensure that the bulk of the vehicle traffic from Northwich by-passes our village. We would like to communicate the results of this meeting and share and support each other in all future conversations about this issue. TRANS 3 This affects us in so far as it is impossible to access many of the commuter destinations in the North West from Barnton and from the wider Northwich area via current public transport This means 1. More traffic using the crossing at Winnington and road through Barnton to access the A49/M56 links out of and into town. 2. Lack of opportunity to access the wider community via public transport. We currently have to get a bus to the Town Centre, walk to the station and have access to only 1 train an hour to get to Manchester. There are no public transport links that allow access to leisure activities in our nearest urban conurbations - Manchester, Liverpool, Chester, Warrington - at night. In addition, transport to Hartford High school has been provided free to children in the village since the secondary school in the Village was closed. We will</p>	<p>Respondent comment required no action or comments were outside scope</p> <p>Issues are addressed in the Plan</p>

Transport and Infrastructure	892 Yes	<p>Mid Cheshire Rail Users Association (MCRUA) wishes to respond to this section only. MCRUA compliments Northwich Town Council on the proposed plan and enthusiastically supports the policies in this section, including for Greenbank station car parking, Northwich station disabled access, and on moving Northwich bus terminus to make a better link with the railway station. We think that the plan omits one important point, however. From 2017, the train service between Northwich and Manchester will double in frequency, every day of the week. The extra services will run semi-fast to Manchester calling at Knutsford, Altrincham and Stockport only (except on Sundays) and will be 12-15 minutes faster than today. This will significantly increase the attractiveness of the service and hence the usage of Northwich station. We recommend the Town Council should give early consideration to providing extra car parking in or near to Northwich station to enable local people to benefit from the new services, otherwise over-crowding and parking overspill could become a problem. Also, more visitors to the town are likely to arrive at the station and it will become one of the town's principal gateways, possibly for the first time in many years. Further consideration could be given to improving the connections between the station and the town and to the appearance and facilities of the area immediately outside the station.</p>	Respondent answered yes
Transport and Infrastructure	893 Yes, partly	<p>Policy Trans 1 - Connections to Surrounding Villages is welcomed as the traffic problems in and around Northwich are well documented and connections to surrounding areas will require significant improvement if further major development proposals such as the Tata Chemicals Europe site come forward during the course of the Plan Period. Policy Trans 2 - River Weaver Crossings is also welcomed as it seeks to positively address the issue of crossing the River Weaver. Rather than refer to "Applications for any new development in the Winnington area" it would be sensible to quantify this either to Tata Chemicals Europe site or sites over a certain threshold. It would seem unreasonable for small sites in the Winnington area to have to carry out such an extensive investigation especially if their individual impact would be minimal. The wording of the policy could include not only investigation of the River Weaver crossings but also access to the A49 from Winnington as recognised in Policy Trans 1. The alternative is to redraft Policy Trans 1 to require the feasibility and impacts of a new link to the A49 to be investigated as part of the planning application stage especially for the Tata Chemicals Europe site which is a significant development which has been identified and which is likely to come forward in the short to medium term.</p>	<p>Respondent comment required no action or comments were outside scope</p> <p>the Plan policies are intended to be complementary</p>



Transport and Infrastructure

894 Yes, partly

Northwich's position within the sub regional and particularly connectivity to wider sub regional initiatives eg the M56 science corridor needs greater emphasis. Reference should be made to this in the vision statement in section 3.1 (page 30); Daresbury Park as key employment locations on page 18; and within baseline studies on page 22. Page 32 / objective 18 should be amended to read as follows: "improve connections to the surrounding settlements, both to the north and south of the town"

Transport and infrastructure requirements for new housing schemes should be referred to in objection 11 on page 31 to read: "Ensure the impact of new housing development on local services and transport infrastructure is properly assessed". Specifically in the Transport and Infrastructure section (4.6) on page 50, we support fully Objective 18 and we control the land comprising the disused railway line to deliver objective 18. We wish to work with AI stakeholders to deliver this key objective and welcome the opportunity to discuss this further. Specifically the "possibly" should be deleted from the text in TRANS1 and a plan showing the route of the deliverable new highways infrastructure should be included under the sections on TRANS1 and objective 18. Finally reference should be made to the synergy between objective 18 and objective 19. Objective 19 is more difficult to deliver in physical terms and the neighbourhood plan should note that where it is not possible objective 19, effective delivery of objective 18 can meet both objectives. Finally in the baseline references, reference should be made to congestion hotspots in Northwich, as defined in highways studies eg Northwich Vision document. Included within this should be confirmation of where the Soot Hill junction is.

Transport and Infrastructure

895 No answer given

Respondent provided no answer

TRANS1 and 2: No. The requirement for road space is not a pure multiple of the number of residents. It's related to their need, their thneed, and their mode of travel. The more of their needs they can satisfy locally, and without using a car, the less their need for road space. The shorter people's travel distance, the less road they need, and the less excuse they have for using a car. TRANS3: pass. More on integration: If buses accepted cycles on board, or on/in a carrier, this would effectively extend the coverage of each such service, as well as effecting multi-modal travel including rail. Dry weather cyclists would also be tempted out. This would be great for reducing car use. TRANS4 and 5: yes TRANS6: A cycle path from Town Bridge, along the Weaver to Winnington Bridge, would be fantastic, and take a level and traffic free route round to the Urban Village, or leave energy for tackling either Barnton or Soot Hill. There are limited places in Northwich to park your bike in the dry, only the supermarkets provide these. There's a bike shed going spare on one of the temporary car parks, where the depot was. It's a soaking away from the shops! A 15 or 20 mph speed limit through Northwich town centre would make the traffic less fearsome for less experienced cyclists. There's no point driving faster anyway - there's another red traffic light or other hazard around the corner. You know you've made them safe when parents allow their children to cycle there, as they should. Discontinuous pathways: along the River Dane under the bridges, and the path along the Weaver behind Dutton Industrial Estate (off Queen Street). Paths can be overgrown (R Dane path east of Old Fire Station, Path from Marbury Lane behind Aldi to Cumberland Car Park). Fantastic cycle path down the Weaver towards Winsford, as also through Northwich Woodlands. If your gear cables run under the bottom bracket the path grit can cause abrasion

Respondent comment required no action or comments were outside scope

Transport and Infrastructure	897 Yes, partly	Policy Trans 1 - Connections to Surrounding Villages is welcomed as the traffic problems in and around Northwich are well documented and connections to surrounding areas will require significant improvement if further major development proposals such as the Tata Chemicals Europe site come forward during the course of the Plan Period. Policy Trans 2 - River Weaver Crossings is also welcomed as it seeks to positively address the issue of crossing the River Weaver. Rather than refer to "Applications for any new development in the Winnington area" it would be sensible to quantify this either to Tata Chemicals Europe site or sites over a certain threshold. It would seem unreasonable for small sites in the Winnington area to have to carry out such an extensive investigation especially if their individual impact would be minimal. The wording of the policy could include not only investigation of the River Weaver crossings but also access to the A49 from Winnington as recognised in Policy Trans 1. The alternative is to redraft Policy Trans 1 to require the feasibility and impacts of a new link to the A49 to be investigated as part of the planning application stage especially for the Tata Chemicals Europe site which is a significant development which has been identified and which is likely to come forward in the short to medium term. In relation to the transport and infrastructure objectives, it is surprising that the summary of comments does not include more about the traffic problems associated with Northwich town centre. Objective 18 is supported given the comments above in relation to ensuring that Northwich connects with surrounding settlements. Whilst the north of the town is identified as an area potentially needing improved connectivity a holistic solution for Northwich should be considered which may include better connections to the north.	Respondent comment required no action or comments were outside scope	Issues are addressed in the Plan
Transport and Infrastructure	898 Yes, partly		Respondent did not answer yes, but provided no comment	
Transport and Infrastructure	899 No answer given		Respondent provided no answer	
Transport and Infrastructure	900 Yes	Please consider developing a green cycle friendly route ( car free) that links the Northwich woodlands to the green spaces in town centre	Respondent answered yes	
Transport and Infrastructure	901 Yes, partly		Respondent did not answer yes, but provided no comment	
Transport and Infrastructure	902 Yes	Improved access from Winnington Village to A49 is a high priority Support relocation of the bus station Workers employed in Northwich need to be able to park safely in the town for free.	Respondent answered yes	
Transport and Infrastructure	903 Yes, partly	Trans1-No new connections to surrounding villages should be through shuttle buses, bike routes, etc not increased car use Trans 4 - Yes - Lack of disabled/bike/pushchair access. This is outrageous in this day and age - recent policies to close access across tracks are regressive.	Respondent comment required no action or comments were outside scope	
Transport and Infrastructure	904 Yes, partly	Two way system needs to come back to Northwich, it is really difficult right now Buses are expensive, little available in the evening but in the morning, early hours too. Free parking in Northwich is key to keep all the local shops and cafe's. People just wont come otherwise.	Respondent comment required no action or comments were outside scope	
Transport and Infrastructure	905 Yes	Much better road systems and highways are urgently required and necessary to sustain the growth in development	Respondent answered yes	
Transport and Infrastructure	906 Yes		Respondent answered yes	

Transport and Infrastructure	907 Yes	Free parking must continue in town to encourage people into the town. Perhaps a separate car parking area set aside for long term parking for people working in the town.	Respondent answered yes
Transport and Infrastructure	908 Yes		Respondent answered yes
Transport and Infrastructure	909 Yes		Respondent answered yes
Transport and Infrastructure	910 Yes	Everything said in all the policies is good but what we see in these policies do not work in practise. Example: The gyratory system of traffic through Northwich It is still as difficult to drive through Northwich as in the past with traffic hold ups - long ones on Castle hill Some parts of the gyratory system is treated like a race track through the town with some drivers zigzagging from lane to lane. Impossible for people in Castle, Weaverham to visit Waitrose without doing a double circuit of the town. I am not a cyclist but our roads in Northwich are very dangerous for them and I don't blame them for using the pavements.	Respondent answered yes
Transport and Infrastructure	911 Yes, partly	The provision of a new bridge at Winnington is a no brainer and it amazes me that the council did not insist on this being constructed as part of the planning approval together with a new primary school sooner rather than later and not have to rely on residents petitioning to get these built. It should be the council dictating to the developer not the other way around. Extend the Kingsmead cycle paths to Winsford by constructing a path adjacent to the Davenham bypass. this should have been done when the road was constructed.	Respondent comment required no action or comments were outside scope
Transport and Infrastructure	912 Yes, partly		Respondent did not answer yes, but provided no comment
Transport and Infrastructure	913 Yes, partly	Obj 16. An integrated cycle way system for all of Northwich Town Centre would be environmentally useful with many health benefits Cycle city would be a great attraction to people of all ages.	Respondent comment required no action or comments were outside scope
Transport and Infrastructure	914 Yes		Respondent answered yes
Transport and Infrastructure	915 Yes	Obj 15 - Connect Barons Quay development to Carey Park so you can walk/cycle along the riverside. Obj 17 - ensure car parking remains free or the town will decline further	Respondent answered yes
Transport and Infrastructure	916 Yes	4.6 Transport and Infrastructure In TRANS3 Integrated Public Transport - Objective: 16 addition. A revision of the bus services from Northwich to Chester and Winsford to Chester. To re-route both services providing an alternating circular bus service linking Northwich - Winsford - Chester In TRANS4 Northwich Railway Station - Objective: 16, 19 addition. Re-instatement of a passenger service on the Northwich to Crewe relief rail line along with a new station adjacent to the A556 at Gadbrook Park Business Centre would be supported. TRAN9 Addition. The Town Centre. Extension linking Crown Street to Watling Street at the Applemarket Street junction. Objective: This extension will provide an alternative exit route from Weaver Way / Barons Quay removing the need for the exit from the town bridge end of Weaver Way.	Respondent answered yes
Transport and Infrastructure	917 Yes		Respondent answered yes
Transport and Infrastructure	918 Yes		Respondent answered yes



Transport and Infrastructure	919 Yes, partly	As above additional infrastructure is required also if Northwich wants more footfall - especially evening/night time much better public transport is needed. What is the point in a cinema if people cant get into and out of town??	Respondent comment required no action or comments were outside scope	Issues are addressed in the Plan
Transport and Infrastructure	920 No	A new crossing at Winnington bridge is essential. The amount of fuel wasted would have paid for a new bridge many times over. This should be a priority BEFORE all these houses are completed. It is a local, regional and national disgrace.Councillors at al levels and local MPs should hang their heads in shame. The river weaver is no longer a commercial waterway! TRANS4 - Manchester-Chester trains are a disgrace as is the timetable	Respondent comment required no action or comments were outside scope	Issues are addressed in the Plan. An additional train per hour is being added to the service from 2017 with "new" carriages. The speed of the service is outside the scope of the Plan but it is noted that the new service will run appoximately 15 minutes faster than the current service.
Transport and Infrastructure	921 Yes	Pleased about improving links to Northwich Station. Same needs to be done for better links to Hartford station currently only served by an hourly bus, if proposal for new interchange at Hodge Lane doesn't happen	Respondent answered yes	
Transport and Infrastructure	922 Yes, partly	This needs improving on. Put more buses on instead of taking them off.	Respondent comment required no action or comments were outside scope	
Transport and Infrastructure	923 No answer given		Respondent provided no answer	
Transport and Infrastructure	924 Yes		Respondent answered yes	
Transport and Infrastructure	925 Yes	Good thinking on all objectives - 15, 16, 17, 18,	Respondent answered yes	
Transport and Infrastructure	926 Yes, partly	Support for objective 15-18. Objective 18 is unclear in how it is worded and should be re-worded to say "improve connections to the surrounding settlements, to both the north and south of the town," TRANS1 - Connecting to surrounding villages is fully supported in principle. OBJ18 refers to the need to link the TATA site with the delivery of a link to the A49 south of Northwich, utilizing the disused mineral railway line between the A49 and Winnington. As referred to under the housing policy this link should be mirrored in TATA housing policy. P&D Northern Steels Executive Pension Fund own the disused mineral line and is more than happy to engage positively with CWAC and the Town Council on how this can be delivered. Further a plan showing the route of the disused mineral railway line should be shown/included within the narrative on TRANS1. We can provide this plan upon request. TRANS1&2 linked and it should be noted that failure to deliver TRANS2 will add more weight to the absolute need for TRANS1, which is fully deliverable in land ownership and engineering terms.	Respondent's answer worthy of consideration	Respondent questions why are settlements to the North of the town centre highlighted in OBJECTIVE 18? Although these may have problems associated with the Winnington Bridge problem suggest removing reference to 'the North'. Suggest that OBJECTIVE 18 reads – 'Improve connections to the surrounding settlements' Also suggested that a map showing the route of the disused Mineral Railway Line be included. Suggest this be included as an appendix mentioned in the text to TRANS1.
Transport and Infrastructure	927 Yes		Respondent answered yes	
Transport and Infrastructure	928 Yes		Respondent answered yes	
Transport and Infrastructure	929 Yes	I do not understand the listing of Winnington swing bridge, what is its importance? I would support either of the 2 options offered.	Respondent answered yes	

Transport and Infrastructure	930 Yes	TRANS3 - Integrated public transport - bus routes Northwich, Winsford, Chester - reroute both services to provide and alternating Northwich - Chester - Winsford route ie one bus clockwise, next anti clockwise. TRANS4 - Objective 16. Reinstate passenger service, Northwich, Middlewich, Crewe and stop at Gadbrook Park TRANS5 - An addition - Create a route from Weaver Way via Crown St to Watling St. This would enable Weaver Way to be mostly one way thus providing room for a dedicated pedestrian/cyclist pavement.	Respondent answered yes
Transport and Infrastructure	931 Yes	We need an extra bridge from Winnington and another access to town eg open up Marbury Road? The new one way traffic system does not cope now all around Castle, Winnington, Hartford and Weaverham. Driving in town is a lottery	Respondent answered yes
Transport and Infrastructure	932 Yes, partly	Middlewich branch line is a must for students getting to Mid Cheshire College via Greenbank. Build a new bridge/link road at Winnington. More transport to Manchester and run later at night	Respondent comment required no action or comments were outside scope Issues addressed in Plan
Transport and Infrastructure	933 Yes	New bridges are very important for Barnton and other regions	Respondent answered yes
Transport and Infrastructure	934 Yes		Respondent answered yes
Transport and Infrastructure	935 Yes		Respondent answered yes
Transport and Infrastructure	936 Yes		Respondent answered yes
Transport and Infrastructure	937 Yes		Respondent answered yes
Transport and Infrastructure	938 Yes	Maintain free parking and improve our train stations	Respondent answered yes
Transport and Infrastructure	939 Yes	Before the Winnington works is redeveloped, extensive thought should be given to new roads and a new bridge into Barons Quay	Respondent answered yes
Transport and Infrastructure	940 Yes		Respondent answered yes
Transport and Infrastructure	941 Yes	Connect Barnton - Bridge	Respondent answered yes
Transport and Infrastructure	942 No answer given		Respondent provided no answer
Transport and Infrastructure	943 Yes		Respondent answered yes
Transport and Infrastructure	944 Yes		Respondent answered yes
Transport and Infrastructure	945 Yes, partly	Using Winnington Works area for residential housing is right. There should be no demolition of existing 100 year old housing in the area - Northwich needs its characterful old housing and quality housing should be built - very similar to the urban village across the road. Affordable (council) houses are a plenty in Northwich	Respondent comment required no action or comments were outside scope Issues addressed in Plan

TAG	Response ID	Agree	Comments	Assessment	NP Comments
Health and Wellbeing	946	No answer given		Respondent provided no answer	
Health and Wellbeing	947	No answer given		Respondent provided no answer	
Health and Wellbeing	948	No answer given		Respondent provided no answer	
Health and Wellbeing	949	No answer given		Respondent provided no answer	
Health and Wellbeing	950	No answer given		Respondent provided no answer	
Health and Wellbeing	951	No answer given		Respondent provided no answer	
Health and Wellbeing	952	No answer given		Respondent provided no answer	
Health and Wellbeing	953	No answer given		Respondent provided no answer	
Health and Wellbeing	954	No answer given		Respondent provided no answer	
Health and Wellbeing	955	No answer given		Respondent provided no answer	
Health and Wellbeing	956	No answer given		Respondent provided no answer	
Health and Wellbeing	957	No answer given		Respondent provided no answer	
Health and Wellbeing	958	No answer given		Respondent provided no answer	
Health and Wellbeing	959	No answer given		Respondent provided no answer	
Health and Wellbeing	960	No answer given		Respondent provided no answer	
Health and Wellbeing	961	No answer given		Respondent provided no answer	
Health and Wellbeing	962	No answer given		Respondent provided no answer	
Health and Wellbeing	963	No answer given		Respondent provided no answer	
Health and Wellbeing	964	No answer given		Respondent provided no answer	
Health and Wellbeing	965	No answer given		Respondent provided no answer	
Health and Wellbeing	966	No answer given		Respondent provided no answer	
Health and Wellbeing	967	No answer given		Respondent provided no answer	
Health and Wellbeing	968	No answer given		Respondent provided no answer	
Health and Wellbeing	969	No answer given		Respondent provided no answer	
Health and Wellbeing	970	No answer given		Respondent provided no answer	
Health and Wellbeing	971	No answer given		Respondent provided no answer	
Health and Wellbeing	972	No answer given		Respondent provided no answer	
Health and Wellbeing	973	No answer given		Respondent provided no answer	
Health and Wellbeing	974	No answer given		Respondent provided no answer	
Health and Wellbeing	975	No answer given		Respondent provided no answer	
Health and Wellbeing	976	No answer given		Respondent provided no answer	
Health and Wellbeing	977	No answer given		Respondent provided no answer	
Health and Wellbeing	978	No answer given		Respondent provided no answer	
Health and Wellbeing	979	No answer given		Respondent provided no answer	
Health and Wellbeing	980	No answer given		Respondent provided no answer	
Health and Wellbeing	981	No answer given		Respondent provided no answer	
Health and Wellbeing	982	No answer given		Respondent provided no answer	
Health and Wellbeing	983	No answer given		Respondent provided no answer	
Health and Wellbeing	984	No answer given		Respondent provided no answer	
Health and Wellbeing	985	No answer given		Respondent provided no answer	
Health and Wellbeing	986	No answer given		Respondent provided no answer	
Health and Wellbeing	987	Yes		Respondent answered yes	
Health and Wellbeing	988	Yes, partly		Respondent did not answer yes, but provided no comment	
Health and Wellbeing	989	Yes		Respondent answered yes	
Health and Wellbeing	990	Yes		Respondent answered yes	
Health and Wellbeing	991	Yes		Respondent answered yes	
Health and Wellbeing	992	Yes, partly		Respondent did not answer yes, but provided no comment	
Health and Wellbeing	993	Yes		Respondent answered yes	
Health and Wellbeing	994	Yes, partly		Respondent did not answer yes, but provided no comment	
Health and Wellbeing	995	Yes	To speak to the local health authority and a local hospital than has the facilities to cope ie MRI, CT, inpatients, etc	Respondent answered yes	
Health and Wellbeing	996	Yes		Respondent answered yes	
Health and Wellbeing	997	Yes		Respondent answered yes	
Health and Wellbeing	998	Yes		Respondent answered yes	

Health and Wellbeing	999	Yes, partly		Respondent did not answer yes, but provided no comment	
Health and Wellbeing	1000	Yes, partly		Respondent did not answer yes, but provided no comment	
Health and Wellbeing	1001	Yes		Respondent answered yes	
Health and Wellbeing	1002	Yes		Respondent answered yes	
Health and Wellbeing	1003	Yes		Respondent answered yes	
Health and Wellbeing	1004	No answer given		Respondent provided no answer	
Health and Wellbeing	1005	Yes	Facility to walk/cycle etc as much as possible for work/shopping/leisure/pleasure must be encouraged. Safety is paramount	Respondent answered yes	
Health and Wellbeing	1006	Yes	A clear route along the canal from the town centre to the salt museum would be great	Respondent answered yes	
Health and Wellbeing	1007	Yes, partly		Respondent did not answer yes, but provided no comment	
Health and Wellbeing	1008	Yes		Respondent answered yes	
Health and Wellbeing	1009	Yes, partly		Respondent did not answer yes, but provided no comment	
Health and Wellbeing	1010	Yes		Respondent answered yes	
Health and Wellbeing	1011	Yes, partly	Northwich infirmary should be expanded and used for the expanding population	Respondent comment required no action or comments were outside scope	HW1 addresses these matters
Health and Wellbeing	1012	Yes		Respondent answered yes	
Health and Wellbeing	1013	Yes		Respondent answered yes	
Health and Wellbeing	1014	No answer given		Respondent provided no answer	
Health and Wellbeing	1015	Yes	Reopen the wards at Northwich Infirmary for the elderly to make room at Leighton Hospital. Keep the infirmary open at all costs	Respondent answered yes	
Health and Wellbeing	1016	Yes		Respondent answered yes	
Health and Wellbeing	1017	No answer given		Respondent provided no answer	
Health and Wellbeing	1018	Yes		Respondent answered yes	
Health and Wellbeing	1019	Yes		Respondent answered yes	
Health and Wellbeing	1020	Yes		Respondent answered yes	
Health and Wellbeing	1021	No answer given		Respondent provided no answer	
Health and Wellbeing	1022	No answer given		Respondent provided no answer	
Health and Wellbeing	1023	Yes		Respondent answered yes	
Health and Wellbeing	1024	No answer given		Respondent provided no answer	
Health and Wellbeing	1025	Yes		Respondent answered yes	
Health and Wellbeing	1026	Yes, partly		Respondent did not answer yes, but provided no comment	
Health and Wellbeing	1027	Yes		Respondent answered yes	
Health and Wellbeing	1028	No answer given		Respondent provided no answer	
Health and Wellbeing	1029	Yes		Respondent answered yes	
Health and Wellbeing	1030	No		Respondent did not answer yes, but provided no comment	
Health and Wellbeing	1031	No answer given		Respondent provided no answer	
Health and Wellbeing	1032	Yes		Respondent answered yes	
Health and Wellbeing	1033	Yes	Northwich Neighbourhood plan would seek to encourage part 2 of cwc local plan to seek Section 106 monies towards a contribution to local health services such as Victoria Infirmary	Respondent answered yes	HW2 seeks to address this issue
Health and Wellbeing	1034	Yes		Respondent answered yes	
Health and Wellbeing	1035	No answer given		Respondent provided no answer	
Health and Wellbeing	1036	Yes		Respondent answered yes	
Health and Wellbeing	1037	Yes		Respondent answered yes	
Health and Wellbeing	1038	Yes		Respondent answered yes	
Health and Wellbeing	1039	Yes		Respondent answered yes	
Health and Wellbeing	1040	Yes		Respondent answered yes	
Health and Wellbeing	1041	Yes		Respondent answered yes	
Health and Wellbeing	1042	Yes		Respondent answered yes	
Health and Wellbeing	1043	Yes		Respondent answered yes	
Health and Wellbeing	1044	Yes, partly		Respondent did not answer yes, but provided no comment	
Health and Wellbeing	1045	Yes	I particularly support the comments regarding the Northwich Infirmary. This could be much better utilised and actually represent cost savings for the NHS to maximise the benefit of the facility for the residents of Northwich and surrounding areas.	Respondent answered yes	
Health and Wellbeing	1046	Yes		Respondent answered yes	

Health and Wellbeing	1047	Yes, partly		Respondent did not answer yes, but provided no comment	
Health and Wellbeing	1048	Yes		Respondent answered yes	
Health and Wellbeing	1049	Yes		Respondent answered yes	
Health and Wellbeing	1050	No answer given		Respondent provided no answer	
Health and Wellbeing	1051	Yes		Respondent answered yes	
Health and Wellbeing	1052	Yes, partly	Lockable bike storage in town centre. Park with children's play area in town centre. Toilets and more toilets. Not unisex. Clean and open 24hours. Outdoor seating Footpaths that don't rattle or splash water up your legs when it rains, or trip up the elderly	Respondent comment required no action or comments were outside scope	Many of these issues are covered within the Plan or are outside scope.
Health and Wellbeing	1053	Yes, partly	Provide better parking at GP surgeries/Victoria Infirmary - introduce a Town bus service to bring people to the hospital from a larger car park		
Health and Wellbeing	1054	No answer given		Respondent provided no answer	
Health and Wellbeing	1055	Yes		Respondent answered yes	
Health and Wellbeing	1056	No answer given		Respondent provided no answer	
Health and Wellbeing	1057	Yes, partly	We need less industrial use here - we already have to cope with so much pollution that my doctor says there is actually a condition they refer to as Northwich nose - due to all the pollutants that are spewed out - is that what we want for young families?	Respondent comment required no action or comments were outside scope	With the demise of the industrial base in Northwich it is transport that now presents the highest pollution risks. A number of the policies seek to mitigate these impacts.
Health and Wellbeing	1058	Yes	It is essential that Northwich infirmary is kept, and money should be invested in its improvement.	Respondent answered yes	
Health and Wellbeing	1059	Yes, partly	I welcome the policy HW5 on healthy neighbourhoods and the introduction of HIS's. However, It is not clear who will be required to commission /conduct HIA's? Will they be independent?	Respondent comment required no action or comments were outside scope	HIA's will be the responsibility of the developer but will be assessed by the District Council.
Health and Wellbeing	1060	Yes		Respondent answered yes	
Health and Wellbeing	1061	No answer given		Respondent provided no answer	
Health and Wellbeing	1062	Yes		Respondent answered yes	
Health and Wellbeing	1063	No answer given		Respondent provided no answer	
Health and Wellbeing	1064	Yes		Respondent answered yes	
Health and Wellbeing	1065	Yes, partly		Respondent did not answer yes, but provided no comment	



Health and Wellbeing	1066 Yes, partly	<p>Transition Towns Northwich would support more localized NHS services at Victoria Infirmary. It is our understanding that new residential areas already have to make a contribution to local amenities. We would support the continuation and expansion of this but encourage greater transparency about where it is spent and more information for local groups about how to benefit from it. We would also suggest that this money is ring fenced to benefit the community within a certain catchment area of any new development. The plan could specify the applicable area in terms of miles and area population. Whilst we would support the sentiments of HW3 we would not support its current wording. AS stated allotment plots provide green space, CO2 reductions, flood defenses and wildlife corridors. They can be a key part of both individual and community welfare. They are also valuable land for future generations to utilize. It may be that demand may fall within a certain time frame due to lifestyle choices of a specific generation and reasonable efforts do not secure new tenants. Building on allotments means they are lost for future generations and it is unlikely that they would ever be re-established if demands changed. As we reach a time where growing our own food may seem more viable and vital we would consider it very short sighted to cut down on any allotment plots. Whilst we have knowledge the tone of the objective in expecting "reasonable efforts" to have marketed the spaces we feel that a more blanket "Development will not be allowed on existing allotment plots and all new residential developments must include allotments plots where there is community demand." would be a less short-sighted and more positive objective. This may also lead to an attitude of encouraging people to take on a plot as a co-operative, share time and skills etc and undertake transformative work to attract those who don't have a natural inclination. We would strongly support HW4 and HW5; Healthy Neighbourhoods and Healthy design. We would be interested in being part of any process which helps formulate a more comprehensive plan of what this might be like. As a national organization Transitions Towns have done extensive work in this area. Whilst we are just starting out a group we have extensive expertise within the forming group and can draw on the wider experience of Transitions Towns and similar initiatives. Can a Health Impact assessment be included as an Appendix and a summation of "Secured By Design" which is Northwich specific? It is</p>	Respondent comment should be incorporated in the final Plan	Part Reword - HW3 - Development will not be allowed on existing allotment plots (existing policy is more robust) and all new residential developments must include allotments plots where there is community demand (agreed)
Health and Wellbeing	1067 Yes		Respondent answered yes	
Health and Wellbeing	1068 Yes		Respondent answered yes	
Health and Wellbeing	1069 Yes		Respondent answered yes	
Health and Wellbeing	1070 Yes		Respondent answered yes	
Health and Wellbeing	1071 Yes		Respondent answered yes	
Health and Wellbeing	1072 Yes		Respondent answered yes	
Health and Wellbeing	1073 Yes	In particular the encouragement of allotment sites. The council should establish new sites and encourage people to 'have a go' rather than wait to be approached by those already persuaded. After all many of our keenest allotment gardeners only became so as a result of the war time Dig for Victory campaigns.	Respondent answered yes	
Health and Wellbeing	1074 No	to expense analysis		
Health and Wellbeing	1075 Yes		Respondent answered yes	
Health and Wellbeing	1076 Yes	I agree that the Victoria Infirmary should be further enhanced to support our local community and outlining villages	Respondent answered yes	
Health and Wellbeing	1077 Yes		Respondent answered yes	
Health and Wellbeing	1078 Yes		Respondent answered yes	
Health and Wellbeing	1079 Yes		Respondent answered yes	
Health and Wellbeing	1080 Yes	HW1 To access our nearest alternative medical facility - Leighton Hospital - involves crossing Northwich town centre and either Winsford or Middlewich Town Centre as well. There is no way we would support changes to services at The Victoria Infirmary and would be happy to add support to any proposed improvement. HW2 As mentioned elsewhere we are aware of developers getting out of obligations to provide community facilities and support the retention and improvement of any community facility	Respondent answered yes	
Health and Wellbeing	1081 Yes	No comment to make.	Respondent answered yes	
Health and Wellbeing	1082 Yes, partly		Respondent did not answer yes, but provided no comment	
Health and Wellbeing	1083 Yes	N/A	Respondent answered yes	
Health and Wellbeing	1084 No answer given		Respondent provided no answer	

Health and Wellbeing	1085 Yes, partly	HW1: Victoria Infirmary is at the top of a hill. There is a reasonable bus service, but is there an extra fare on top of the fare into town? And is it disproportionate to the distance? Not all disabled and elderly people have taken up bus passes. They're not all comfortable using buses, despite dropping platforms. So the rigmarole of parking charges is bad. HW2: yes HW3: I've much enjoyed the facilities at Vickersway Park, along with the adjacent allotments and at Queensgate. Allotments are a fantastic pastime. Grozone is also great fun. Home grown food is the freshest, tastiest, healthiest and cheapest. There's much ornamental planting: edible planting can be of equal or greater interest. It's regrettable that some apple trees with excellent fruit are due to be felled at the Chesterway/Station Road roundabout; I believe they may have been planted as ornamentals or dual purpose. Another excellent tree may already have been lost at Baron's Quay, and another felled to make way for a car to be parked. We've an excellent heritage of apple trees dotted around Northwich; we could make a name for Northwich using them. They might be associated with eateries as well as leisure locations and waysides. HW4 and 5: yes Also, Fuel poverty is one measure, where fuel costs exceed a given percentage of income. Other measures might be: transport (eg in rural areas), food (for people unable to grow or forage, or cook themselves), education, holiday, exercise, or even care. We should be concerned where any of these impacts on any aspect of wellbeing. There's much ornamental planting: edible planting can be of equal or greater interest. It's regrettable that some apple trees with excellent fruit are due to be felled at the Chesterway/Station Road roundabout; I believe they may have been planted as ornamentals or dual purpose. Another excellent tree may already have been lost at Baron's Quay, and another felled to make way for a car to be parked. We've an excellent heritage of apple trees dotted around Northwich; we could make a name for Northwich using them. They might be associated with eateries as well as leisure locations and waysides.	Respondent comment required no action or comments were outside scope	The orchard trees suggestions have been addressed elsewhere in the Plan
Health and Wellbeing	1086 No answer given		Respondent provided no answer	
Health and Wellbeing	1087 Yes		Respondent answered yes	
Health and Wellbeing	1088 No answer given		Respondent provided no answer	
Health and Wellbeing	1089 Yes		Respondent answered yes	
Health and Wellbeing	1090 Yes, partly	Totally agree with HW1 - its a very good hospital	Respondent comment required no action or comments were outside scope	
Health and Wellbeing	1091 Yes		Respondent answered yes	
Health and Wellbeing	1092 Yes	HW1 & 5 - Yes	Respondent answered yes	
Health and Wellbeing	1093 Yes	Yes, especially for Victoria Infirmary to be retained ALSO more impact should be on healthy eating.	Respondent answered yes	
Health and Wellbeing	1094 Yes	Green space and easy recreational access is crucial to allow the population to bond with their surroundings.	Respondent answered yes	
Health and Wellbeing	1095 Yes		Respondent answered yes	
Health and Wellbeing	1096 Yes	Definitely want to see Victoria Infirmary with all its facilities retained.	Respondent answered yes	
Health and Wellbeing	1097 Yes		Respondent answered yes	
Health and Wellbeing	1098 Yes		Respondent answered yes	
Health and Wellbeing	1099 Yes	HW1 Yes please keep the Victoria Infirmary going and with more services there is and will be so very many more people and families living in Northwich that it is very necessary.	Respondent answered yes	
Health and Wellbeing	1100 Yes, partly	Agree entirely with 4.7.5 that the wards at the Infirmary should be reopened. The old swimming pool at Moss Farm should be retained as such as demand would justify Northwich having 2 pools. I believe the pool at LA fitness is now closed so a private company could be encouraged to take the farm over. the influx of new residents at Winnington Village alone would be reason enough to keep these baths open.	Respondent comment required no action or comments were outside scope	Proposals for Moss Farm include a Gymnastics facility
Health and Wellbeing	1101 Yes, partly		Respondent did not answer yes, but provided no comment	
Health and Wellbeing	1102 Yes, partly	Easy walking and safe cycling (traffic free) = many health benefits	Respondent comment required no action or comments were outside scope	Addressed in the Plan
Health and Wellbeing	1103 Yes		Respondent answered yes	
Health and Wellbeing	1104 Yes	Build a health centre in place of weaver square similar to eagle bridge in crewe	Respondent answered yes	

Health and Wellbeing	1105 Yes	4.7 Health and Wellbeing Addition to HW1 Victoria Infirmary Northwich (VIN) to be more specific. The retention and were possible increase of outpatient services at the VIN will be supported. This will remove pressures at Leighton General Hospital and will provide patients with a more convenient and accessible service. The development of step down and intermediate care services at VIN will be supported.	Respondent answered yes	
Health and Wellbeing	1106 Yes	We've relied a lot in the past on Victoria Infirmary. It would be a dreadful pity if we lost the use of it	Respondent answered yes	
Health and Wellbeing	1107 No answer given	New bridge over Weaver essential Free car parking very desirable	Respondent provided no answer	
Health and Wellbeing	1108 Yes		Respondent answered yes	
Health and Wellbeing	1109 Yes, partly	There is scope for upgrading VIN to a DGH with an A&E dept. Travel to Warrington/Leighton os too far especially as the population is growing so rapidly. Poor primary care leads people to visit a/e to see a doctor. If there aren't enough GPs in the area now what will happen? 4.7.14 How much of this statement is truly applicable to whats happening in Northwich as a whole?	Respondent comment required no action or comments were outside scope	The Plan as a whole tries to deliver 4.7.14
Health and Wellbeing	1110 Yes, partly	HW5 - New buildings should not have steps - level access should always be the preference. This was a missed opportunity at Memorial Court	Respondent comment required no action or comments were outside scope	Disabled access requirements deal with this; it is too restrictive to say no steps ever.
Health and Wellbeing	1111 Yes, partly	More beds back in Northwich for the inbetween case. The old when not ready to go back home	Respondent comment required no action or comments were outside scope	Mid Cheshire Hospitals now work to this model and the Plan's HW1 will assist.
Health and Wellbeing	1112 No answer given		Respondent provided no answer	
Health and Wellbeing	1113 No answer given		Respondent provided no answer	
Health and Wellbeing	1114 Yes	Keep Victoria Infirmary for clinics	Respondent answered yes	
Health and Wellbeing	1115 Yes		Respondent answered yes	
Health and Wellbeing	1116 Yes, partly	Victoria Infirmary should have an A&E unit. Also open up patient wards there like they had years ago	Respondent comment required no action or comments were outside scope	See HW1
Health and Wellbeing	1117 Yes	Improved cycleways needed through town to link with National cycle routes - connect weaver way to carey park	Respondent answered yes	
Health and Wellbeing	1118 Yes	I fully support all references to the Victoria Infirmary. The journey to Leighton seems interminable	Respondent answered yes	
Health and Wellbeing	1119 Yes	HW1 - Retain outpatient services at the Victoria Infirmary.	Respondent answered yes	
Health and Wellbeing	1120 Yes		Respondent answered yes	
Health and Wellbeing	1121 Yes		Respondent answered yes	
Health and Wellbeing	1122 Yes		Respondent answered yes	
Health and Wellbeing	1123 No answer given		Respondent provided no answer	
Health and Wellbeing	1124 Yes		Respondent answered yes	
Health and Wellbeing	1125 Yes		Respondent answered yes	
Health and Wellbeing	1126 Yes		Respondent answered yes	
Health and Wellbeing	1127 Yes		Respondent answered yes	
Health and Wellbeing	1128 Yes	4.7.8 - Protect of increase allotments	Respondent answered yes	
Health and Wellbeing	1129 Yes		Respondent answered yes	
Health and Wellbeing	1130 Yes	Core objectives - encourage people to cycle to work. Cycle paths are horrible/unclear The cycle paths go against the flow of traffic Make them safer/clearer with the traffic	Respondent answered yes	
Health and Wellbeing	1131 Yes	Cycle paths	Respondent answered yes	
Health and Wellbeing	1132 Yes		Respondent answered yes	
Health and Wellbeing	1133 Yes		Respondent answered yes	
Health and Wellbeing	1134 Yes, partly	Victoria Infirmary is a huge asset to Northwich. Most towns would give their right arm for it. All efforts must be made to increase facilities at this prized asset.	Respondent comment required no action or comments were outside scope	See HW1

TAG	Response ID	Agree	Comments	Assessment	NP Comments
Recreation, Tourism and Waterways	1135	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1136	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1137	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1138	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1139	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1140	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1141	Yes	The River Weaver has been over looked for a long time. People like being near and playing on water. After living in Reading, Berkshire and seeing the redevelopment of the old bus station to incorporate shopping along the river/canal and the success of this development, I can't see why this has not been done before in Northwich. With the heritage that Northwich has with the Salt works and the Anderton Boat lift these are interests that we should try to make more of. On the recreation point - things for the youth to do in the town are zero, I have 12 and 8 year olds and the out look for them once they can go out isn't looking good.	Respondent answered yes	
Recreation, Tourism and Waterways	1142	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1143	Yes	no objections	Respondent answered yes	
Recreation, Tourism and Waterways	1144	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1145	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1146	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1147	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1148	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1149	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1150	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1151	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1152	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1153	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1154	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1155	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1156	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1157	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1158	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1159	Yes	Also what about introducing river buses?	Respondent answered yes	
Recreation, Tourism and Waterways	1160	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1161	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1162	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1163	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1164	No answer given		Respondent provided no answer	

Recreation, Tourism and Waterways	1165 Yes, partly	Probably outside the scope of the plan, but it would be great if Budworth Mere was actively promoted as a watersports centre rather than just a sailing club. A dedicated outdoor festival space would be a good idea. Verdin Park does have sound-proofing issues though. Moss Farm could be a centre of excellence for sport. I'd like to see the various organisations there working more closely together and having stronger ties with Winnington Park and Hartford Golf Club. Northwich Victoria FC, Witton Albion FC and 1874 Northwich FC are community assets. I know that they've had their issues but I'd like to see the town be prouder of them as well as smaller local clubs such as Lostock Gralam FC and Rudheath Social FC. Social clubs such as Winnington Recreation Club, the Gladstone Club and Rudheath Social Club are important to our local identity but I imagine that they're really struggling. Barons Quay could draw even more people away. I'd like to see them supported to adapt and to become key community hubs again. It's disappointing that we have a multi-million pound Memorial Court but it's run in the same way that turned people off the Memorial Hall. Standards could be higher- long queues, broken facilities etc. I'd also like to see them have more ambition. It could potentially attract quite well-known bands and shows and establish itself on the circuit. Northwich really needs a more modern mainstream music venue. A lot of things in Northwich happen in isolation. If clubs, venues, artists, promoters etc worked together we could have a much more vibrant arts scheme. I believe that an 'arts' club has been suggested. That could be an idea. In an ideal world the Bull Ring would become a piazza and there would be bars and restaurants dotted around leading people from the river, through town to Barons Quay. Traffic and the number of banks and estate agents colonising around that area prevent that from happening though.	Respondent comment required no action or comments were outside scope	There is certainly support by Northwich Town Council for a combined Arts/Tourist/Activity/ Meetings Centre to augment the limited facilities incorporated in the Memorial Court. It is really beyond the scope of this Plan to progress further with this idea, as so many. different organisations will need to be consulted and the time scale involved would defer the whole plan. Heading 4.8.4 refers
Recreation, Tourism and Waterways	1166 Yes, partly		Respondent did not answer yes, but provided no comment	
Recreation, Tourism and Waterways	1167 Yes, partly	We are not making enough use of the Weaver and Dane rivers. Create a path along the town side of Northwich to link with Carey Park. Landscape both sides and encourage boat trips from the Town to the Boat Lift. What great assets for the town.	Respondent comment required no action or comments were outside scope	This is recommended in the Plan. Heading 4.8.3 refers
Recreation, Tourism and Waterways	1168 Yes, partly	I think there should be more emphasis on supporting voluntary/community efforts in these fields in addition to Council or commercial enterprises. I am concerned about the maintenance of the local canal network now that it is under charity status. I saw no specific Objectives under the final 'culture' heading so do not know what actions might be supported. Cultural activities contribute greatly to quality of life and require proper consideration.	Respondent comment required no action or comments were outside scope	Responsibility for maintenance of both the River Weaver and the Trent and Mersey Canal is vested in the Canal and River Trust. Local volunteer groups assist with maintenance in the locality, the River Weaver Navigation Society. the Trent and Mersey Canal Society, Northwich Rotary Club, The Friends of Marbury Park, being a few of the organisations that assist in this activity and they all welcome further members.
Recreation, Tourism and Waterways	1169 Yes	The potential of the waterways, rivers and canals is vastly under estimated in Northwich and the surrounding areas.	Respondent answered yes	
Recreation, Tourism and Waterways	1170 Yes		Respondent answered yes	



Recreation, Tourism and Waterways	1171 Yes, partly	Northwich's prospects with regard to tourism must be slim. The waterways might be a draw, but I would not expect many people to spend long here otherwise. Making the town a pleasant and interesting area for the local population should be the primary aim. Preservation and improvement of green spaces should be a priority	Respondent comment required no action or comments were outside scope	Northwich's capacity to become a tourist town is considered, by most inhabitants, grossly under-rated This Plan highlights the tourist possibilities that can rejuvenate the town. The Plan also preserves and protects existing green spaces
Recreation, Tourism and Waterways	1172 Yes, partly		Respondent did not answer yes, but provided no comment	
Recreation, Tourism and Waterways	1173 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1174 Yes, partly	Should have bars, restaurants and cafes overlooking the river.	Respondent comment required no action or comments were outside scope	These matters are addressed in the Plan
Recreation, Tourism and Waterways	1175 No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1176 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1177 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1178 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1179 Yes, partly	Very concerned that the waterfront itself may not be developed or improved	Respondent comment required no action or comments were outside scope	One of the main objects of the Plan is to ensure greater waterfront development and use.
Recreation, Tourism and Waterways	1180 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1181 Yes, partly		Respondent did not answer yes, but provided no comment	
Recreation, Tourism and Waterways	1182 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1183 Yes, partly		Respondent did not answer yes, but provided no comment	
Recreation, Tourism and Waterways	1184 Yes	We have to keep all our lovely waterways and bridges including the beautiful boat lift.	Respondent answered yes	
Recreation, Tourism and Waterways	1185 Yes	More festivals and events would be fantastic	Respondent answered yes	
Recreation, Tourism and Waterways	1186 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1187 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1188 Yes, partly		Respondent did not answer yes, but provided no comment	
Recreation, Tourism and Waterways	1189 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1190 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1191 Yes	continue to publicise and ensure Northwich facilities are known about. Enable access and walks linking canals and rivers around Northwich	Respondent answered yes	
Recreation, Tourism and Waterways	1192 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1193 No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1194 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1195 Yes	Northwich Boat Festival	Respondent answered yes	
Recreation, Tourism and Waterways	1196 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1197 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1198 Yes, partly		Respondent did not answer yes, but provided no comment	
Recreation, Tourism and Waterways	1199 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1200 Yes, partly	Open up both rivers to people for recreation	Respondent comment required no action or comments were outside scope	As with 1.179 above, the improvement of the waterfront is a key objective of the Plan
Recreation, Tourism and Waterways	1201 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1202 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1203 No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1204 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1205 Yes		Respondent answered yes	

Recreation, Tourism and Waterways	1206	No answer given	Respondent provided no answer	
Recreation, Tourism and Waterways	1207	Yes	Respondent answered yes	
Recreation, Tourism and Waterways	1208	Yes	Respondent answered yes	
Recreation, Tourism and Waterways	1209	Yes	Respondent answered yes	
Recreation, Tourism and Waterways	1210	No answer given	Respondent provided no answer	
Recreation, Tourism and Waterways	1211	No answer given	Respondent provided no answer	
Recreation, Tourism and Waterways	1212	Yes Tourism needs to be exploited to make Northwich a local tourism centre, encouraging people who may be visiting Chester which has a huge pull to see what Northwich has to offer	Respondent answered yes	
Recreation, Tourism and Waterways	1213	No answer given	Respondent provided no answer	
Recreation, Tourism and Waterways	1214	Yes	Respondent answered yes	
Recreation, Tourism and Waterways	1215	Yes, partly	Respondent did not answer yes, but provided no comment	
Recreation, Tourism and Waterways	1216	Yes it would be great to be able to spend weekends eating, drinking, walking and generally enjoying the waterside areas of northwich. This would be a great appeal for visitors.	Respondent answered yes	
Recreation, Tourism and Waterways	1217	No answer given	Respondent provided no answer	
Recreation, Tourism and Waterways	1218	Yes We need a Pizza Express, as a minimum, in Northwich.	Respondent answered yes	
Recreation, Tourism and Waterways	1219	Yes, partly	Respondent did not answer yes, but provided no comment	
Recreation, Tourism and Waterways	1220	No answer given	Respondent provided no answer	
Recreation, Tourism and Waterways	1221	Yes	Respondent answered yes	
Recreation, Tourism and Waterways	1222	Yes	Respondent answered yes	
Recreation, Tourism and Waterways	1223	Yes	Respondent answered yes	
Recreation, Tourism and Waterways	1224	No answer given	Respondent provided no answer	
Recreation, Tourism and Waterways	1225	Yes	Respondent answered yes	
Recreation, Tourism and Waterways	1226	Yes I agree with the policies but I am puzzled by the actions following from such a good analysis. Will the Baron's Quay development provide an enticing access to the waterfront or block it? The early signs are not good with it towering over the existing town centre and how is it going to blend in with those old black and white buildings? There seems to be an Alice in Wonderland attitude by the council that, because the council says something is so, then it is. I have heard statements that the Baron's Quay development reflects and blends with its environment. Maybe in someone's dreams.	Respondent answered yes	
Recreation, Tourism and Waterways	1227	Yes Waterways are the town's greatest asset for both residents and tourists. Currently this asset is mostly wasted, except for Anderson and the new marina. With plenty of investment in waterfronts the town could be transformed.	Respondent answered yes	
Recreation, Tourism and Waterways	1228	Yes Disappointing there is no mention of museums and library as important cultural amenities	Respondent answered yes	
Recreation, Tourism and Waterways	1229	Yes	Respondent answered yes	
Recreation, Tourism and Waterways	1230	Yes	Respondent answered yes	
Recreation, Tourism and Waterways	1231	Yes	Respondent answered yes	
Recreation, Tourism and Waterways	1232	Yes, partly A key aspiration of the proposed Mid-Cheshire Waterways Strategy will be the construction of an inclined plane at Winsford with a view to linking the River Weaver and the Shropshire Union canal and thereby helping complete the 'Cheshire ring' of navigable waterways. The inclined plane at Winsford would without doubt contribute greatly to the economic prosperity not only of Winsford, but of Mid-Cheshire and beyond and it may be helpful for the Northwich Neighbourhood Plan to indicate support for this ambition.	Respondent comment required no action or comments were outside scope	It is certainly pertinent to comment that other future activities likely to be promoted elsewhere along the river may produce further demands for extra tourist facilities in Northwich.
Recreation, Tourism and Waterways	1233	Yes, partly	Respondent did not answer yes, but provided no comment	
Recreation, Tourism and Waterways	1234	Yes Provision of a dedicated tourist information centre would be a benefit to Northwich. There are so many sites that attract visitors to the area a centralised resource would help to ensure the contiguity of a visitors experience. Northwich has so much to offer and visitors to the town often are unaware of the scope of options available to them	Respondent answered yes	
Recreation, Tourism and Waterways	1235	Yes	Respondent answered yes	
Recreation, Tourism and Waterways	1236	No	Respondent did not answer yes, but provided no comment	

Recreation, Tourism and Waterways	1237	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1238	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1239	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1240	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1241	Yes, partly	What about culture? Theatres, performance space, galleries etc	Respondent comment required no action or comments were outside scope	This is really a further concern expressed and answered under heading 1.165
Recreation, Tourism and Waterways	1242	Yes, partly	Improve walkways to provide a Northwich River Walk - accessible for all - bikes/buggies/wheelchairs etc Maybe develop a new covered market along the river banks? Car parking near the river banks?	Respondent comment required no action or comments were outside scope	The Plan proposes the provision of a new pedestrian/cycle swing bridge and the development of Lock Street which would enable this proposal to develop.
Recreation, Tourism and Waterways	1243	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1244	Yes	Further consideration is needed as to how to link the new Barons Quay development with the new leisure centre in Northwich. Open corridors of public realm need to be created across the existing townfoot print else the town will risk being disconnected and confusing A pedestrian and cycle crossing over the river weaver in Furys wood is encouraged and necessary to provide an alternative route into Town Centre from Winnington without needing to walk up the steep Winnington Hill road. A new crossing and gradually sloping path through Furys wood would provide a pleasant safe route into Winnington away from the often fast moving traffic travelling up and down Winnington Hill	Respondent answered yes	
Recreation, Tourism and Waterways	1245	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1246	Yes, partly	The tracks etc around northwich are good, the access throughout the town centre to them on a bike needs to be improved	Respondent comment required no action or comments were outside scope	This is covered in the Transport and Infrastructure matter section of the Plan
Recreation, Tourism and Waterways	1247	Yes	Moss farm should be improved. There is a need for a childrens play area on the site. At no point should Witton Albion or Northwich Vics or any other professional or semi professional side be allowed to move to this site. More could be done to encourage girls and women to use the site with hockey and netball pitches being provided.	Respondent answered yes	
Recreation, Tourism and Waterways	1248	Yes, partly	Cooperation between tourist attractions and the introduction of a Visitor Centre would be useful. The Weaver Hall Museum could be negatively impacted by the new Salt Museum and visitor number to this small attraction could fall, if this is not addressed. New uses could be explored and supported to extend the range of visitors to Weaver Hall.	Respondent comment required no action or comments were outside scope	This is a possibility, but Weaver Hall grounds have access to the navigable backwater of the Weaver. It could have increased usage as a Trip Boat Base. The 2 attractions are already working closely together.
Recreation, Tourism and Waterways	1249	Yes		Respondent answered yes	

Recreation, Tourism and Waterways	1250 Yes, partly	the British waterways are an amazing part of England's history and transport links. they should be easier for public to travel on and maybe the council should offer a cheaper boat hiring service in the town for people to fully appreciate the waterways. having personally used a narrow boat on the water ways I know that you can see the beauty from another light and so think it should be more easily available. it is expensive and should be made cheaper. this will be good for public but also to raise money for the council.	Respondent comment required no action or comments were outside scope	Although beyond the scope of the current Plan a Trip Boat operation will surely come to Northwich. It is more likely that this will be a commercial operation, but will obviously need to be competitively priced. Undoubtedly an influx of visitors wishing to cruise the river will bring a demand also for small self drive or manually powered craft.
Recreation, Tourism and Waterways	1251 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1252 No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1253 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1254 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1255 Yes, partly	In respect of RTW2 NorthwichTransition would welcome and encourage proposals that would increase access to and from the town via the rivers. This kind of access which could encourage some locals inhabiting the peripheries to perhaps leave the car at home once in a while would also have a positive impact environmentally. Perhaps slightly more concrete clauses could be written into this particular section of the plan which would safeguard against future private developers possibly impinging upon or restricting access to such areas in the future. In relation to RTW3 Verdin Park is an attractive park if a little lack lustre in visual stimulus especially when compared to Vickers Way Park which boasts a number of things to entertain various age groups. The less infirm who may after walking up the steep slope wish for a little respite, would struggle to find even a park bench. Whilst a dedicated performance space would be an asset, this would surely depend on what is exactly inferred by this i.e. permanent or semi permanent. With a warmer and wetter climate how would the long term quality of the park be safeguarded against such increased heavy use? It would be nice if the park was a little more animated at times when festivals or performances were not taking place and certainly a tasteful cafe or some other carefully considered attraction(s) would be welcome. RTW5 Given that there are a number of artistic and cultural organizations within and around the area, the airtime and influence that such bodies have on both residents and visitors would seem to be quite weak. As a visual artist myself I find it rather perplexing that there isn't a single Art gallery, public or otherwise in the town. This is all the more odd when the number of vacant properties (some managed/owned) by the local council is observed. With Sir John Deans, and Mid Cheshire college offering further education across the arts, it must be a little disheartening for students to see or experience so little of these disciplines showcased in their home-town. The downside of this is that local talent will eventually migrate. Arts practitioners (not just visual) carry the load of producing artworks, self-initiating possible projects, submitting proposals, seeking funding and marketing and promoting such possible events and attractions. This is quite a colossal expectation. Is a support network necessary, a go-to place or person who could guide, advise and help practitioners and students add a cultural texture and framework to the town. Perhaps a dedicated multidisciplinary arts venue would be of benefit to	Respondent comment required no action or comments were outside scope	Wide ranging comments that are largely supportive. Lack of arts based facilities criticised. This is addressed in RTW5.
Recreation, Tourism and Waterways	1256 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1257 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1258 Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1259 Yes		Respondent answered yes	

Recreation, Tourism and Waterways	1260	Yes	The loss of use of my river bank access is detrimental when a better plan with a small demountable 5 meter section would have made so much difference. The heavy handed approach of the EA leaves a lot to be desired and they just state they can do what ever they want due to some Flood act that gives them the power to do so. The EA hide behind their sub contractor. I hope that the finish that is left and any rectification is done correctly.	Respondent answered yes	
Recreation, Tourism and Waterways	1261	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1262	Yes	We should take this opportunity to continue to sell the town on its heritage merits. The idea of a festival site at Verdin Park is a great idea; perhaps this summer Councillors could visit the Bingley Live event in west Yorkshire to see what can be achieved in a modest park setting.	Respondent answered yes	
Recreation, Tourism and Waterways	1263	Yes, partly	Not as important as the survival of the shopping economy in town	Respondent comment required no action or comments were outside scope	It is hoped that the Barons Quay development will address this problem. The issue is also addressed in Retail and Commercial section.
Recreation, Tourism and Waterways	1264	No answer given	Once the Quayside developments are completed, the town centre shopping areas modernised, Northwich will be transformed. The waterway is its greatest asset and so much more can be done to develop its potential and bring visitors into the area. Surely the time will come when passenger carrying boats can use the River Weaver similar to the market town of Skipton. Please put Northwich on the map.	Respondent provided no answer	
Recreation, Tourism and Waterways	1265	Yes	Improvements to Verdin Park infrastructure such as toilets and band stand for organised concerts. The river should be a focal point for Northwich	Respondent answered yes	
Recreation, Tourism and Waterways	1266	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1267	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1268	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1269	Yes	As both canal and river pass through our community we are very supportive of attempts to increase traffic and use both as an amenity. As a suggestion for the silos at Winnington, might we draw your attention to this - <a href="http://www.dezeen.com/2013/05/15/diving-and-indoor-skydiving-centre-by-moko-architects/">http://www.dezeen.com/2013/05/15/diving-and-indoor-skydiving-centre-by-moko-architects/</a> Why not think big and think nationally about making Northwich a destination!!!!	Respondent answered yes	
Recreation, Tourism and Waterways	1270	Yes	No comment to make.	Respondent answered yes	
Recreation, Tourism and Waterways	1271	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1272	Yes	N/A	Respondent answered yes	
Recreation, Tourism and Waterways	1273	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1274	Yes, partly	RTW1: A youth hostel, under YHA or independent, would be useful for tourists on lesser budgets to learn more about what the area has to offer. Maybe also for school groups visiting our historical venues. RTW2: comments elsewhere regarding pathways along waters RTW3 and 4: yes RTW5: Lack of a central arts hub is no bad thing; each venue has its character, that would be lacking in an imposed hub. Is there coordination between groups to ensure they don't put shows on simultaneously? Is this a DAN rÃ'le? I thought we had a cinema, in the Plaza? Do we need a commercial one as well as a community one? Also, LÃ¼beck in Germany capitalises on its rivers by having artificial beaches, with changing facilities and refreshments. Hint!	Respondent answer makes some valid points worthy of consideration.	A waterside based youth hostel would be desirable, as many physical activities are water based. It should be listed as a facility to be encouraged.
Recreation, Tourism and Waterways	1275	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1276	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1277	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1278	Yes		Respondent answered yes	



Recreation, Tourism and Waterways	1279	No answer given	enhance the Waterways and tow paths to attract visitors and residents to what could be a very attractive area. Fig60 looks very attractive, but I understand this is not a true picture of the future of Northwich. I moved to this area to enjoy the waterside activities and wonderful country parks, etc.	Respondent provided no answer	
Recreation, Tourism and Waterways	1280	Yes	Support the development of facilities in Verdin Park centre	Support investment in Moss Farm leisure	Respondent answered yes
Recreation, Tourism and Waterways	1281	Yes, partly	RTW5 - By the time the plan comes into being there may be very little cultural economy. It needs to be more about growing this economy/capacity than simply sustaining it at its current level.	Respondent comment required no action or comments were outside scope	No comment required
Recreation, Tourism and Waterways	1282	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1283	Yes	Much more use of the waterways and waterfront is required. It is Northwich's greatest asset.	Respondent answered yes	
Recreation, Tourism and Waterways	1284	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1285	Yes	Really must have river front cafes and walkways as other towns would give anything for such an attraction. Also perhaps a childrens play area.	Respondent answered yes	
Recreation, Tourism and Waterways	1286	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1287	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1288	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1289	Yes	Agree with 4.8.5. the existing flat roof buildings could also be given a face lift with a conventional pitched roof and mock B&W façade. The existing road could be pedestrianized and foot/cycle paths provided. The existing footpath on the other side of the Weaver could be improved, which could include a pedestrian footbridge linking in with Barons Quay. this would encourage tourists/locals to utilise the elevated viewing area of Beswick Road	Respondent answered yes	
Recreation, Tourism and Waterways	1290	Yes, partly		Respondent did not answer yes, but provided no comment	
Recreation, Tourism and Waterways	1291	Yes, partly	Water frontage and access by the public is of utmost importance "the Venice of Cheshire"??? Fig 58 A new pedestrian bridge would be excellent - how about a diagonal path bridge?	Respondent comment required no action or comments were outside scope	An endorsement of a waterside pedestrian ring, as shown in the artists impression.
Recreation, Tourism and Waterways	1292	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1293	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1294	Yes	4.8 Recreation, Tourism and Waterways RTW2 additional objective: Riverside development that enhances the character and viability of the River Weaver Navigation as a working commercial and leisure waterway will be supported. These being, public and private moorings, slipways and maintenance and services for commercial and leisure vessels. RTW2 additional objective: Development of a Northwich Waterway Strategy to improve viability of the River Weaver Navigation for commercial and leisure use in Northwich along with maintaining and developing existing link to Winsford would be supported. RTW2 additional objective: The retention of the Canal and River Trust dry dock facility adjacent to Hunts Lock on Slipper Island is an essential requirement to maintain the River Weaver Navigation as a viable commercial waterway. Proposals that support this objective will be encouraged. RTW2 additional objective: A new River Weaver marina with associated residential and commercial development adjacent to the Barons Quay River Park at Carey Park would be supported.	Respondent answered yes	Perhaps an additional insertion:- "Lock Street development should be reserved for public waterside access and enjoyment, which would be more easily achieved by providing a swing footbridge across the river in the vicinity of Barons Quay". This would also allow West Bank parking and/or pedestrian access for residents of the many new housing projects planned and being built in Winnington. It would relieve some of the extra demands that this new traffic will impose upon the Town/Hayhurst Bridge crossings

Recreation, Tourism and Waterways	1295	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1296	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1297	Yes	The rivers around Northwich have a great deal of potential to encourage visitors by boat. John tackley was quite right at the meeting to highlight this	Respondent answered yes	
Recreation, Tourism and Waterways	1298	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1299	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1300	Yes	Cant wait for the new look for Northwich facing the rivers	Respondent answered yes	
Recreation, Tourism and Waterways	1301	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1302	Yes	A pedestrian/cyclist swing bridge as shown in the picture is very necessary to unite the two river banks and open up Lock Street for waterside development. this will also be invaluable as the Winnington housing area is developed - an easy shopping route without using existing roads. It will create a proper waterside core to the town with an enjoyable waterside circular walk. It can be likened to London's wobbly bridge	Respondent answered yes	
Recreation, Tourism and Waterways	1303	Yes	Especially objectives 23, 24	Respondent answered yes	
Recreation, Tourism and Waterways	1304	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1305	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1306	Yes	The river Weaver Frontage is key to creating a thriving place to be	Respondent answered yes	
Recreation, Tourism and Waterways	1307	Yes	Everything must be done to improve river frontage. What has been done by Waitrose, the moorings there have been remarked upon by visitors to the town.	Respondent answered yes	
Recreation, Tourism and Waterways	1308	Yes	RTW2 iniatives via extra moorings and slipways to enhance River Weaver as a tourist & leisure facility RTW2 retain the Canal and River Trust dry dock on Slipper Island by Hunts Lock - proposals to restore this to full working use will be supported. RTW2 A new marine at Carey Park adjacent to Barons Quay will be supported.	Respondent answered yes	
Recreation, Tourism and Waterways	1309	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1310	Yes	Promote watersports on the river. Link boatlift and Salt Museum by boat	Respondent answered yes	
Recreation, Tourism and Waterways	1311	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1312	No answer given		Respondent provided no answer	
Recreation, Tourism and Waterways	1313	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1314	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1315	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1316	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1317	Yes	Create a Vale Royal Riviera! River taxi from Barnton to the Town centre	Respondent answered yes	
Recreation, Tourism and Waterways	1318	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1319	Yes	Moving shops & making them better. Maximising the use of Furey Wood	Respondent answered yes	
Recreation, Tourism and Waterways	1320	No answer given	Furey Wood - convert to marina but keep forest parts too	Respondent provided no answer	
Recreation, Tourism and Waterways	1321	Yes		Respondent answered yes	
Recreation, Tourism and Waterways	1322	Yes	If Northwich's riverside was totally regenerated as per fig 58, visitors would flock to the town.	Respondent answered yes	
Recreation, Tourism and Waterways	1323	Yes, partly	Northwich is blessed with three rivers and lovely bridges. Lets see them all, don't hide them	Respondent comment required no action or comments were outside scope	An endorsement of increasing the attraction of the River Weaver town frontage as proposed in the Plan