

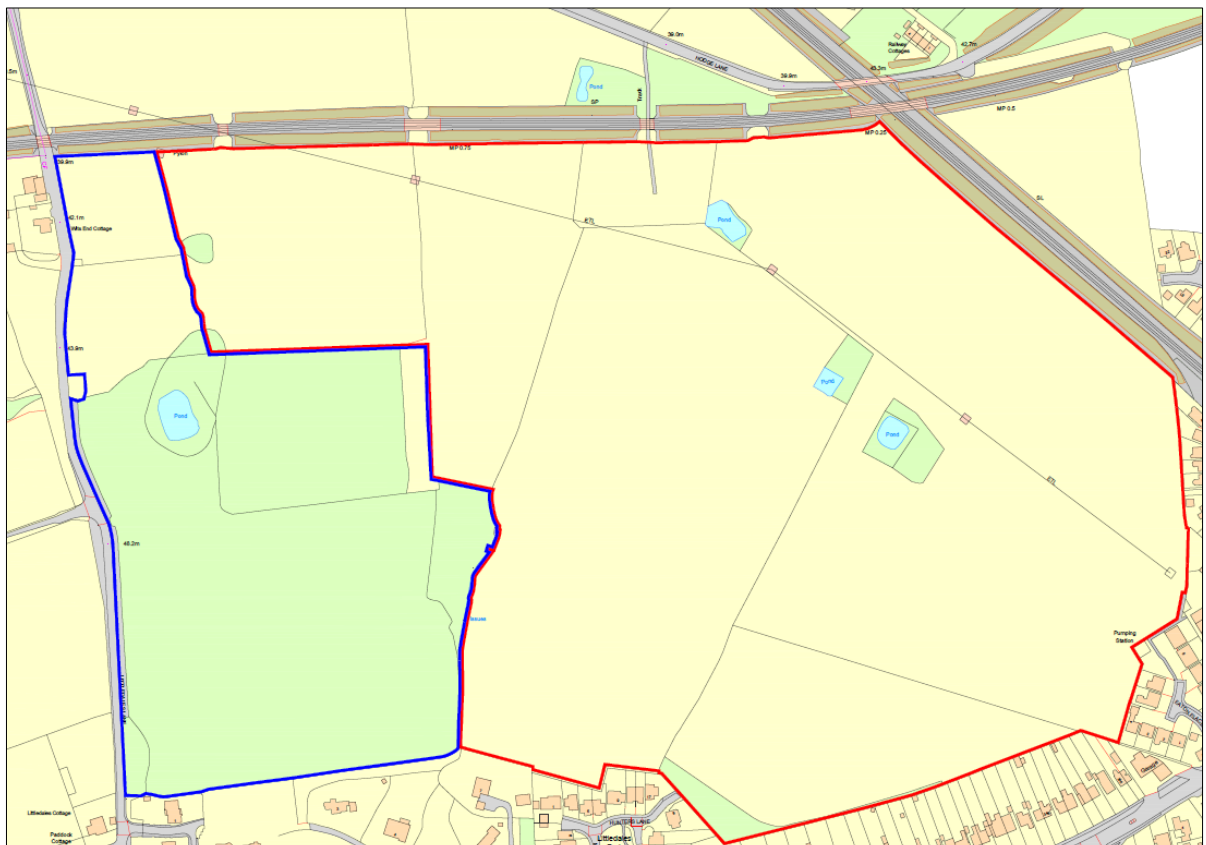
Chester Road, Hartford: Transport Appraisal

Ref: JO/ITM17273
Date: 6 March 2024

SECTION 1 Introduction

- 1.1 This Transport Appraisal provides a review of the ability to provide vehicular and active travel access to the proposed site and assesses the sustainability and accessibility of the site for a proposed residential development at Chester Road in Hartford, Cheshire.
- 1.2 The site is approximately 35 hectares in size (red and blue edged land) and has the potential to accommodate c.750 dwellings. The site located to the north of the A559 Chester Road, to the south of the Chester / Manchester railway line, to the west of the Liverpool / Birmingham railway line and to the east of Littledales Lane.

Figure 1.1: Site Location



- 1.3 The key transport issues that need to be considered for all development proposals are set out in paragraph 114 of the National Planning Policy Framework (NPPF). This appraisal therefore provides an initial assessment of residential development of the site against the following 'tests':
- Can satisfactory access be provided?
 - Is the site accessible and sustainable?
- 1.4 Whilst the off-site traffic impacts associated with the site have not been assessed in detail at this stage an initial view of the potential vehicular routes from the site have been identified. The other transport tests outlined in the NPPF will be considered as matters progress with the site, including the detailed impact on the highway network.

SECTION 2 Access

2.1 Existing Conditions

- 2.1.1 The A559 Chester Road is located to the south of the site and is adopted highway providing a direct route through Hartford into Northwich, as well as providing a direct connection onto the A556 to the south west.
- 2.1.2 Chester Road provides street lit footways on both sides of the road as well as crossing provision in the form of dropped kerbs and a pedestrian island with associated tactile paving at various points along the potential site frontage. Chester Road is a two-way single carriageway road measuring c.8-9m in width, with central hatching provided. Chester Road is subject to a 30mph speed limit along the potential site frontage.
- 2.1.3 Littledales Lane is a narrow adopted highway along the western boundary of the site and is subject to the national speed limit (60mph), providing access to a number of residential dwellings and agricultural buildings with passing places provided at various points along its length.
- 2.1.4 A Public Right of Way (PRoW) (Hartford FP12) is located within the boundary of the site, providing a route under the Chester / Manchester railway to Hodge Lane to the north and onto Eaton Way to the south of the site which in turn connects onto Chester Road.

2.2 Access Design

- 2.2.1 Given the scale of the site it is assumed that the site would need to be accessed from more than one point of access. Therefore, access has been considered via properties off the A559 Chester Road and via one or more secondary access.

A559 Chester Road Access

2.2.2 The site lies to the north of the A559 Chester Road but does not benefit from a highway frontage onto Chester Road – the site is separated by existing dwellings that front onto the northern side of the A559.

2.2.3 Access to the site from Chester Road would therefore need to be taken through the curtilage of one or more of the existing dwellings fronting onto Chester Road, which provides a c.300m section where access could potentially be achieved along Chester Road. There are a number of potential locations for an access to be created onto Chester Road, some requiring the acquisition of single properties and some requiring a pair of semi-detached dwellings (or combination of both). The potential access locations available via the properties off the A559 Chester Road are set out as follows and highlighted in Green in Drawing **ITM17273-GA-002** provided at the end of this note.

- No.338
- No.340 & 342
- No.352
- No.354 & 356
- No.358 & 360
- No.362 & 364
- No.366 & 368
- No.370, 372, 374, 376 and 378.
- No.380, 382, 384, 386 and 388.

2.2.4 The access off Chester Road would consist of a proposed T-junction with a 6m wide carriageway with 2m footways on both sides of the carriageway. A right turn lane into the site would also be included, which is consistent with the existing provision at other junctions along this section of the A559 Chester Road. The required visibility for a 30mph road (2.4m x 43m) would also be achieved from the access.

2.2.5 The location of the potential accesses would also provide suitable junction spacing to Heyes Park to the south of the A559 Chester Road, without impacting on the existing right turn lane into Heyes Park and the garage access to the north of the A559 Chester Road, located at the eastern end of the properties fronting the site boundary.

Secondary Access

2.2.6 As outlined above, a secondary vehicular access is likely to be required to serve the site. Potential secondary accesses could be provided to the site via:

- Littledales Lane (along the western boundary of the site).
- Hunters Lane (at the south western end of the site) and / or
- White Hart Gardens (at the eastern end of the site).

2.2.7 A further option is to provide a secondary access to the site would be to take an additional access (to the primary access described above) off the A559 Chester Road. This access could be smaller in scale to provide distinction between the primary (outlined above) and the secondary access and could be provided through one or more of the properties outlined in Drawing **ITM17273-GA-002**.

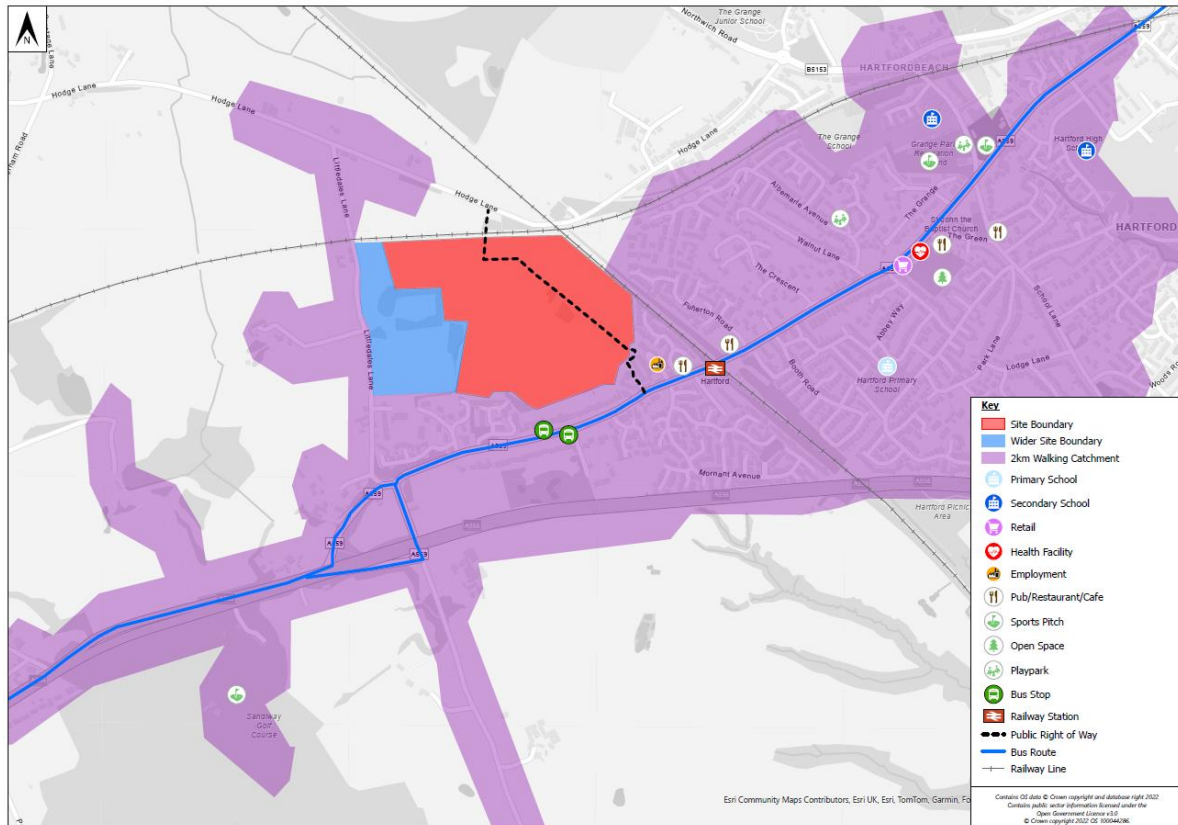
Active Travel Access

2.2.8 Alongside the primary access off Chester Road which will also provide access for pedestrians and cyclists, there is the opportunity to provide additional active travel accesses across the site. Active travel access could also be provided at the following locations and as shown in **Figure 2.1**.

- Littledales Lane (along the western boundary of the site).
- Hunters Lane (at the south western end of the site).
- White Hart Gardens (at the eastern end of the site).
- Via the PRow onto Eaton Place; and
- Via the PRow onto Hodge Lane to the north of the site.

2.2.9 These additional accesses will enhance the connectivity of the site to the surrounding areas including local key facilities and recreational routes.

Figure 3.1: Accessibility Plan



3.2 Sustainable Travel

3.2.1 A network of pedestrian and cycle routes will be provided across the site, with a number of active travel connections provided from the site as detailed above, providing connections into the existing footways along Chester Road to access bus stops and Hartford railway station and in turn continue east to the facilities located to the east of the railway. Chester Road is subject to a 30mph speed limit and therefore would provide an attractive environment for cyclists to access the rail station and local facilities within Hartford and Northwich.

3.2.2 The closest bus stops to the site are located on Chester Road along the properties which would provide access to the site. These bus stops are served by the 82 bus service, which provides an hourly frequency between Chester and Northwich.

3.2.3 Hartford Railway Station, which is located on Chester Road, is approximately a 500m walk from the site and benefits from secure bike storage overlooked by CCTV and provides hourly services to Birmingham New Street and Liverpool Lime Street as well as local destinations including Winsford, Crewe and Runcorn.

3.3 Local Amenities & On-site Provision

Local Amenities

3.3.1 The main desire from the site will be to facilities to the east of the site. As shown on the Accessibility plan in **Figure 3.1** there are a range of key facilities within Hartford are accessible from the site, this includes a primary school, secondary schools, a pharmacy, a GP surgery, convenience store and sports and leisure facilities.

3.3.2 In addition, the site can readily access a further range of facilities within Northwich via cycling or the bus service along Chester Road.

On-site Provision

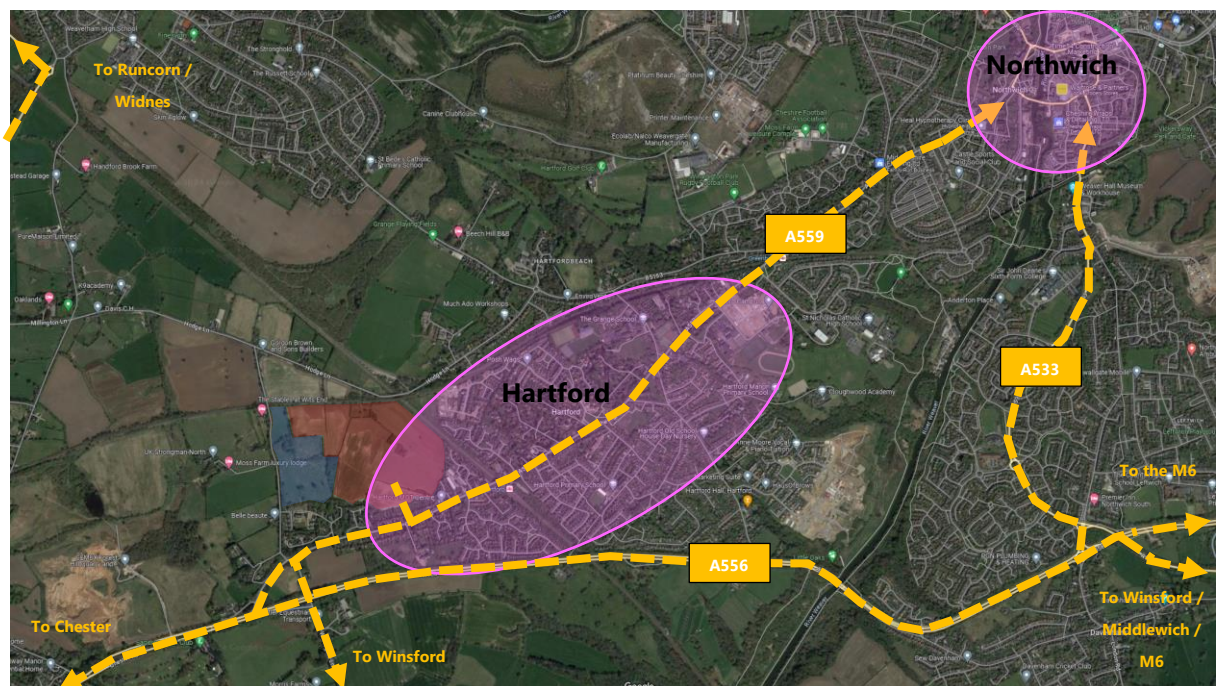
3.3.3 As well as the local facilities described above, the site will be designed with sustainability embedded within it to assist in the creation of a healthy and sustainable community which will include the following transport provisions to assist in reducing the number of trips generated by the site, drive towards net zero and decarbonise the transport sector. This will include the following:

	EV Charging		Open Space to Promote Healthy Lifestyles
	High Speed Broadband / Work from Home Provision		Recreational Space & Connections to wider Recreational Routes
	Cycle Storage		Travel Plan
	Online Shopping Deliveries		Healthy & Sustainable Community
	Ancillary Uses		Well Connected Paths, Streets and Spaces

SECTION 4 Highway Impact

- 4.1 The location of the site to a number of local amenities and its proximity to the Hartford railway station, alongside the initiatives to be provided on the site, will aid in reducing the number of vehicular trips which will be produced from the site and thus reducing the impact on the highway network.
- 4.2 The vehicular traffic is likely to disperse from the site along various routes. The A559 provides a direct route into Northwich and also to the A556 which provides access to a variety of destinations including Chester and the M6. An analysis of Census journey to work data outlines an even spread of traffic across Cheshire West and Chester and towards Cheshire East and the M6.
- 4.3 As shown in **Figure 4.1** the site is close to a number of routes to access areas within Cheshire West (including Northwich) and the A556 provides dedicated routes to towards areas in Cheshire East and the M6.

Figure 4.1: Vehicular Routes from the Site






- 4.4 The Northwich Transport Strategy outlines a number of transport schemes within the vicinity of the site, which will improve the operation of the highway network, some of which have been completed:
- Junction capacity improvements along Greenbank/Hartford corridor to reduce congestion.
 - Potential for a westbound exit from the A556 Hartford.
 - Right turn lane on the A556 at School Lane.
 - Wallascote Road to A49 Link Road.

- Additional link road between the Wallascote Road / A49 Link Road (outlined above) and the A556.

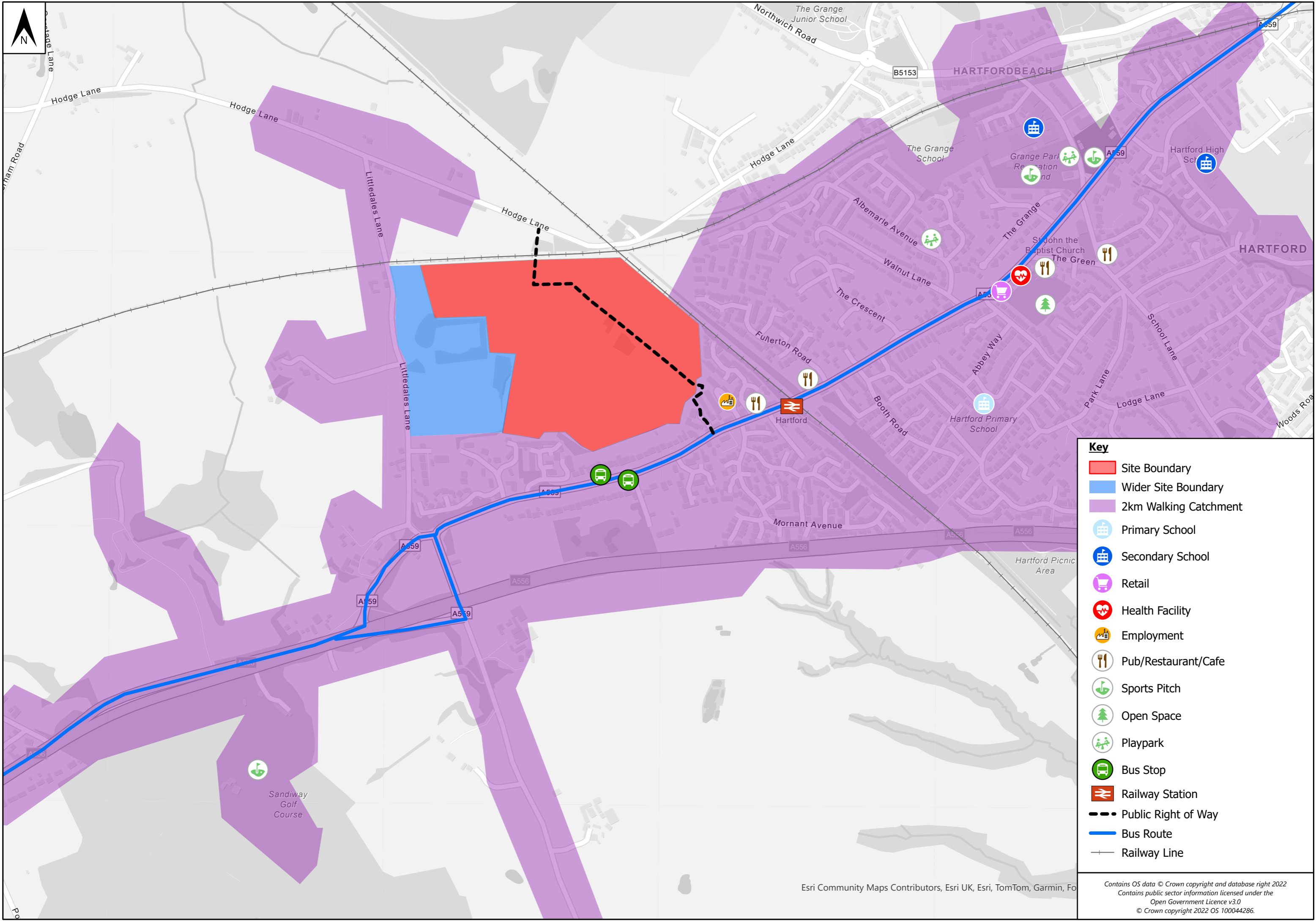
4.5 The highways impact will be considered in more detail at a later stage as matters progress.

SECTION 5 Summary

5.1 This Transport Appraisal demonstrates that access can be provided to the site, the site is in a sustainable location providing access to local facilities and provides the opportunity to undertake trips by sustainable transport modes. The vehicular traffic will also disperse across a range of routes from the site and is within close proximity to a junction onto the A556.

Can satisfactory access be provided?	Is the site accessible and sustainable?	Highways Impact?
		
<p>Vehicular access can be provided from Chester Road (in various locations), supplemented by secondary access/es and with multiple active travel connections also provided across the site.</p>	<p>The site is located in close proximity to a range of local facilities within Hartford, including a primary school, secondary school, retail shops and medical facilities.</p> <p>Hartford railway station is located within a short walking distance of the site and provides access to Liverpool and Birmingham as well as local destinations.</p> <p>Bus stops are located along the site frontage, providing access to other local and regional centres, including Northwich where further facilities are provided.</p>	<p>The location of the site including its proximity to Hartford railway station alongside the provision to be provided within in the site, will assist in reducing vehicular trips from the site and reduce the impact of the development on the highway network.</p> <p>There are range of destinations accessible from Hartford. Therefore traffic will be dispersed across the highway network.</p> <p>Highway improvements have been identified in the vicinity of the site.</p>

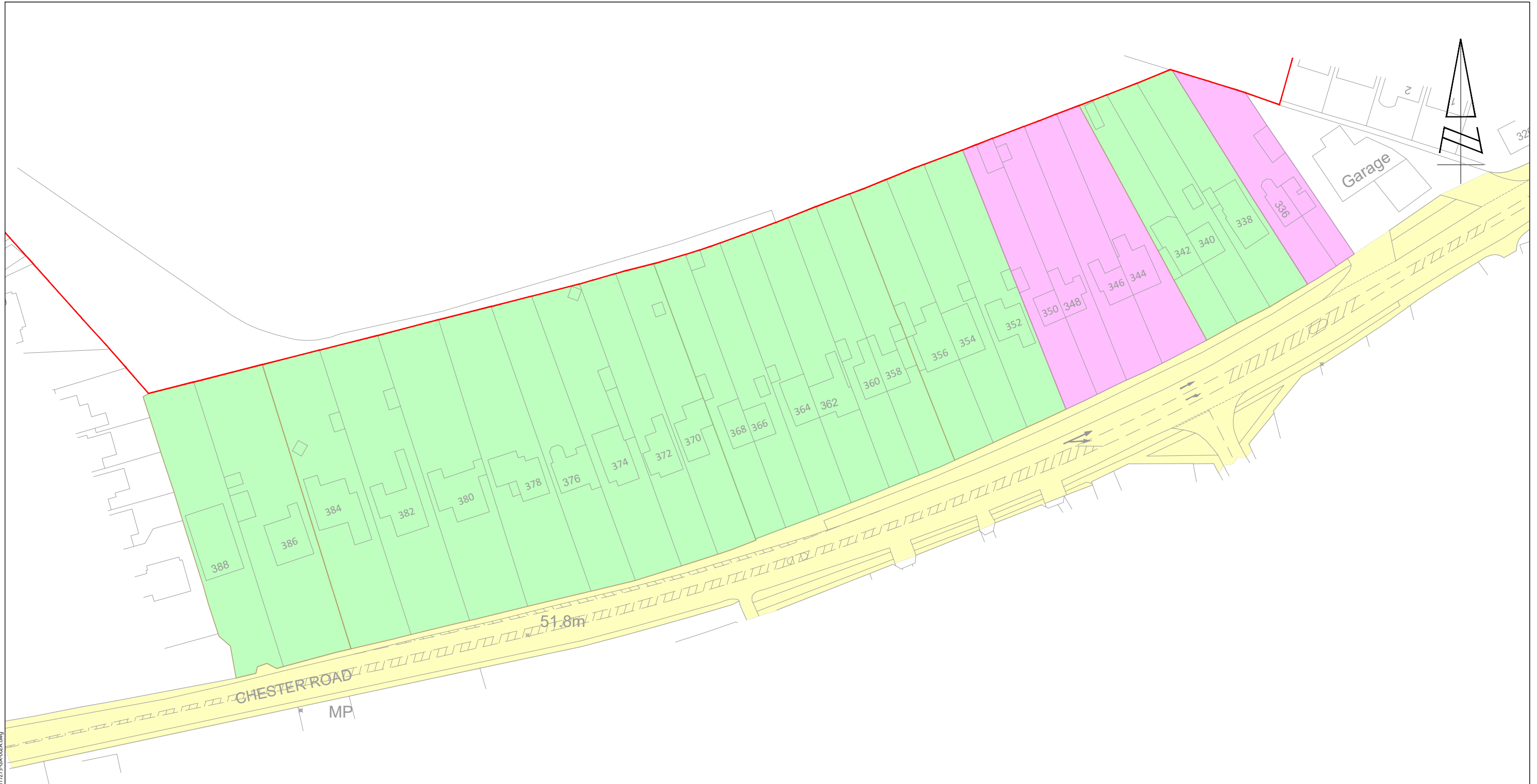
FIGURES



Key

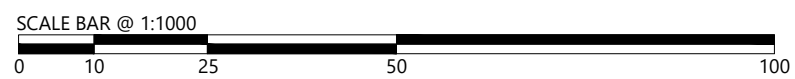
- Site Boundary
- Wider Site Boundary
- 2km Walking Catchment
- Primary School
- Secondary School
- Retail
- Health Facility
- Employment
- Pub/Restaurant/Cafe
- Sports Pitch
- Open Space
- Playpark
- Bus Stop
- Railway Station
- Public Right of Way
- Bus Route
- Railway Line

DRAWINGS



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KEY:		
	INDICATIVE SITE BOUNDARY	
	NOT SUITABLE FOR ACCESS	
	POTENTIAL ACCESS LOCATION (SUBJECT TO FURTHER TECHNICAL ANALYSIS)	
	ASSUMED HIGHWAY BOUNDARY	

Centurion House, 129 Deansgate
Manchester, M3 3WR
Tel: 0161 830 2172
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
A	05.03.24	JB	MINOR UPDATES	JO	JO
STATUS: FOR INFORMATION					

TITLE: POTENTIAL SITE ACCESS LOCATIONS OFF THE A559 CHESTER ROAD	
PROJECT: A559 CHESTER ROAD, HARTFORD	CLIENT: REDROW HOMES

DRAWN: JB	CHECKED: JO	APPROVED: JO
PROJECT No: ITM17273	SCALE @ A3: 1:1000	DATE: 16.02.24
DRAWING No: ITM17273-GA-002		REV: A

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