



05 Planning & Design Principles

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Introduction

5.1

This section outlines the planning and design principles relevant to the design and development of the site. The Illustrative Concept Plan opposite serves to spatially represent the key design principles.

Layout & Design

General approach to masterplanning the site

5.2

The masterplan should be focused on creating a layout for Winnington Works. It should reflect a perfect blend of high quality urban living in harmony with its natural and historic surroundings. Using the existing natural and heritage features of the site and setting as the framework for the emerging masterplan, Winnington Works should feature the following place-making elements:

- A strong sense of integration with Winnington and Northwich, where key routes could provide highly sustainable access to the town centre
- The riverside village established as a destination, with mixed use areas at The Salt Dock and the Riverside Park overlooking the Anderton Boat Lift
- A gateway into the site defined by Solvay Road running alongside Winnington Hall
- Early consideration of layout to maximise the benefits of passive solar design and the potential for solar technologies
- New higher density Riverside Quarter with housing in close proximity to the water and streets, which give way to views of the Anderton Boat Lift
- A high quality development which aims to reflect traditional local building styles in a contemporary manner
- New homes laid out in coherent groupings at Riverside Quarter and Oakleigh Park
- Careful design focused on mitigating views to the CHP towers
- New paths and trails through the existing woodlands and open spaces as a community asset surrounding the neighbourhood
- Flood risk mitigation considered from the outset
- Industrial heritage and pioneer tree species, such as Birch and Alder, as key themes which bind the public realm



Figure 14. Illustrative Concept Plan



Design Principles

5.3

There are a number of key design principles which should underpin the design approach to the site, these are set out below.

Celebrating the Industrial Heritage

5.4

Winnington Works played a key role in the Industrial Revolution and the innovations in chemical processing in the 20th century. In addition, the visual inter-relationship between the site and the Anderton Boat Lift are unique. The development of the site should be defined by a series of new views to the Boat Lift, and improve the views from the Boat Lift looking south across the site.

5.5

Another key feature of the immediate environs to the site is the listed Winnington Hall on Solvay Road. Historically there was a visual relationship between the Hall and the Boat Lift. The design strategy should re-instate that visual relationship by re-aligning Solvay Road to define a vista between the two, and utilising this new vista as

a view which should define the ‘gateway’ into the site.

5.6

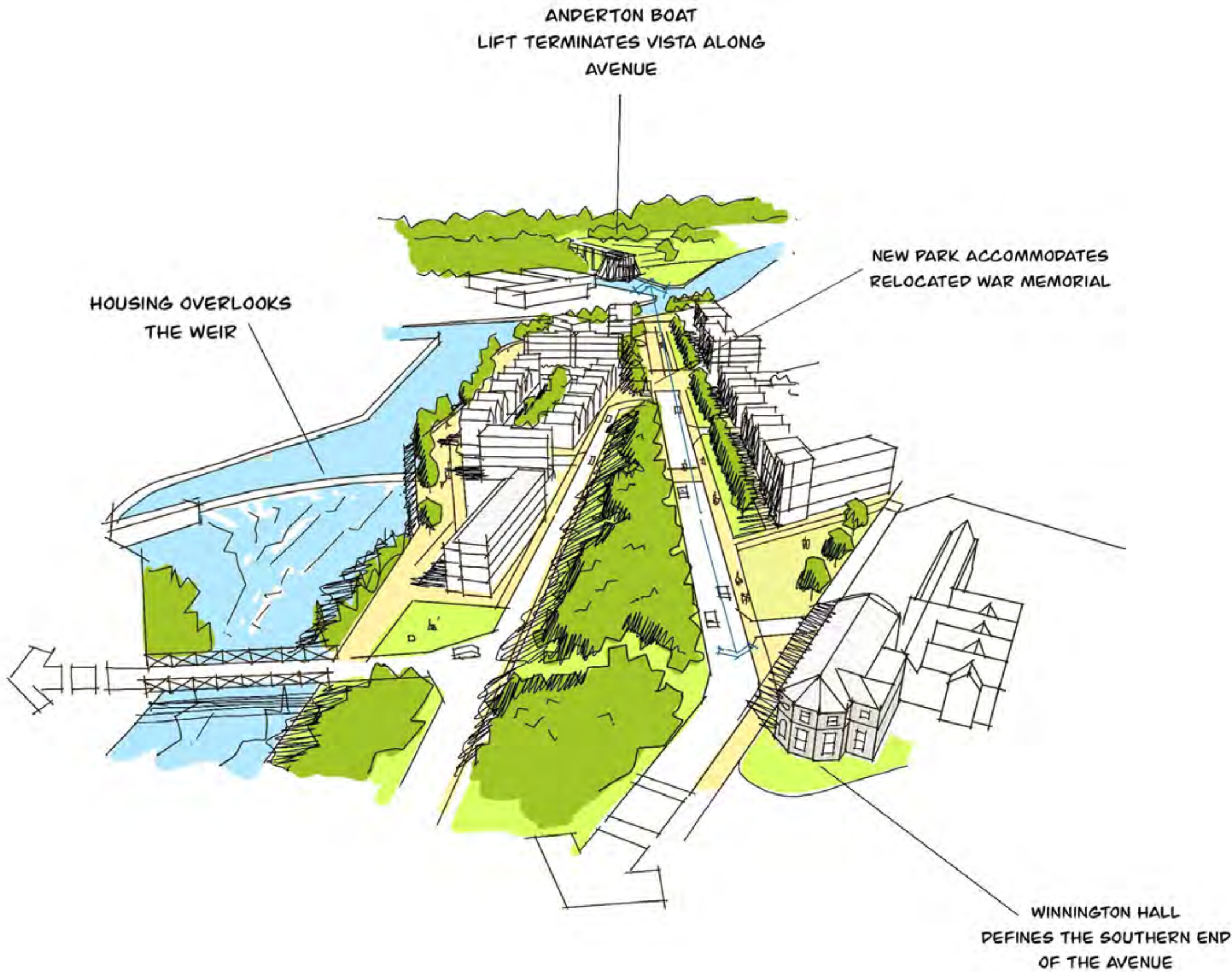
The ‘gateway’ role played by Solvay Road can be complemented further through the relocation of the listed WWI memorial, which is currently placed to the north of the road in a relatively hidden position. The memorial could be celebrated better by positioning it further along the new alignment of Solvay Road at the junction with the new east/west avenue.

5.7

A key aspect of the site’s industrial heritage are the ‘found’ objects associated with the industrial manufacturing process. Examples include distiller caps, pipework and building materials. Where possible, the design strategy should seek to retain these features and utilise them as public art features located in the more visible parts of the public realm. These retained features could be complemented with, or integrated into, interpretation signage across the site.



Solvay Avenue - Gateway



A New Riverside Place

5.8

There are a number of key design principles which should underpin the design approach to the site, these are set out below.

1. Round Island Walk and Point Park

5.9

Tree planting along the river will soften the visual interface with the Turn Bridge and the dwelling on the northern side of the river. There should be careful consideration of building heights in the north west of the Island to ensure a sensitive relationship with the adjacent heritage assets. There should be a shared surface along the edge of the island with outward facing development providing natural surveillance over the river edge. The focus of activity on the island should be a round island walk which starts and finishes at a new park on the far eastern tip of the island overlooking the Boat Lift.

2. The Weir Pool

5.10

The change in levels between the River Weaver and the River Weaver Navigation is facilitated by the weir, which lies between the island and the main site. This area generates a significant ‘void’ between the two parts of the site and, in combination with the existing Sawmill bridge between the site and the island, creates a distinctive place which is interesting enough to become a space in its own right. Frontage development will overlook the pool but be sufficiently set back to provide useful public realm, with space for tree planting and seating areas. Taller building heights on both sides of the river in this area should assist in creating a sense of enclosure across a space which, at its widest, is some 83m. Streets should be laid out in a manner which should draw people into the edges of the space.

3. Anderton Boat Lift

5.11

Opening up views of the Boat Lift to the public from the south should be a major opportunity for the scheme. This should be achieved by aligning streets and spaces towards the structure. In addition, the signature new space of the scheme should be a riverside plaza, which will ‘mirror’ the space on the other side of the river. It should be designed in a manner which meets the flood risk and drainage requirements by stepping down from the finished ground levels of the development platforms to the river edge. By doing this, there should be the opportunity for an amphitheatre feel to the space which steps down in a manner which allows for informal seating edges looking out across the river. The space could be used for local community events and even festivals or concerts. On its southern side, the space should be framed by higher density residential buildings which, in some cases, could rise to six storeys. At ground floor level, mixed use development should be used to activate the adjacent spaces.

4. Salt Dock

5.12

The former industrial cooling pond on the eastern flank of the site could be revitalised to create a ‘dockside’ area which is focused on the provision of a new pub and beer garden overlooking the dock. Higher density housing looking into the space and enclosing three sides should assist in creating a vibrant and distinctive part of the site. The adjacent development should also assist in framing outward views across the river to the Anderton Nature Park. The landscape design strategy for the dock should be focused on ‘re-wilding’ the space with new marginal planting along the edges and other strategies to encourage wildlife. Retained industrial elements will include the pumping station and docks walls.

Riverside Focal Points





Sustainable Movement

5.13

The site’s close proximity to the town centre is a key opportunity to promote non-vehicular movement. Access to the site can be achieved via Winnington Lane in the far south east corner of the site. At this point, the site is only 450m from the town centre (a walk of approximately five minutes). A comprehensive network of pedestrian and cycle routes through the site will integrate with the proposed street pattern. These additional routes should run alongside the river and through the proposed open spaces. The site will comprise a series of interconnected parks and greenspaces which will run from Winnington Lane in the south east up to the riverside area opposite the Boat Lift. A generous shared cycle and footway should run along its whole length and allow easy access into Northwich.

Sustainability and Climate Change

5.14

The Site has significant potential to deliver a range of environmental and social impact benefits, all of which closely align with local planning policy and national

strategy on climate change and resource efficiency. Development proposals will be expected to integrate these into the heart of the phased masterplanning and detailed design process:

- 1 Ensuring longer term flexibility and future adaptability in built forms and the masterplan;
- 2 No new fossil fuel related infrastructure will be permitted on the development (including no natural gas connections to individual properties);
- 3 Reducing demand for energy use by at least 31% against current 2013 Building Regulations for any development to the end of 2024, and to meet the Future Homes Standard for any residential development thereafter;
- 4 Reducing demand for water to less than 105l/ person/day, calculated using the Building Regulations Water Efficiency Calculator;
- 5 An aspiration to reduce construction waste to landfill to zero, and optimising design of waste collection facilities to minimise operational waste;
- 6 Optimising the layout and design to prioritise the pedestrian and sustainable forms of transport, above the use of the private car;
- 7 Re-using existing material - wherever possible recycled from demolition waste on site - as well

as using sustainably resourced materials and construction techniques;

- 8 Long-term landscape and open space management and maintenance considerations and mechanisms (including community involvement) to ensure sustained high quality and attractiveness over time, including the ability to adapt these spaces in the face of climate change if needed; and,
- 9 Specifically designing blue and green infrastructure to deliver a full range of climate adaptation, environmental and health benefits in perpetuity .

Design & Appearance

5.15

The new community would combine the best civic design principles, with higher densities at key locations to create a critical mass. These principles include community engagement, a strong design vision, mixed tenure homes, production and access to local jobs and beautiful and imaginatively designed homes (Government ‘Building Better, Building Beautiful’ commission seeks to advise on this.) The development should also enhance the natural environment using green infrastructure and use integrated transport



systems to ensure walking, cycling and public transport are the most attractive forms of transport.

5.16

All buildings should be of high design quality, should be well proportioned, should enhance their surroundings and be constructed from sympathetic, durable materials.

5.17

The Concept Masterplan is based upon a block layout of streets and spaces which create an easily understandable layout. It facilitates good overlooking of the street and secures against unauthorised access to the rear of properties. The size of the block has a direct correlation with the permeability of an area for pedestrians, and therefore smaller block sizes are encouraged.

Density & Building Heights

5.18

The development should create a balanced mix of higher density housing in the north opposite the Boat Lift with the rest of the site largely comprising family housing, laid out to create an interesting new suburb with a range of house types.

5.19

The dwellings located in the riverside area should consist predominantly of taller buildings (6-8 storeys at key locations, with 4-6 storey buildings making up the rest of the area). The density of this area should be up to 95 dwellings per hectare to create the critical mass required to ensure the area is an active and vibrant new place. The Salt Dock area will also benefit from taller buildings to successfully enclose the space. These should be in the region of 4-6 storeys (subject to viability).

5.20

Across the rest of the site the general building heights will be 2-storey or 2½- storey to reflect the existing character of the area. Some three-storey development is appropriate in key locations where compatible

with the attributes of the character area. The use of a relatively constant building line and the repetition of similar building forms and elements can create a cohesive street scene and consistent character to the new development. However, this must be reinforced with good quality landscaping, design and external appearance. Taller buildings could be introduced at appropriate locations to create focal points, define corners, demarcate arrival points, enclose squares, and provide natural surveillance over key spaces and generally aid the legibility of the site layout. Orientating active parts of the building toward the street frontage will also help to maximise natural surveillance and provide a more interesting appearance to the development.

5.21

Density, height and massing will vary to help establish different identity areas of the development.

5.22

It is anticipated that the following density ranges will be accommodated to facilitate the creation of the defined character within these areas and emphasise key locations within the neighbourhood:

- 1 High Density (75dph - 95dph) Appropriate around the Riverside area and the southern part of Oakleigh Park and key focal points elsewhere in the scheme.
- 2 Medium Density (35dph - 40dph) Appropriate within the western part of the Island and Winnington Gardens.
- 3 Low Density (25dph - 35dph) Appropriate around the Oakleigh Park area.

5.23

The overall density of the development will not exceed 53dph to achieve the objectives outlined above.

Creating a Sense of Place

5.24

The site is envisaged to be comprised of a series of Identity Areas that each respect the setting and character of its location. There should be five built form Identity Areas and four open space Identity Areas. The density of each of the areas should grade from a higher density around the riverside area and Salt Dock, to medium densities in the two adjacent areas, with lower density housing around the Linear Park (The Rill).

5.25

The Identity Areas are as follows:

- Winnington Island
- Riverside
- Salt Dock
- Winnington Gardens
- Oakleigh Park

5.26

Each Identity Area will be defined by a series of key features. The table below summarises them.

Identity Areas

5.27

Each Identity Area should embrace principles of good urban design alongside environmental considerations. Buildings should provide a strong enclosure to public spaces and streets and maintain a clear distinction between public and private space. The areas should seamlessly connect to each other via a permeable network of streets and spaces based on a simple street hierarchy strategy.

1. Winnington Island

- New distinctive mixed use area defined by the island setting
- Responsive interface with the listed Turn Bridge
- Care Home overlooking the Point Park at the far eastern end
- Key vistas into the weir and across to the main site

2. Riverside

- Residential-led, mixed use place with employment floorspace
- Highest density part of the development
- Urban form defined by the vistas across to the Anderton Boat Lift
- Food and beverage and convenience retail framing the main space

3. Salt Dock

- Mixed use place with a pub as a destination point
- Medium-high density residential development
- Salt Dock becomes a focus for post industrial re-wilding
- Optimised vistas into the dock
- Retained industrial elements (if feasible)

4. Winnington Gardens

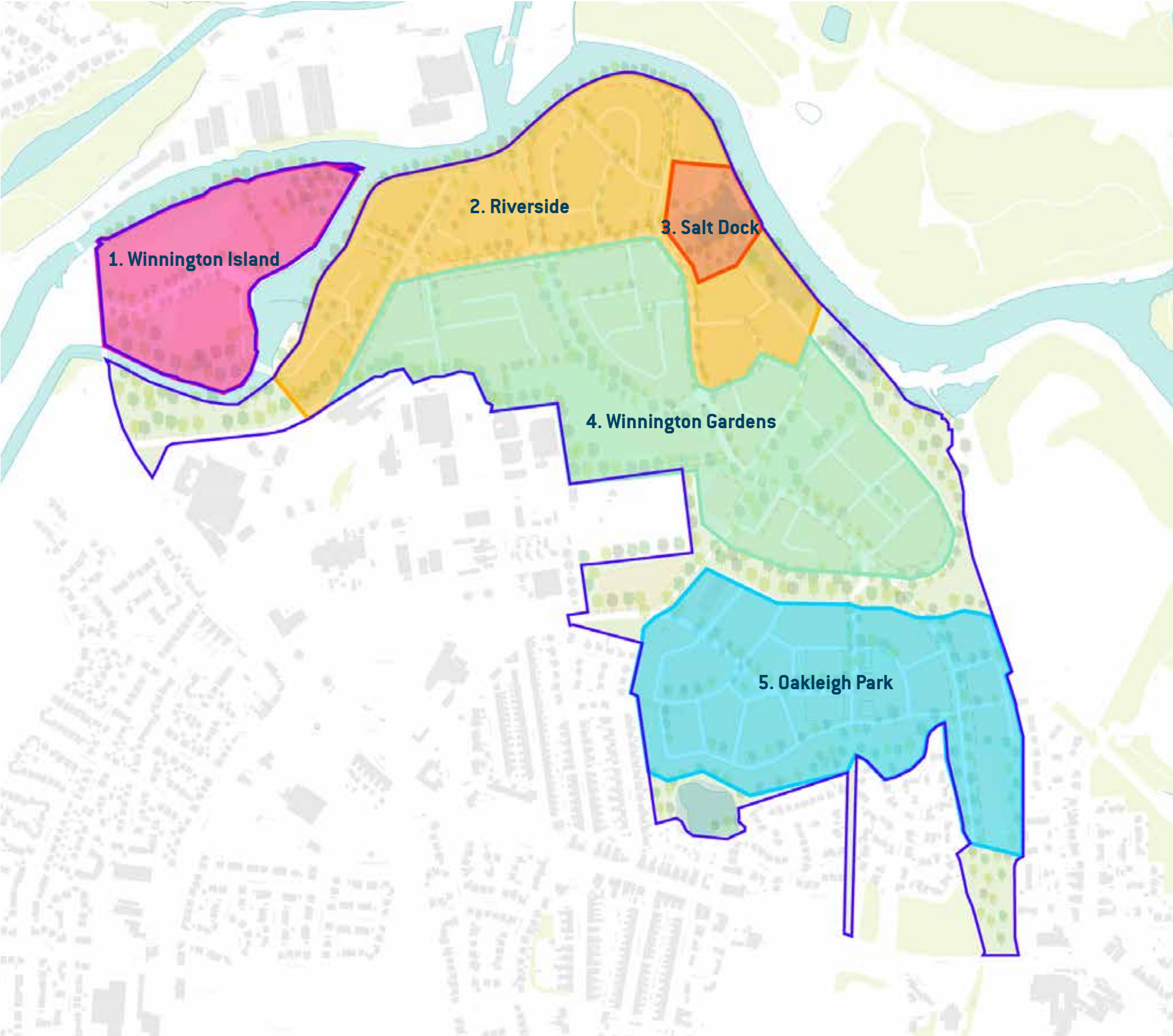
- Residential neighbourhood framed by mature woodland and interspersed at key locations with existing self-seeded trees
- Low-medium density development
- Cycle and Walking spine route
- Integrated street and block network
- Primary School and Local Centre

5. Oakleigh Park

- Residential neighbourhood framed by natural areas and open mosaic habitat and interspersed at key locations with existing self-seeded trees
- Low-medium density development in the north with higher density development close to the town centre
- Pocket Parks and Cycle/walking route to town centre
- Integrated street and block network

Table 3 - Identity Areas Key Features

Identity Areas



1. Winnington Island

5.28

Winnington Island should be a key pedestrian gateway to the Winnington Works from the north west corner of the site. The focus of this area should be to create a ‘high quality urban waterside’ community that enhances the setting of the island. The far north western corner of the site should respect the setting of the listed Turn Bridge by placing lower buildings set against new planting. The eastern ‘point’ of the island should accommodate a new park with spiral mound view point park to celebrate the views over to the Anderton Boat Lift.

5.29

There should be a strong sense of place, with a Care Home and Assisted Living, overlooking the river edge along the north east and the weir to the south. Employment development will also be provided to ensure that the development still provides jobs for local people. Residents will have immediate access to the extensive new riverside walk network, which will include public art and interpretation boards at key locations along the river. The island should be an interesting place to visit, perhaps as part of a walk or cycle ride within the linear park system and provide buildings/facilities which serve the immediate and the growing needs of residents and visitors. The form of development must help to define a strong edge to the water – establishing a simple, intimate sense of formality, adding value to the proposed residential neighbourhood

5.30

These are the key elements that inform the identity of the Winnington Island area:

- In general, buildings should be surrounded by a ‘screen’ of landscape to ensure the tranquillity of the ‘round island walk’.
- High standards of architectural design and detailing, with appropriate variation in style and character
- Views into and out of the area, including assessment of glimpse views, local views and long views in relation to the riverside and the woodland to the north.
- Innovative solutions for car and cycle parking.



River Weaver frontage



Care Home & Assisted Living



Spiral Mound view point



- 1. Anderton Boat Lift
- 2. Accessible level footpaths on 'round island' walk for Care Home residents
- 3. Tree lined river walk and cycleway
- 4. Contemporary 'warehouse' style apartments overlook the River Weaver
- 5. Riverside viewing points
- 6. Safety fencing
- 7. Courtyard gardens

Illustrative View from Winnington Island back to the main site

2. Riverside Area

5.31

The Riverside area should be the key destination in the new village and accommodate a wide range of supporting uses, providing a memorable and defining character to the wider scheme. It should have the potential to provide a variety of uses, such as restaurants and cafés within pedestrian focused spaces at ground floor and upper levels being used to accommodate higher density residential areas. The visual impact of parking should be minimised through the use of basement or under-croft parking arrangements.

5.32

This should be a vibrant mixed-use place centred around a riverside plaza, with memorable views to the Anderton Boat Lift. It should take advantage of the relationship to the River Weaver Navigation and Cycle and Walking spine route through the centre of the scheme, which should lead residents and visitors seamlessly between the Anderton Boat Lift area and the Town Centre. A landmark building at the north western end of the main space could accommodate a bar/restaurant and this could be complemented with cafés on the opposite side of the space. A convenience store at the southern end next to the Primary Street could also be accommodated at ground floor level.

5.33

The plaza should provide places for people to dwell and should encourage evening activity using restaurants and bars. The public space should contain a mixture of uses, at various scales of space, to ensure a wide cross-section of residents and visitors are catered for.

5.34

Key elements that inform identity:

- In general, buildings should be developed to four or six storeys (apartments), with a lower scale of terraced/town house accommodation (2.5 storeys) and retail pavilions (two storeys).
- High standards of architectural design and detailing, with appropriate variation in style and character.
- Views into and out of the area, including assessment of glimpse views, local views and long views in relation to the riverside and open countryside to the east.
- Create a sense of arrival and a key destination for residents and visitors alike.
- Create new attractive, safe, high quality public realm, defined by building frontages that are interactive at ground level and relate directly in use to the spaces they overlook.

- Development should promote natural surveillance and enhance the sense of enclosure to the new public realm.
- Promote vitality and viability with complementary retail uses that could include food and drink outlets, such as restaurants, cafés and sandwich bars clustered around new squares or enlivening approaches to the river.
- Provide definition to the gateways and arrival points with landmark buildings, exciting and innovative architectural approaches and public art in combination.
- Health through design features such as landmark buildings to increase legibility, benches in public areas, trim trails and disabled access.



Distinctive open spaces



Outward aspects



Views to Anderton Boat Lift



- 1. Anderton Boat Lift
- 2. Restaurant and bar
- 3. Grass areas planted up with wildflowers (SuDS potential)
- 4. Low wall boundary
- 5. Pedestrian thoroughfare
- 6. Occasional trees for shading
- 7. Balconies overlook the space
- 8. Cycle and E-Scooter Lane

Illustrative View of the public realm leading up to the River Weaver & Anderton Boat Lift

3. The Salt Dock Area

5.35

The focus of this area should be to create a ‘high quality urban waterside’ destination that revitalises this former industrial cooling pond. There should be a strong sense of place, with a wide variety of high quality bespoke, adaptable and energy efficient housing, with the focal point of a new pub and beer garden overlooking the basin. Residents of the site should have immediate access to extensive green spaces along the riverside that should include public art and heritage interpretation boards, referencing the site’s proud industrial innovation history. This part of the site should create an interesting place to visit, perhaps as part of a walk or cycle ride within the linear park system, and provide buildings/facilities that can evolve over time to serve the immediate and the growing needs of residents and visitors.

5.36

Development proposals for this area should create a high-quality waterfront destination. The character of the area is a key opportunity to create a new recreation focal point on the River Weaver navigation. As described above, the form of development must help to define a strong edge to the water – establishing a simple, intimate sense of formality, adding value to the proposed residential neighbourhood, and generating a sufficient vibrancy and activity to support the provision of new retail and other commercial functions along the waterfront. In addition to the creation of a distinct waterside setting, the proposals also enable provision of a new leisure and recreation hub for this part of Cheshire which links to the local waterways.

A key landscape theme should be post-industrial re-wilding. The basin should be planted in a manner which encourages wildlife to ensure a significant bio-diversity gain.

5.37

These are the key elements that inform the identity of the Salt Dock Area :

- In general, buildings should be developed to four or six storeys (apartments), with a lower scale of terraced/town house accommodation (2.5 storeys) and retail pavilions (two storeys).
- High standards of architectural design and detailing, with appropriate variation in style and character.
- Views into and out of the area, including assessment of glimpse views, local views and long views in relation to the riverside and open countryside to the east.
- Promote vitality and viability with a new ‘destination’ pub overlooking the re-wilded dock.
- Avoidance of single aspect north-facing homes.
- Innovative solutions for car and cycle parking.



New Waterside Pub



Retained Industrial Features



Warehouse style high density housing



- 1. Pub overlooks The Salt Dock
- 2. Public Art feature made from industrial artefacts
- 3. Apartments overlook the River and Anderton Country Park
- 4. Wildflower planting
- 5. Re-wilding of the water body
- 6. New tree planting
- 7. Retained industrial elements

Illustrative View of the 're-wilded' Salt Dock'

4. Winnington Gardens

5.38

The Winnington Gardens area should be a medium and higher density residential area characterised by the interplay between the housing and key facilities such as the proposed Primary School and Local Centre. This interrelationship should be achieved by ensuring an interconnected network of streets and lanes. A defining feature of this area will be the cycle and walking spine route which will provide a ‘green link’ between the Local Centre/School area and the Riverside to the north.

5.39

On the northern flank of the identity area, the street network will lead to the riverside frontage. In this area there should be a higher density of development characterised by three storey town houses, which will take advantage of the views. The design of the riverside interface should, however, be noticeably different from the areas further west in that the retained vegetation should be used to soften the visual interface between the new residential area and the warehouses on the northern side of the river.

5.40

The layout of the area will be designed to ensure that the Primary School and Local Centre are easily accessible by foot and cycle.

5.41

Predominantly a residential area, Winnington Gardens should be a verdant environment with views over ‘green link’. Public open space should be a key feature of this area, informal seating and play spaces should be positioned within the streetscape, creating a playable neighbourhood.

5.42

The verdant outlook of this identity area should break up the medium density built form. There could be higher densities located around the ‘green link’ and adjacent to the Principal Tree Lined Street to create enclosure.

5.43

These are the key elements that inform the identity of Winnington Gardens:

- Semi-formal character defined by a perimeter block layout.
- Retained vegetation at key locations /junctures within the built form.
- Views to the linear park.
- Enhanced access to the riverside.
- Park edge spaces that respond to existing trees.
- A mix of semi-detached and terraced forms.
- Residential development, houses only, with a mix of size and tenure.
- Predominantly two to three storey buildings.
- Semi-informal lanes.
- Linear green spaces provide a green setting to the housing with informal space and children’s play.
- Signature frontages.



Primary Tree Lined street



Homes overlook open spaces



Primary Tree Lined street



1. School Playing Fields
2. 5m dedicated shared cycle/footway
3. Boundary hedgerow and estate fencing
4. Three storey town houses
5. Shared private driveway
6. Wildflower verge
7. Tree planting

Illustrative View of the Pedestrian and cycle street through the centre of the site

5. Oakleigh Park Area

5.44

The Oakleigh Park area should be comprised of medium and lower density housing arranged in the form of perimeter blocks and occupying the land in the far south of the site. The area should be defined by street tree planting and frontage development overlooking the proposed roads to create natural surveillance.

5.45

The northern edge of the area should be defined by medium density housing taking advantage of the views towards the green infrastructure network. This medium density edge should blend seamlessly into a street and block layout in the core area, with frontage development overlooking the adjacent open spaces. In the far south east, a series of apartment blocks aligned on an east/ west axis should optimise passive solar gain and allow for higher density living in close proximity to the town centre.

5.46

A key feature of this area should be the surrounding screening planting, which should be used to visually screen the over ground steam pipes. The streets and spaces within Oakleigh Park should be designed in a manner which fosters a pedestrian and cycle dominated environment. Cars should be allowed access to these streets but the street design should foster a low speed message created by attractive shared surface design.

5.47

These are the key elements that inform the identity of the Oakleigh Park Area:

- Strong visual relationship between housing and adjacent topography.
- Park-edge feel should dominate.
- Pedestrian focused spaces.
- Shared space ‘living streets’.
- Apartment buildings as landmark and gateway buildings in the far south east.
- Linear east/west tree lined streets.
- North/south ‘walks’.
- Housing overlooks the main park.
- Medium-density residential development, predominantly family houses with a mix of size and tenure.



Homes overlook open spaces



Green Infrastructure



Lower Density Development



- 1. Family housing
- 2. Raised planters for sustainable food production
- 3. Linear Park low planting
- 4. Local Park
- 5. High quality pedestrian crossing
- 6. High quality cycle provision
- 7. Street tree planting

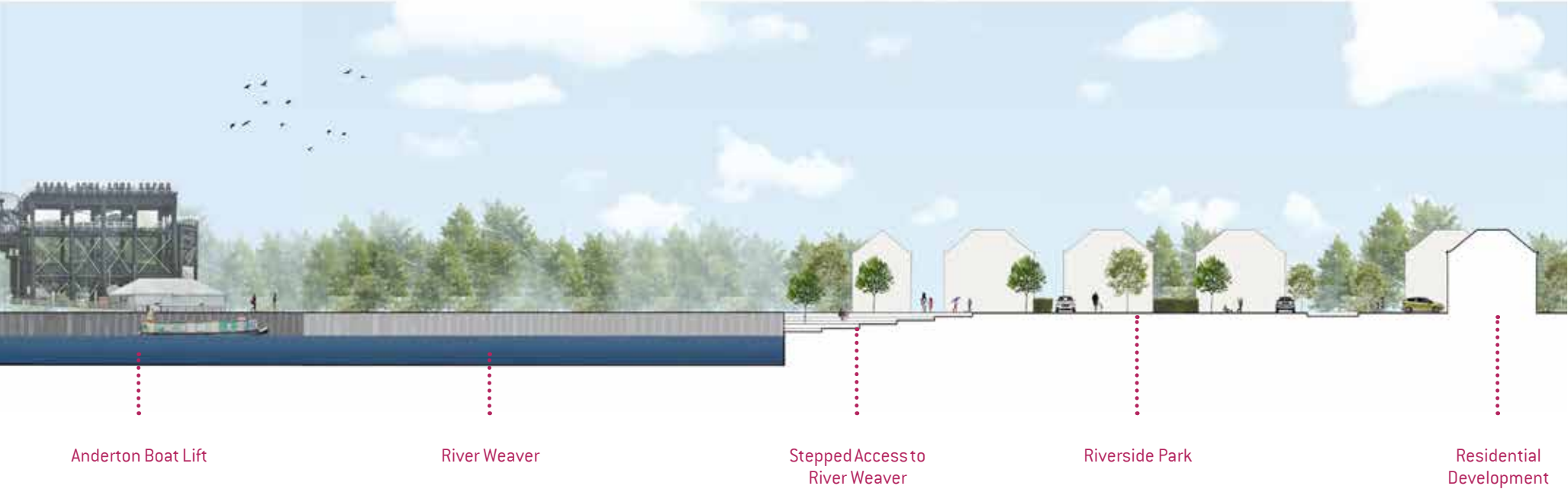
Illustrative View of the family housing either side of the Primary Street

Indicative Cross Sections

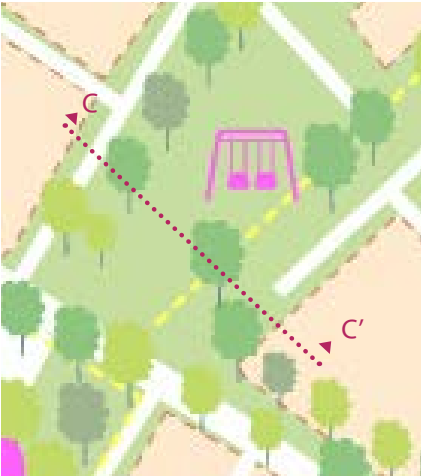
1. Riverside Walks



2. Riverside Park towards Boat Lift



3. Winnington Park



Primary School

5.48

The primary school should be designed to accommodate a 1.5 form of entry. The building should be situated at a pivotal point opposite the Riverside area and on the Principal Tree Lined Street. As such it should be a highly visible building and the quality of the architecture should respond accordingly. The key features of the school and its curtilage should be as follows;

- **Bus Stops** - There should be bus stops outside the school on the Principal Tree Lined Street
- **Pedestrian/Cycle Route** - The main shared pedestrian and cycle way should run alongside the school site. This should ensure that there is no conflict between children and cyclists during busy periods as they access and egress the school.
- **School Building** - The main school building should be highly visible to everyone moving along the busy Principal Tree Lined Street. As such the building should need to be an iconic feature.
- **Access** - The vehicular access for teachers and servicing should be in the south west corner of the school site. Parking for staff should also be in this area. Potential for electric charging points will be considered.
- **Drop off/pick up** - There should also be a drop off/pick up area in the space provided in front of the school.
- **Safe crossing points** - This part of Principal Tree Lined Street should be designed to allow safe crossing between the local centre and the school. This encourages children to walk to school.



A new Primary School will be a key feature of this area

Local Centre

5.49

The Local Centre will be designed to be a well-defined and recognisable character with a mix of uses and higher density apartment living. The wide space in front of the Local centre will act as a focal point in this area and accommodate an equipped play area. It will be a sunny south facing space for cafés and shops to 'spill out' onto. The active 'parade' of commercial units will define the public realm for informal use by residents and visitors, as well as providing an opportunity to host planned community events. High-quality materials will be used within the public realm to highlight the importance of the streetscape as a gateway area. The space will be activated further by balconies fronting the main space and primary street to provide continual overlooking and activity.



The Local Centre will be accessible to all on foot and cycle

Public Realm and Landscape

5.50

A comprehensive landscape strategy should ensure adequate open space, legibility and connectivity throughout the site, with public realm of an exceptional high quality but easy to manage is expected. It will include the creation of a formal Riverside walk and the naturalistic treatment along green corridors with distinctive landscape treatment in each of the character areas.

5.51

The developer proposals shall include a phased programme of implementation, information on boundary treatment and local distinction.

5.52

The landscape design should help to tie the development together and create a coherent and unified structure for the site. It will include naturalistic landscape treatments along the hedges and green corridors, and distinctive landscape treatments in each of the public park areas. The use of native planting of local provenance shall be used where practical; and planting shall be appropriate to the drainage and soil characteristics of the site; and to encourage net biodiversity gains.

5.53

Development proposals should be accompanied by a plan illustrating indicative landscape principles for the site. The future management and maintenance arrangements for the open space and landscaping are expected to be dealt with through planning conditions/obligations.

5.54

The scheme should be focused on the provision of a major new publicly accessible park at the heart of the development, as well as the riverside linear public realm along its northern edge. These areas will be memorable and distinctive community spaces with a diverse range of landscape character leading from the elevated areas in the south to the River Weaver in the north. The site will comprise a series of interconnected parks and greenspaces which extend from the Riverside area in the north to Winnington Lane in the south east. This space should accommodate sustainable drainage features and become a magnet for pedestrians and cyclists as a sustainable movement corridor.

5.55

The wide range of open spaces provided throughout the scheme should be evenly distributed and of various sizes to accommodate a wide range of children's and

young adult play spaces. These should be designed in accordance with Play England's guidance Designed for Play, which includes provision of natural play as well as more traditional equipped play facilities.

A broad range of activities can be catered for in terms of Green Infrastructure in the scheme, including:

- Informal play space
- Provision of outdoor gyms and fitness trails
- Informal recreation & sport
- For providing attractive walks & cycle routes to work
- Offering landscape and amenity features also areas of formal planting
- Providing areas for wildlife
- Areas promoting opportunities for dog walking
- Areas for hosting events

5.56

The open space strategy seeks to create a series of connected places which are connected by a series of footpaths and cycle routes. The key spaces are set out below:

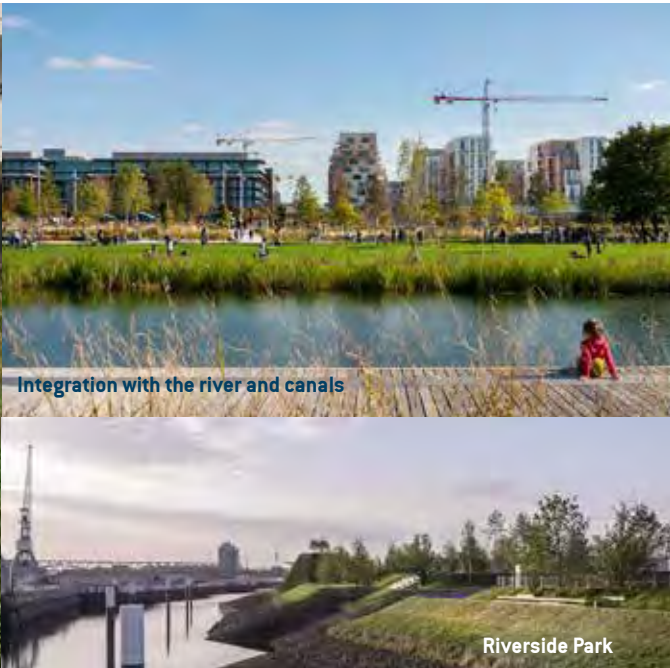


Figure 15. Wider Landscape Context





1. Boat Lift Approach

5.57

The Boat Lift Approach area should form the main focal space for the scheme. The space can be wide and generous, allowing a flexible range of activities and functions associated with the river front and the ground floor mixed use activity. There is an opportunity for a focal space opposite the Anderton Boat Lift onto which the active ground floor uses can 'spill out'.

2. River Weaver & Round Island Walk

5.58

This should be a greatly enhanced linear recreation corridor with trim trails, cycleways and play on the way. Tree planting should help soften the development edge. Housing to the south of the space should be positioned to ensure there is natural surveillance over pedestrian and cyclists. It should, however, be set back in a manner which allows for formal tree planting and verges to soften the interface between built form and public open space.

3. Salt Dock and Riverside Park

5.59

The Salt Dock and Riverside Park area will be an important new place on the wider River Weaver Walk. It will be defined by post industrial re-wilding of the existing basin and new attenuation ponds all sited next to the River with signature views over the Anderton Country Park.

4. Brunner Mond Park

5.60

A multi-functional space incorporating informal recreation and play, the footpaths and cycleways will create a sustainable movement corridor for efficient links throughout the scheme. The space should benefit from



strong visual links/vistas between the housing and the river. It should be well overlooked and contain a mix of informal and formal characteristics, with contrasts in planting styles, mowing regimes, sinuous and linear path arrangements.

4. 'Green Link'

5.61

To ensure that the riverside spaces can be connected as part of a circular walk through the new neighbourhood a green link will be provided through the centre of the scheme. This route will be dedicated to walking and cycling through the provision of a 5m wide shared cycle footway. Either side will be planted with street trees to create an attractive shaded route.

5. Allotments

5.62

The POS network will also accommodate allotments and community orchards. These spaces should offer opportunities for the local residents to manage, maintain and eat their own produce. This can include a variety of apples, pears, plums and cherries, including local or rare varieties. In addition, the native hedgerows should include edible berries such as sloes.



Riverside walk & trim trail



Riverside safety



Informal Open Spaces



Fitness Trails



Play areas and sports



Allotments

Interface with retained infrastructure

5.63

The concept masterplan has been designed to successfully accommodate the retained utilities across the site. New residents should never see many of the utilities as they are underground, however there are a number of utilities which should need to remain in situ above ground. These are as follows:

- Over head power lines
- Steam pipes

5.64

The overhead power lines should be treated in the standard manner by retaining a 15m offset from the outer cables. Public open spaces should be permitted underneath although it will not be suitable for playing pitches as there is a risk that people could use the space for kite flying.

5.65

The steam pipes which run across the site broadly on an east/west axis into the operational plant are raised above ground on a metal frame and can be as high as 4.2m. This structure will extend for some 700m through the new neighbourhood. In some cases housing should be on both sides and in other locations, the housing is just on one side. It should be noted that the same steam pipes run through other public parts of Northwich.

5.66

To ensure that the visual impact of the steam pipes is minimised a series of screening measures should be incorporated such as native hedgerows. Where possible and where the space is available dense planting should be used to achieve a visual screen.

5.67

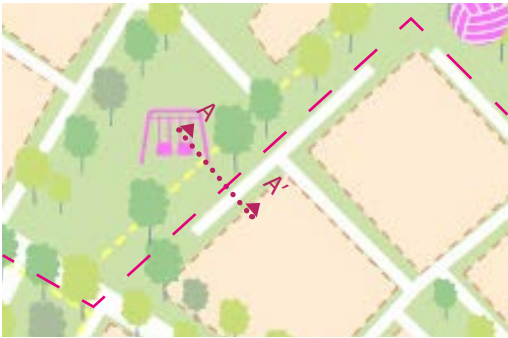
Where it is not possible to achieve new planting, alternative screening measures should be considered. This could take the form of a 'living wall' screen utilising commercially available solutions. The sections below show the different solutions for the varying conditions along the length of the steam pipes easement.



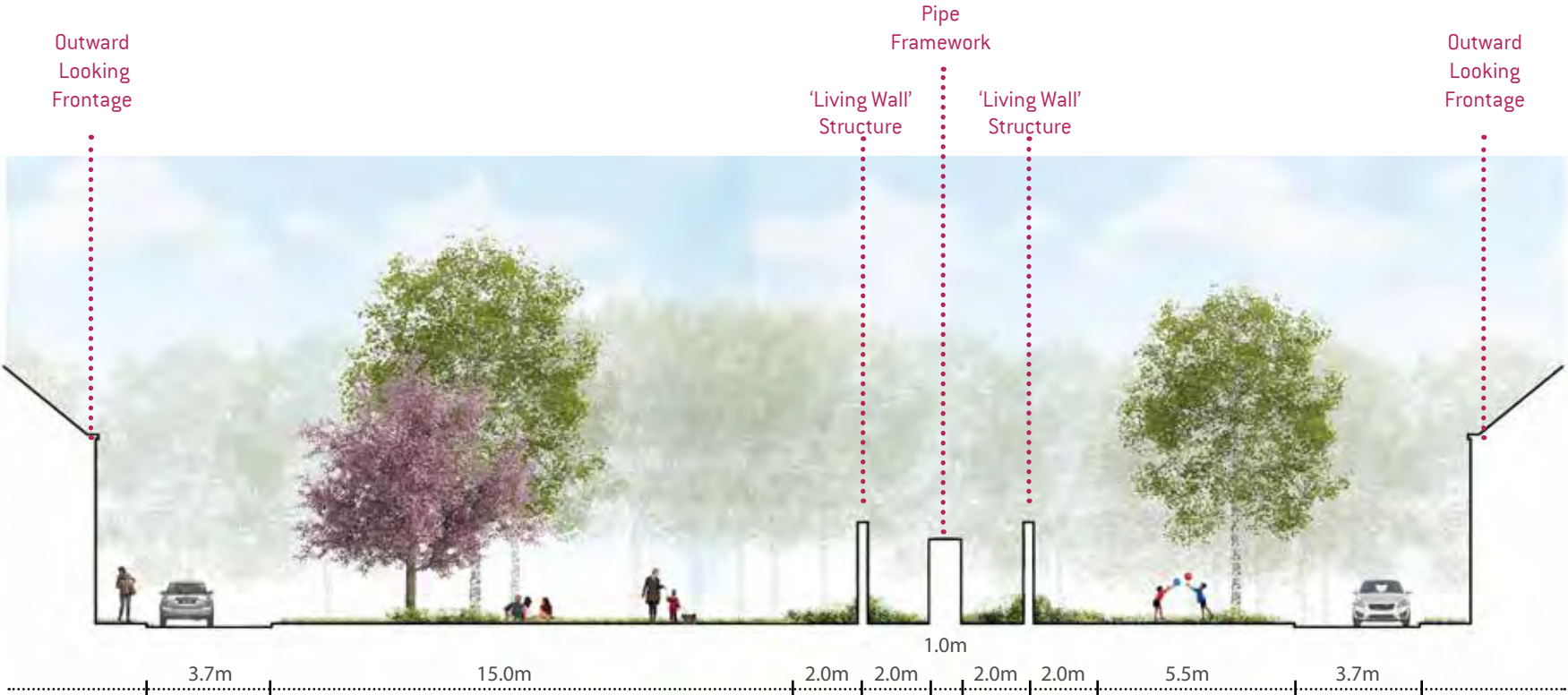
Steam Pipes



Industrial Infrastructure



Treatment of Steam Pipes



Architectural Grating - Piazza Green Wall



Architectural Grating - Piazza Green Wall



Plant Support Systems for regular walls

Movement Strategy

5.68

The site is accessed from the A533 corridor and this provides a link to the wider movement network. The following section sets out some general design principles to establish a clear hierarchy of streets, within the scheme, which reflects different street uses and design characteristics. The purpose is to encourage a legible, low-speed street network that balances the requirements of all users and promotes sustainable modes of travel.

5.69

Vehicular movement is only one function of a street; streets within the development should have a multitude of functions, including place making. Streets in the Riverside Area should form places that provide for wider uses than movement alone, such as social interaction, and play opportunities.

5.70

A strong relationship between streets, buildings and green infrastructure/ open space should combine to provide a well-defined and distinctive character throughout the development. Streets should be designed to be inclusive of all people regardless of age or ability. Where an aspect of any street unavoidably prevents its use by all, an alternative option is to be provided.

5.71

It is important to design streets that provide for all street activities - not just movement. Where active frontages are proposed along streets, foot ways should provide sufficient width to accommodate anticipated human behaviour.

5.72

Streets should be planned to incorporate self-enforcing speed reducing measures. The arrangement of streets in relation to buildings and public space can be used to create horizontal deflection and reduce sight lines which should naturally limit vehicle speeds where possible.

5.73

Where highway design features such as bollards, chicanes and raised tables are necessary, such features are to be designed into the scheme such that they are not, overtly, solely provided for highway purposes.

5.74

In providing a development that offers sustainable travel opportunities it is important to consider the requirement of public transport from the outset. The Principal Tree Lined Street should be designed to accommodate public transport and should be designed with adequate widths that allow for frequent bus movement and stops within a short walk of new homes.

5.75

The design and structure of the proposals set out a clear hierarchy of streets and spaces. The block structure encourages the ease and choice of movement by foot and creates an understandable network of streets and spaces to enable people to find their way around.

5.76

In accordance with ‘Local Transport Note 1/08’ (DfT, 2008), attempts are to be made to reduce traffic signs, signals, lighting columns and other street furniture in order to avoid the street-scene becoming cluttered and causing obstruction to users. Street clutter normally occurs over time, however through the design of well laid out streets and careful consideration to the application of street elements at the detailed design stage, the impact of street clutter can be reduced.

5.77

Legibility should be established through the use of the distinctive street types:

- A tree lined Principal Street which should be a unifying feature which binds the core parts of the scheme.
- Secondary Neighbourhood Streets which radiate out providing access to all parts of the site.
- Mews Streets.
- Shared Private Drives.



Sustainable Transport



Cycle Links



Tree Lined Routes



Inclusive Streets

Figure 16. Street Hierarchy

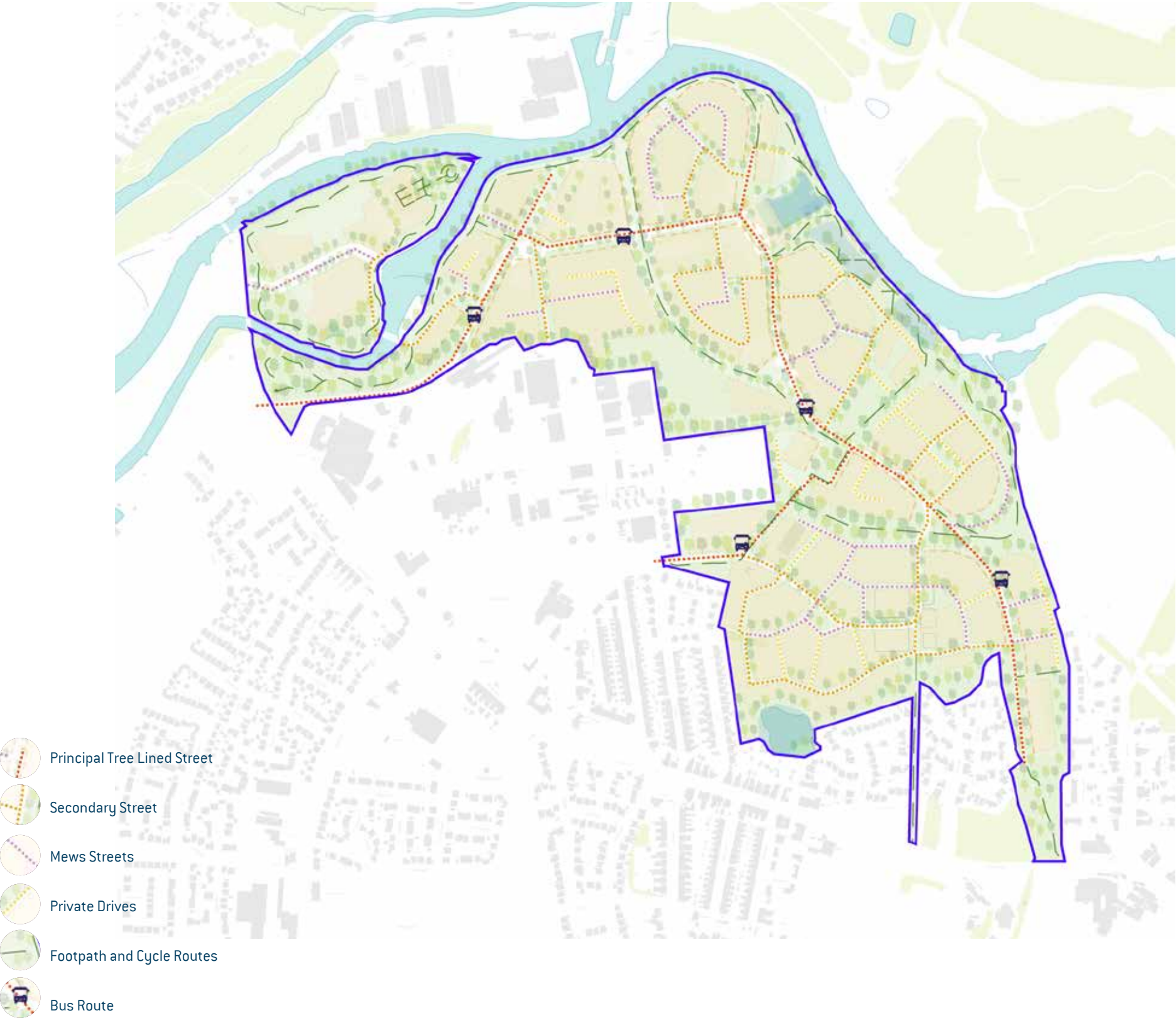
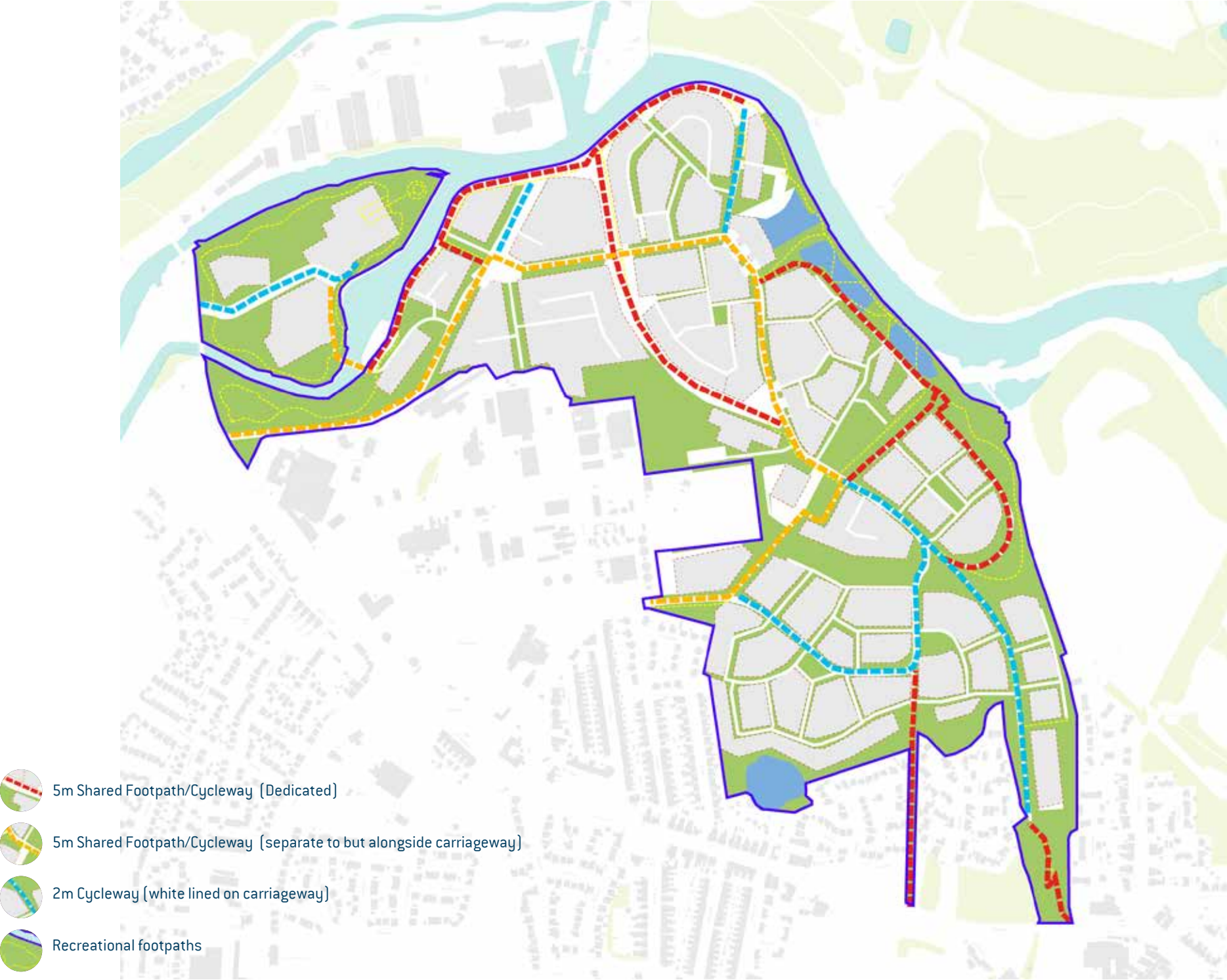


Figure 17. Pedestrian and Cycle Network





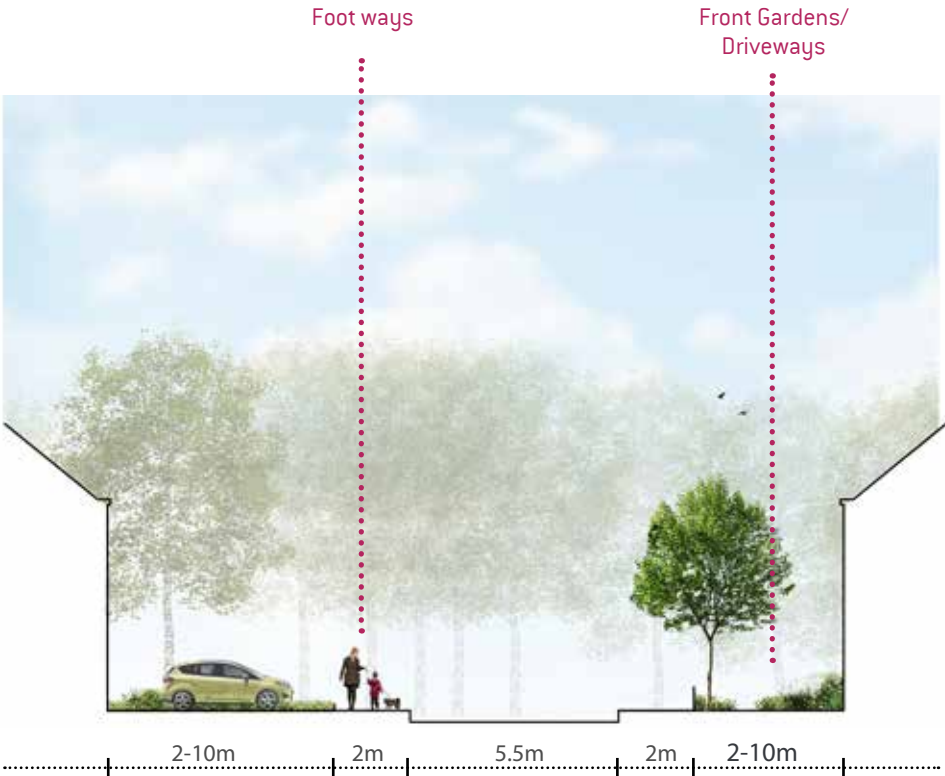
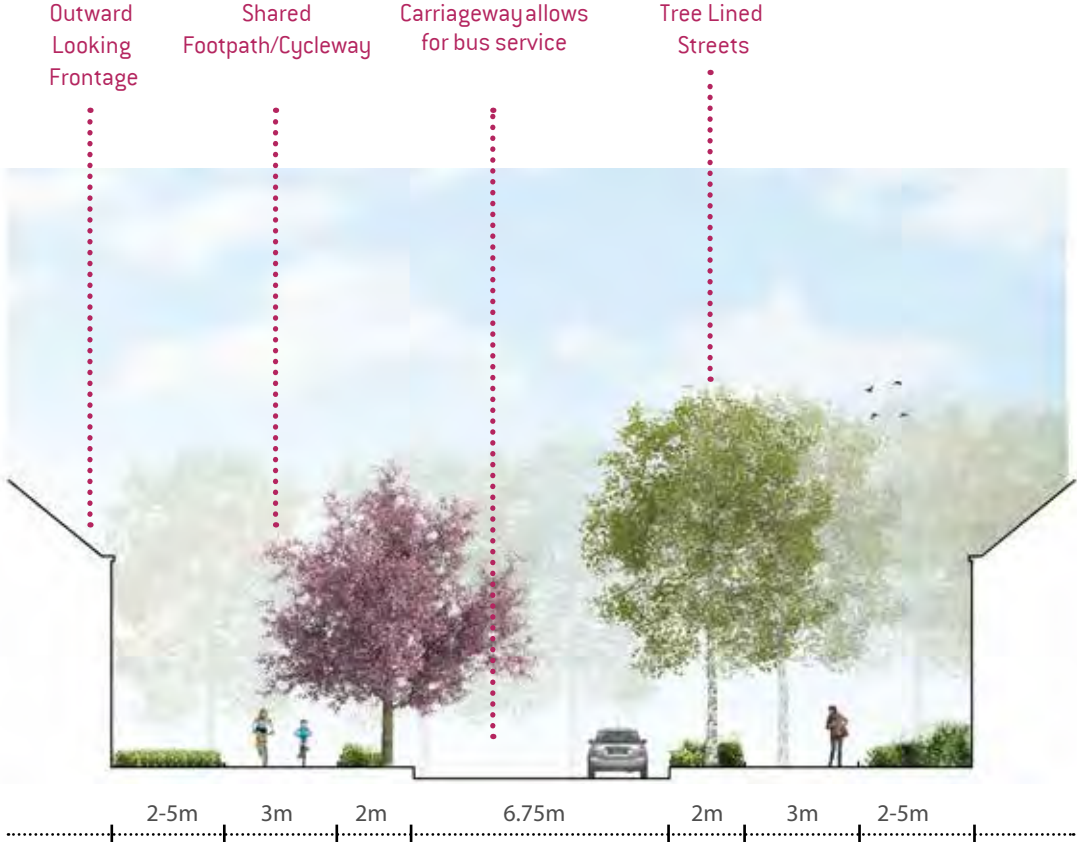
Principal Tree Lined Street

5.78
The principal tree lined streets should provide the main movement route into and through the scheme for all forms of transport. This street should be designed as wider 6.75m carriageway, to allow for a bus service to operate through the development, with verges to allow for street trees with safe footpaths for pedestrians. A 3m shared footpath cycle way should run along the route linking the riverside area to Winnington Lane in the south east.



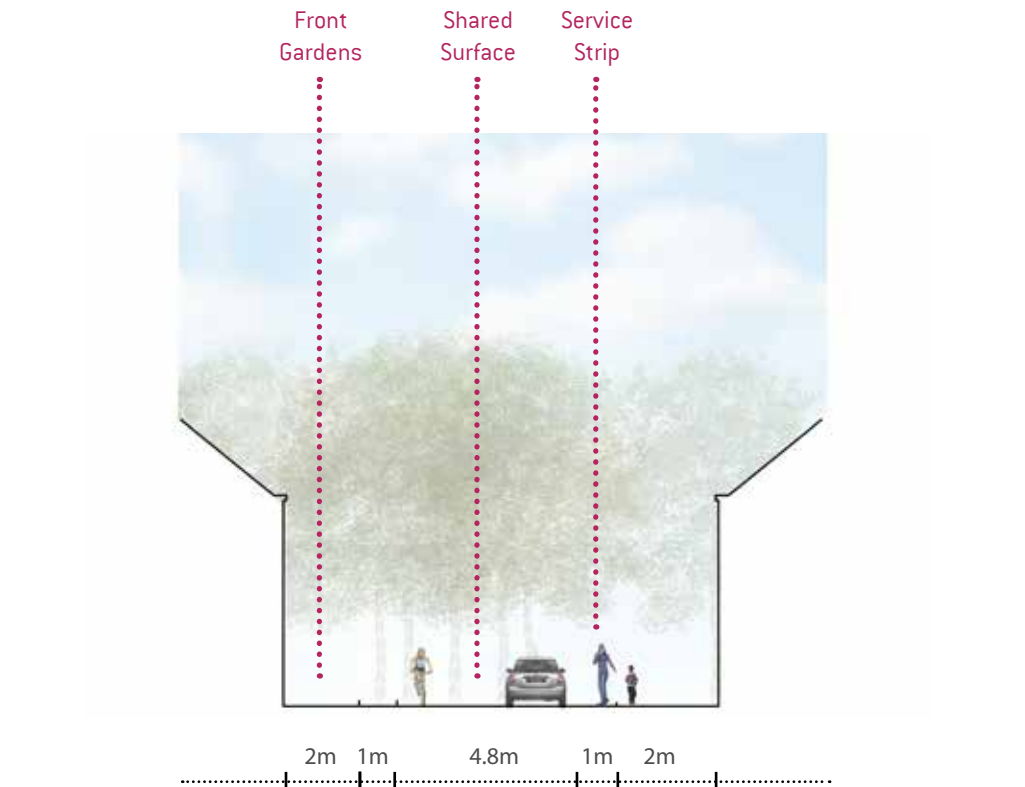
Secondary Street

5.79
The secondary streets form the main access routes to blocks within the proposed development. Priority should be placed on the design for pedestrians and cyclists, as well as providing access for vehicles (except buses). Streets should be designed to provide a more formal arrangement, and this should be reflected in the proposed arrangement of buildings, footpaths, and traffic calming.



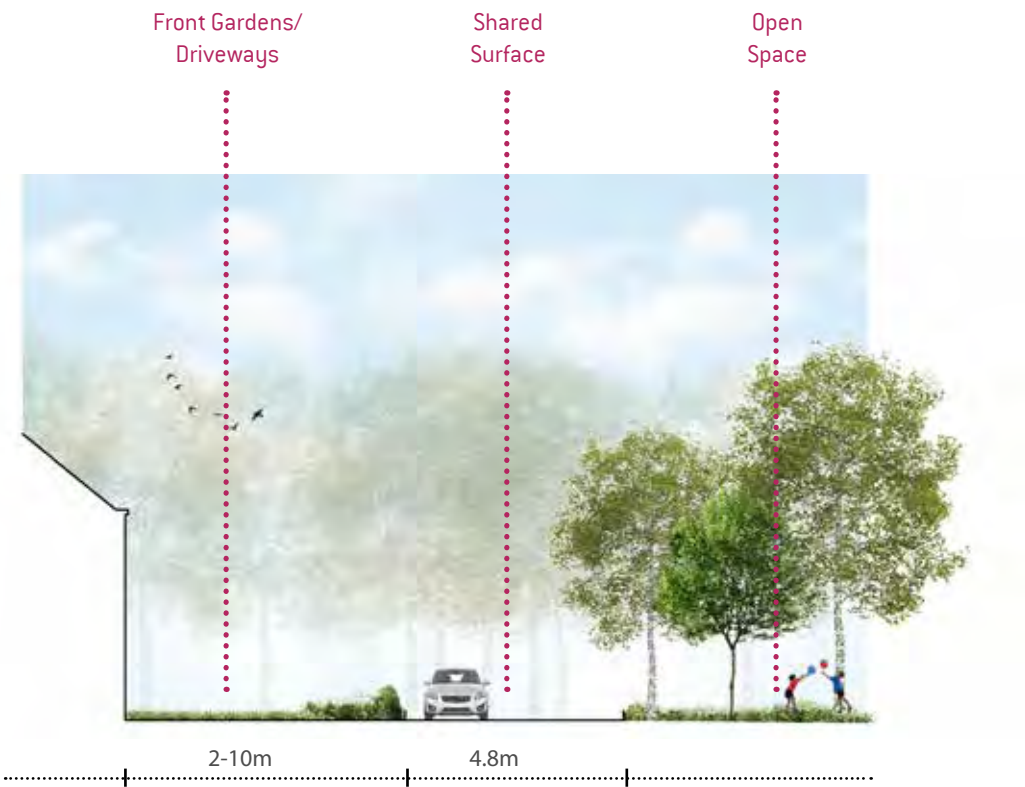
Mews Street

5.80
Mews Streets create intimate spaces with good surveillance, where pedestrians and cyclists have priority over vehicles. The route for vehicles through the space should be wide enough to provide access for removal vans, refuse vehicles and fire tenders, with spaces to allow vehicles to pass.



Shared Surface Street

5.81
Shared Surface Streets should be defined in such a way as to be clearly perceived as low order streets and should generally have an informal character, either through the built form or landscape structure.



Footways and Cycleways

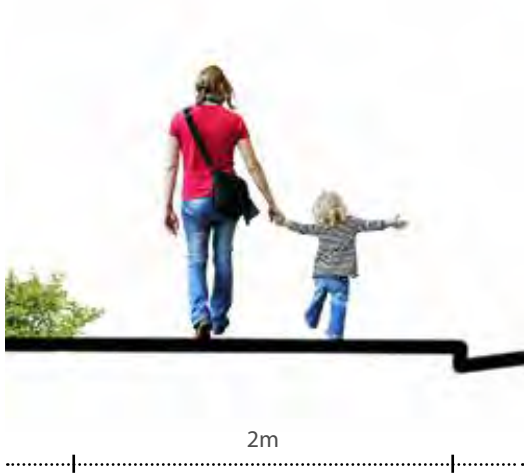
5.82

Footways should be a minimum of 2m in width. Pedestrian cycle routes must be 3.5m in width to comply with Local Highways Authority requirements:

- Barrier free and direct routes should be created;
- Routes should be safe, attractive and well lit;
- Routes should be capable of being used by everyone and should consider surface treatments and street furniture to aid orientation and way-finding;
- Routes should be overlooked by properties with good levels of natural surveillance; and
- Separation between pedestrian and cycle paths.



Pedestrian Walkway



Shared Footway/Cycleway



Car Parking

5.83

The following principles should be applied for proposed parking in new residential areas within the site:

- Resident and visitor parking should be located so that it does not dominate the street scene;
- Street trees and landscape features should be used to break up long lengths of on-street parking bays and it is recommended that a tree or vertical landscape feature be used every 4 bays;
- A mixture of parking solutions is encouraged and over reliance on a single solution should usually be resisted. A mix of allocated and unallocated spaces with a mix of provision for these spaces is encouraged;
- On-street and on-plot parking should be convenient, accessible and as close to residential properties as possible. It should also be overlooked by habitable rooms which face onto the street. Where on-street parking is provided, it shall be broken-up by appropriate landscaping;
- Whilst parking should typically be at the front or

sides of properties to create active streets and promote natural surveillance and rear parking courts are discouraged there may be some exceptions or circumstances where parking at the rear of buildings is acceptable or necessary such as in places along the spine road where it is preferable to minimise the number of accesses. In these instances applicants should be expected to justify the proposed approach and adhere to the guidance contained in the Parking Standards SPD (2017);

- All parking areas should be constructed from permeable paving unless it is demonstrated to be unsuitable;
- Parking areas should conform to guidance stipulated within CWaC’s adopted Parking Standards SPD (2017);
- Electric vehicle charging points shall be provided in accordance with the adopted Parking Standards SPD (2017); and
- Car parking in the Local Centre and Primary School shall conform with guidance contained within the Parking Standards SPD (2017) in so far as it is relevant, unless there are robust and justifiable reasons for a deviation away from the guidance.

Safety and Security

5.84

The developer must consult with the Crime Prevention Design Advisor at an early stage in the design process: initially, regarding design and layout and subsequently, regarding any additional physical security or community safety requirements.

5.85

Most importantly, the layout of the development should avoid the creation of areas of public realm that are ‘leftover’ and not overlooked by any development, as they can become areas of anti-social behaviour. Furthermore, there should be no ambiguous space in terms of ownership.



Driveways and Garages



On-street Parking Solutions



Electric Vehicle Charging Points

