



Countryside
Partnerships



Linden
HOMES

Part of the **Vistry Group**



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INTRODUCTION

SECTION
01

1.1 Foreword

This Design Code has been prepared on behalf of Countryside Partnerships in respect of the Peel Hall site on the northern edge of Warrington which has the benefit of Planning Permission for:

“A new mixed use neighbourhood comprising residential institution (residential care home – Use Class C2); up to 1,200 dwelling houses and apartments (Use Class C3); local centre, including food store up to 2,000 m² (Use Class A1); financial and professional services; restaurants and cafes; drinking establishments; hot food takeaways (Use Classes A2-A5 inclusive); units within Class D1 (non-residential institution of up to 60 m² with no single unit more than 200 m²; and family restaurant/ pub up to 800 m² (Use Classes A3/ A4); primary school; open space including sports pitches with ancillary facilities; means of access (including the demolition of 344, 346, 348, 458 and 460 Poplars Avenue) and supporting infrastructure.”

Condition 4 of the planning permission (ref. 2016/28492 granted on appeal ref. APP/M0655/W/17/3178530RD) limits the number of dwellings to 1,200. Condition 5 limits the commercial floorspace to those identified in the description above. Condition 6 approves details of the access arrangements into the site (drawing numbers: 140367-D-002 Rev B; 1107 30/H; 1107 11/L; 1107 9/M; 1107 10/N; 1107 08/P; 1107 12/Q). Condition 7 requires that any reserved matters applications be in accordance with the approved Parameters Plan (drawing no: 1820_35 Rev. A) and Landscape Masterplan (drawing no: 1820_36).

Condition 8 requires the submission of a detailed Masterplan and Design Code having regard to the principles established by the previously submitted: Design and Access Statement;

- Illustrative Local Centre Family Pub Masterplan Option A 140367-B-012 Rev B;
- Illustrative Proposed School Site Masterplan Option A 140367-B-015 Rev A; and,
- Indicative Sports and Recreation Provision 1820_28 Rev J.

The condition also requires regard to be had to the National Design Guide (NDG) and National Model Design Code (NMDC). This Design Code has been prepared to address the requirements of condition 8 and the plans and documents identified above. It seeks to assist in creating a comprehensive well planned development to deliver a cohesive solution that provides good urban and architectural design. It has specifically had regard to the NDG and NMDC which advises at paragraph 5 that:

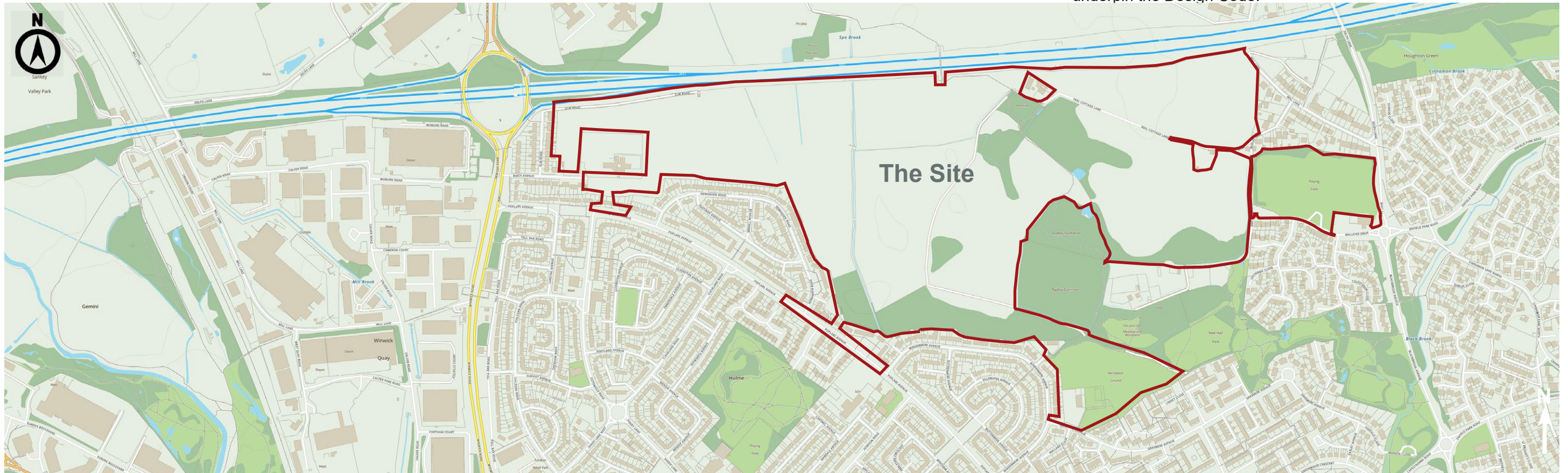
“A design code is a set of simple, concise, illustrated design requirements that are visual and numerical wherever possible to provide specific, detailed parameters for the physical development of a site or area.”

It is noted that the need for a detailed phasing plan is dealt with by condition 10 of the planning permission. The phasing of the infrastructure required by the permission as set out in the various other conditions is a key aspect considered by this Design Code.

The Design Code establishes a framework and set of design rules and requirements to ensure the or creation of a healthy, safe, green, environmentally responsive, sustainable and distinctive place, with a consistent and high-quality standard of design. It responds to the national policies on design set out in the National Planning Policy Framework (NPPF) as well as local policies in the Development Plan for Warrington and related guidance. In terms of the NDG, specific regard has been had to the 10 characteristics of well designed places.

In terms of the scope of this Design Code, it sets out as a starting point the requirements of the aforementioned planning permission, including the approved plans. The geographical scope of the Design Code is the full extent of the site which has planning permission.

The planning permission including the DAS and other documents referred to above are important context and have established the underlying principles that underpin the development. It is not necessary, possible or appropriate to revisit this starting position as part of this Design Code exercise. This document therefore does not rehearse this history but uses this as part of the baseline and the principles that underpin the Design Code.



Aerial view of Peel hall development site with site boundary edged in red

1.2 Design Vision

This Design Code has been subdivided into chapters as follows:

Chapter 2 – Site Location, Context, Opportunities and Constraints

This chapter sets out to establish the baseline position bringing together and assessment of the site, its location and its immediate context. This includes some contextual information relevant to the site and the surrounding urban grain.

Chapter 3 – Masterplan, Uses and Phasing

This section provides some explanation of the basis for the proposed Masterplan approach, by reference to the analysis set out in Chapter 2, as well as the previously approved plans and documents. It also considers issues around phasing and timing of various aspects of the development.

Chapter 4 - Movement

This chapter will establish the internal movement network and compliance with Manual For Streets. It also considers streetscape materiality and the provision of Electric Vehicle charging facilities.

Chapter 5 – Identity / Character Areas

This chapter broadly establishes the character areas and expands on the design and construction details that define these character areas, governing their massing, density, materials and implementation strategy to ensure that the design principles established earlier run throughout the development.

This chapter also establishes the design principles and relevant documentation governing the layout of both the residential development and the other uses (including the local centre and primary school). Details are also provided for street typologies, build lines, parking and security considerations.

Chapter 6 – Built Form

The principles relating to the provision of hard and soft landscaping, surface treatments and the implementation of planting, maintenance and street lighting will be established in this chapter. Additional Streetscape details such as signage, footways and cycleways will also be presented here.

Chapter 7 – Nature / Green Infrastructure

The overarching strategy as to how people will move through the site and interact with areas of Public Open Space will be established in this chapter. This will directly inform future developers and designers of the pedestrian and cycle infrastructure routes that run throughout the development.

Chapter 8 - Conclusion

This chapter will summarise the document, finalising the design parameters and principles in a concise manner.

The vision of this development is to develop and deliver a mixed use scheme comprising 1,200no. houses of mixed size, tenure and character. Non-residential use will form a 'Local Centre' of mixed uses, providing amenities such as shops, medical facilities, leisure and administrative facilities. Dedicated areas have been assigned for the provision of a Primary School, Care Home and a number of Community Allotments.

The proposed dwellings and community facilities will be divided into distinct character areas, each providing an easily distinguishable streetscape through material and typological variation. Visually distinctive 'vista' plots and streetscaping will aid wayfinding through the development.

The development will be underpinned by a robust transportation network that links vehicular travel routes with public transport and non-vehicular infrastructure such as cycle or pedestrian paths that run throughout the development. A dedicated public transport route will run through the site, connecting the development to the surrounding settlements, further integrating the development into the surrounding urban grain.

A 'green thread' of landscaped public open space will run through the development, ensuring that all existing and future residents will have access to open space and play provision while enhancing biodiversity and native species retention. To further enhance the contribution to rewilding and species conservation, a large Habitat creation Zone is proposed where the development abuts the adjacent M62. Additionally, many of the existing hedgerows and blue infrastructure features will be retained and enhanced.

The final development will deliver a coherent, high quality urban environment that will knit with the existing vernacular in a complimentary way, providing improved amenity for existing and future residents that will provide a sustainable, modern living space.



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**LOCATION, CONTEXT, CONSTRAINTS AND
OPPORTUNITIES**

SECTION
02

2.1 Defining Area Types

The site is located to the south of the M62 motorway, adjacent to Junction 9. The site is currently predominantly a greenfield site but is within the urban area. The M62 motorway forms a strong northern boundary. The approved access points are from Birch Avenue in the west, two locations on Poplars Avenue, Grasmere Avenue, Blackbrook Avenue / Mill Lane to the west, and Mill Lane to the north west. These roads are already predominantly residential and the outline planning permission approved specific junctions from those roads, and defined the capacity of those junctions.

The purpose of this chapter is to inform any future developers and designers of the character of the adjacent urban grain.

A series of access limitations from the various site entrances determine the number of properties that can be served from each entry point:

- Two access points from Poplars Avenue serving 150 and 180 units;
- Birch Avenue access to serve 20 units;
- Proposed roundabout junction from Mill Lane / Blackbrook Avenue serving 700 residential units;
- Access road from north Mill Lane to serve 150 units.

The access limits listed above allow no more than 1200 residential units to be provided.

Windermere Avenue:

A suburban road with a mix of semi-detached and mews houses branching from Poplars Avenue. The rear of these properties will back directly on to the development site. As with Poplars Avenue, large areas of greenspace and open front gardens widen the interface distances. A wide variety of boundary treatments allow the development to address the road in several ways.



Poplars Avenue:

This road serves a large modern housing estate through which it is planned to access the development site in several places. The carriageway is 7.5m wide for most of its length with large areas of greenspace providing a broad boulevard space separating the build lines to either side. It is important to note that this road does not provide a through-route to Winwick Road.



Elm Road:

A primarily suburban street serving a limited number of existing dwellings to the west of the site. It is intended for this road to provide limited maintenance access to the north of the development site. This road is characterised by a nominal 4.5m wide carriageway with footpaths on both sides. Generous front gardens allow for significant interface distances and a variety of boundary treatments.



Mill Lane:

This is a semi-rural road with a more urbanised area to the north where it adjoins the development site. The carriageway is approximately 6m wide for most of its length. This is an extended through-route between the nearby settlements of Padgate and Winwick. The character of this street varies from the rural interface with tree-lined roads to suburban housing to the north and southern extremities.



2.2 Poplars Avenue Character

The urban area directly adjacent to the southern edge of the site is characterised by the post-war (1950-1970) housing developments surrounding Poplars Avenue, an arterial route with generous grass verges and tree planting.

The urban grain of this area is defined by rhythmic repetition of terrace blocks containing between four and six dwellings with approximately 5m front gardens with reinforced boundaries of either hedges or fences. On side streets, the wider blocks are interspersed with semi-detached dwellings.

Parking for the end plots of these blocks is served adjacent to the dwellings (with some garages established post-construction). Generally no parking provision beyond on-street parking is provided for mid-streetscene dwellings however, some driveways have been provided post-construction.

Dwellings on the north edge of this area back onto the development site with exposed rear gardens and boundaries

Infill areas of public open space are common throughout this area and serve to disrupt the urban mass and increase direct interfaces between dwellings.

Material usage throughout this area is largely consistent, with red or brown facing brick dominating the palette along with slate roofing. White render or pebbledash have been used occasionally as feature materials. Flat canopies, chimneys and brick window heads are common architectural features above doors. Due to the changes implemented post-construction window design and fenestration vary greatly however, white UPVC is the dominating material. Likewise, door configurations vary greatly however, white UPVC / composite doors are the most common.

It is important to note that there is no through-route from poplars avenue serving Winnick Road however, there is a local circular bus route that runs throughout the area.



Brick chimney on slate roof typical to the Poplars Avenue area.



Typical white UPVC window with brick window head, common throughout the area.



Composite door with flat canopy, present on most dwellings along Poplars Avenue.



Typical red brick, used throughout the area as the predominant facing material.



Gabled and shallow-hipped roofs are both used throughout the area in irregular patterns.

2.3 Mill Lane Character

The small grouping of dwellings located to the eastern edge of the site on Mill Lane are a mix of contemporary detached houses (built C. 1990-2000) and older traditional detached houses (built C.1900). As such the area is characterised by a blend of traditional and modern design principles.

The large, detached units allow for variations in character. Plot orientation is intentionally rural, with dwellings plotted at different angles and in small groups. The dwellings are set back from the road, with approximately 10m front gardens with reinforced boundaries of almost exclusively brick walls with a secondary treatment such as hedges or fences.

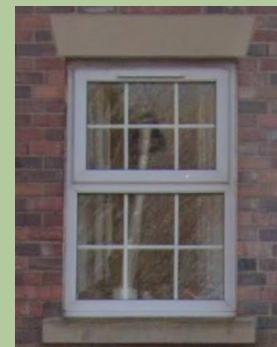
Parking for dwellings in this area, due to the limited space adjacent to the road, are all served in-curtilage with either integrated garages or driveway parking. Conversely, no parking provision has been provided on-street.

Dwellings on the western edge of this area back onto the development site with exposed rear gardens and boundaries

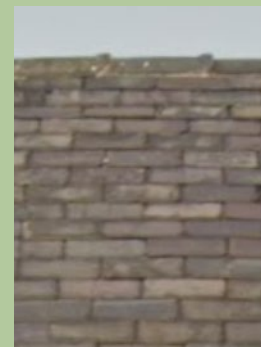
The residential density in this area is relatively high however, large areas of public open space are present to the north, adjacent to the M62.

Material usage throughout this area is varied, with red or brown facing brick, render and, slate or clay roofing tiles. Pitched canopies above doors with timber detailing are common. Stone window heads and cills are common architectural features. Window design and fenestration vary greatly however, timber casement windows with Georgian bar are the predominant style, typically in grey or white. Door configurations also vary greatly however, composite doors are the most common in a variety of colours.

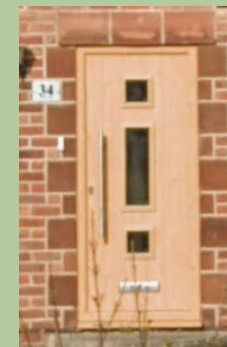
This area connects with the site to the west via Radley Lane, a public right of way serving Peel Hall, and to the north via Mill Lane.



Timber casement windows with Georgian bar are frequently used throughout the area. Stone heads and cills also shown.



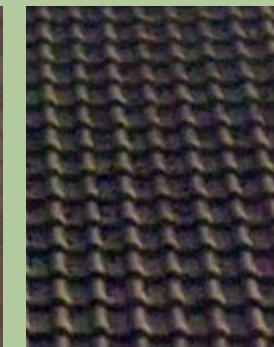
Slate roofing is common throughout the area.



Composite door with stone detailing.



Typical red brick, used throughout the area as the predominant facing material.



Clay roof tiles are used on a small number of dwellings.



Gabled and shallow-hipped roof canopies are both used throughout the area in irregular patterns.

2.4 Enfield Park Character

The large monoculture housing estate to the south east and east of the development site, is defined by the mix of primarily semi-detached and detached dwellings (built C. 1975-1985) plotted in a built form typical of the time, with a tortuous branching road structure with dwellings positioned close to the roads.

The urban grain is varied in this area, with a mixture of single and two-storey dwellings in mixed parcels with a widely varied build line to provide the dwellings with typically 5m front gardens however, due to the layout of the development, this varies considerably.

Parking for these dwellings is typically served as predominantly up-front or side parking. Due to inadequacies in parking provision, parking has overspilled onto the street in some areas, partially obstructing the carriageway

Dwellings on the north western edge of this area front and side onto the development site along Ballater Drive, providing access to the adjacent public open space.

The urban form of this area is focussed around the linear park along Enfield Park Road, leading to Enfield Park public open space which incorporates local play and community facilities.

Material usage throughout this area has a consistent pallet comprising red and brown facing brick with feature use of render and brick detailing. Roofing materials are either slate, brown clay tiles or grey clay tiles. Given the size of the area, window treatments vary greatly, with white UPVC casement windows being the predominant style. Doors are similarly varied however, the preference is for white UPVC or composite doors. Monopitch canopies are provided to the majority of front doors, brick heads and cills are present to most windows with additional brick detailing such as quoins or band courses. Timber panelling is also present on some gables as a corner feature.



2.5 Site Context Study

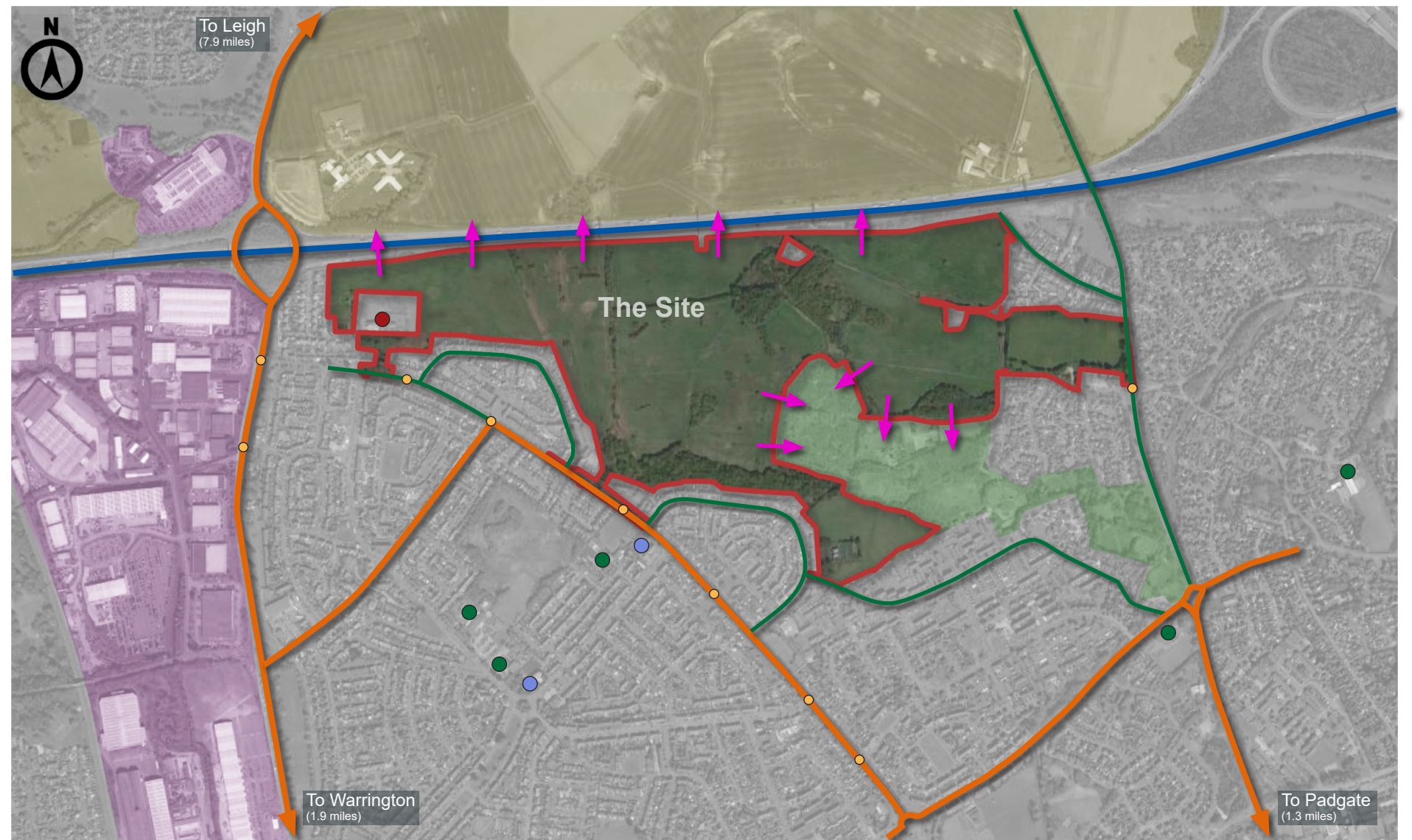
The immediate area surrounding the site has a broad range of uses, the most significant of which is the residential provision, made up of primarily family dwellings. The JunctionNINE Retail Park, located to the west of the site provides extensive retail and commercial uses, with good transport links via the adjacent M62. Large expanses of agricultural land are located to the north of the site bordering Newton and Leigh. There is a significant area of outboard Public Open Greenspace to the south that is connected directly to the development site.

Public transport connections connect local bus stops to the surrounding settlements.

There are a number of schools local to the development site, the closest being Cinnamon Brow Primary School, located to the east, and the St. Bridgets Primary school located to the south east of the development site.



JunctionNINE Retail park, located west of the development site















Radley common public open greenspace directly adjacent to the south east of the site



Agricultural land located to the north of the development site

KEY

	Retail / Commercial usage		Bus stops
	Agricultural usage		Places of worship
	Public Greenspace		Schools
	Urban grain		NHS Fairhaven
	Views		M62 Motorway
			Primary vehicular route
			Secondary vehicular route

2.6 Constraints and Opportunities


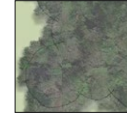
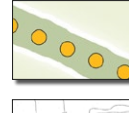



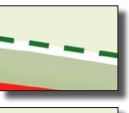
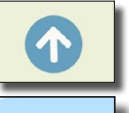
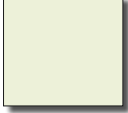

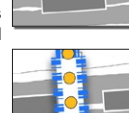



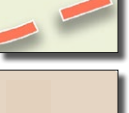

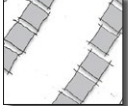

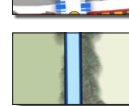









The adjacent Constraints & Opportunities plan has been developed to display in a concise format, the factors governing the development including constraints such as existing structures, watercourses, PRowS and landscape features.

The plan also identifies opportunities to enhance the development such as the provision of a Habitat Creation Zone, SuDS features and active frontage locations. Opportunities for the locations of essential site infrastructure such as primary vehicular routes, the bus lane and mixed use development zones.

The approximate locations of the existing surrounding residential areas, primary schools, community centre and road infrastructure have been identified.



KEY

	Site Boundary		Existing Trees / Hedges		Public Right of Way		Peel Hall Farm		Existing Primary School		Potential Area for Habitat Creation Zone		Potential Buffer Zone to Woodland Trust		Opportunity to Provide an Active Frontage Along the Habitat Creation Area
	Developable Area		Opportunity to Create Areas of Public Open Space Around Existing Landscape Assets		Motorway (M62) (Potential noise source)		NHS Facility (The Alders)		Existing Residential Area		Potential Acoustic Mitigation Fence		Potential Spine Route Through the Development		SuDS Pond Opportunity
	Adjacent Urban Grain		Opportunity to Create Multiple Access Points		Existing Footbridge Over M62		Existing Community Centre		Sensitive Edge Towards Existing Adjacent Dwellings		Potential Buffer Zone to M62		Opportunity to Create a Mix Use Development		Play Area Opportunity
					Existing Watercourse - Spa Brook						Opportunity for a Bus Gate				Allotment Location Opportunity

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MASTERPLAN, USES AND PHASES

SECTION
03

3.1 Approved Drawings

This Masterplan and Design Code document will be formulated with regards to the principles established by the submitted Design and Access Statement, having regards to the National Design Guide, National Model Design Code and the following plans:

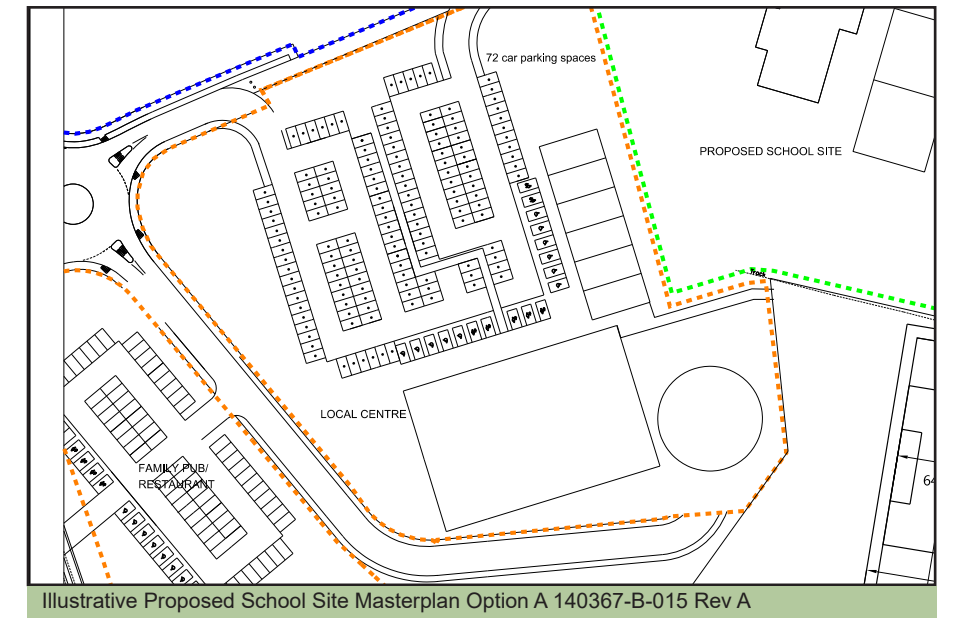
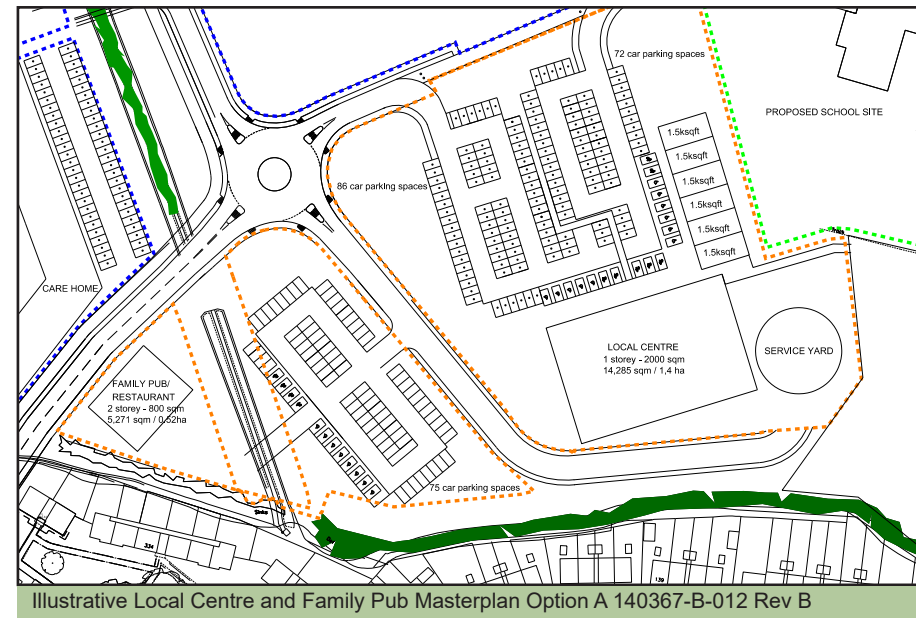
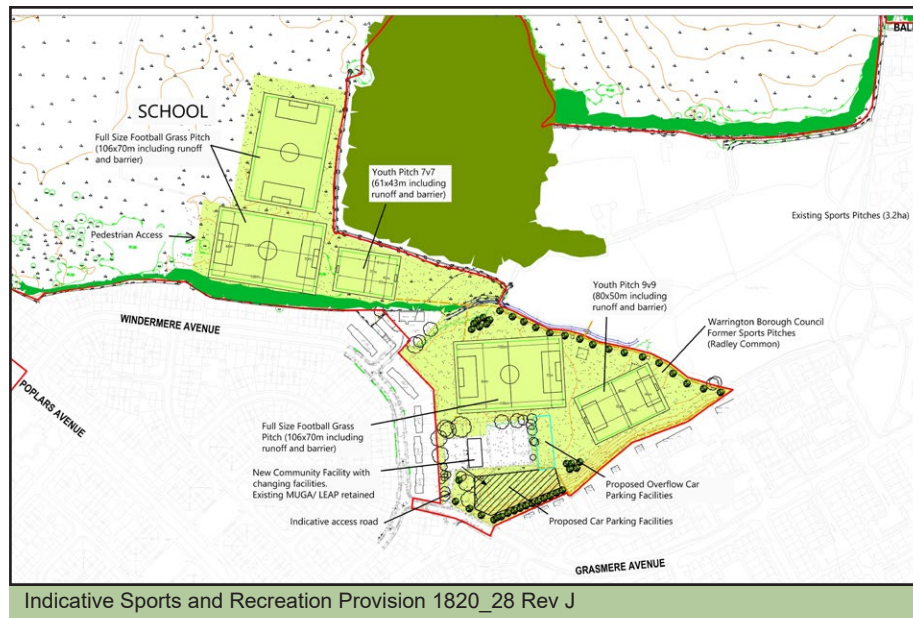
- Illustrative Local Centre and Family Pub Masterplan Option A 140367-B-012 Rev B;
- Illustrative Proposed School Site Masterplan Option A 140367-B-015 Rev A;
- Indicative Sports and Recreation Provision 1820_28 Rev J.

There are also two parameters plans that have been produced that will influence the final Design, these are as follows:

- Parameters Plan 1820_35 Rev A;
- Landscape Masterplan 1820_36.

These plans establish the guiding design parameters that will in-turn influence the Masterplan for the residential areas and the non-residential amenity buildings located to the southern entrance and periphery of the site.

The Illustrative plans show an approximation of what the Primary School, Playing Fields and Local Centre could encompass.



Landscape Masterplan 1820_36

Parameters Plan 1820_35 Rev A

3.2 The Masterplan

The adjacent Masterplan has been developed and evolved from the constraints and opportunities identified in Section 2.6.

This plan identifies the potential locations for the residential parcels, community buildings, public open spaces and primary vehicular routes. It also shows the location of features such as existing trees, Public Rights of Way, blue infrastructure, acoustic mitigation etc.

Consideration has been given to the positions of proposed blue infrastructure, tree planting and on-site amenities.

The residential parcels and non-residential amenities have also been established.

It is important that the development provide a logical terminus to the settlement where it abuts the motorway, to this extent the habitat creation zone will soften the interface and provide acoustic screening to the deeper development zones. The public amenities will be located at a central point of the development, easily accessible to all present and future residents either via public transport or pedestrian / cycle routes.

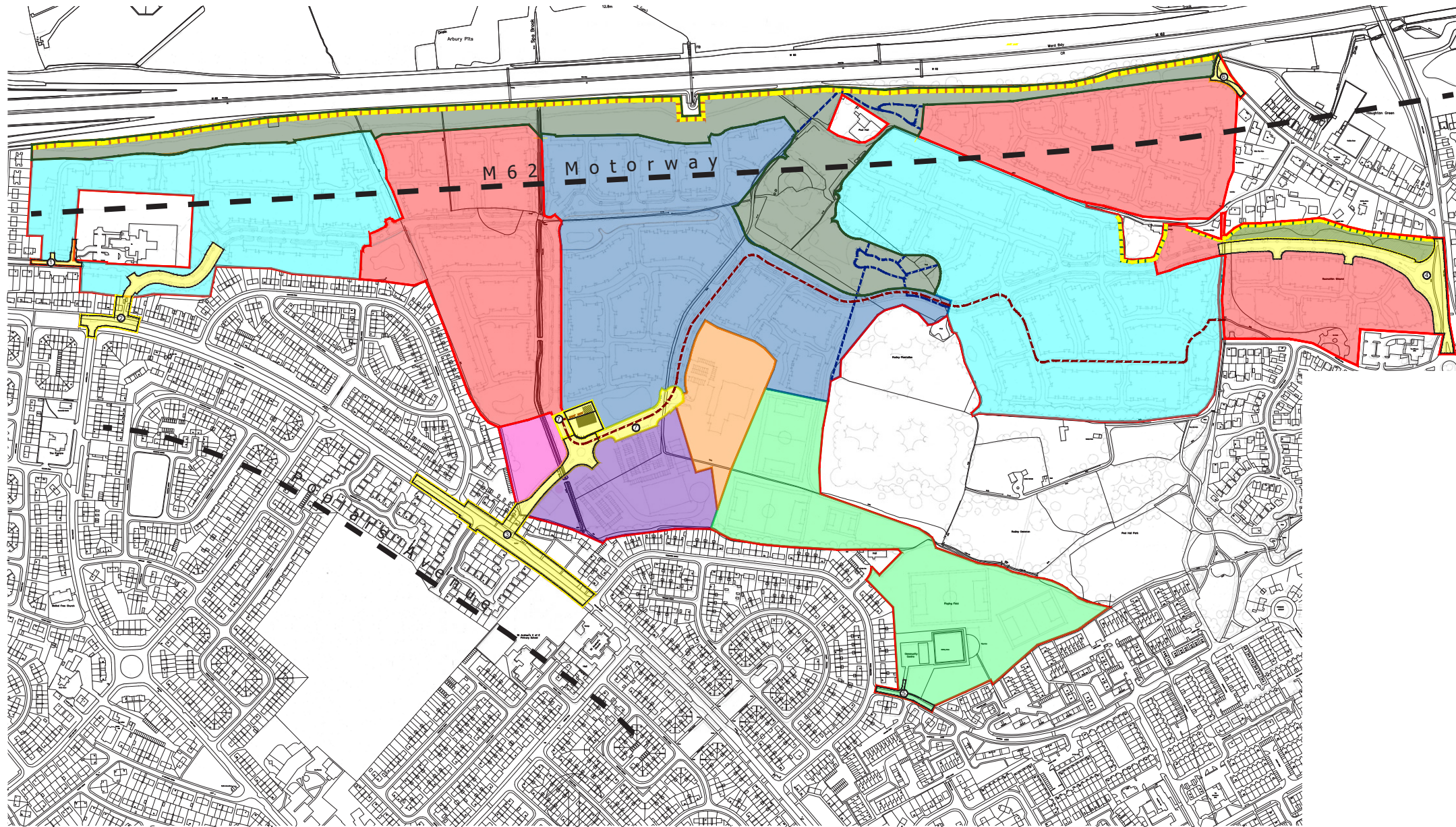
To promote the use of modes of transportation other than the car, a cohesive, legible network of footpaths and cycle routes have been provided.



KEY:

* Proposed Care Home, School, Local Centre Shops and Family Pub/ Restaurant including hardstanding/landscaping are shown indicatively only and exact details are subject to future planning applications.

3.3 Phasing Plan



Key Objectives:

The development will be subdivided into nine phases delivering a total of 1200 new homes and community facilities as follows:

- Sports Pitches
- Infrastructure
- Green Infrastructure
- Residential Phase 1
- Residential Phase 2
- Residential Phase 3
- Care Home
- Primary School
- Local Centre

These phases will allow for the delivery of individual phases without the need to implement site-wide conditions allowing each phase to be delivered in isolation.

The development will provide a Pumping Station and Primary Substation located within the 'Infrastructure' phase, these are shown as following:

- Foul drainage pumping station
- Primary substation

The development will also provide an improved roundabout junction off Mill Lane to the east of the site and additional highway works to Poplars Avenue to the south of the site as part of the 'Infrastructure' phase.

Designers will also allow for the provision and maintenance of on-site Public Open Green Space including the retention and enhancement of existing landscaping features such as hedges and trees.

Usage:

The Phasing Plan shown above identifies the delivery strategy for the land uses within the development framework. Given the timescale required to deliver such a large project, it is inevitable the guidance and practices will change, it is not possible to account for every design consideration throughout the lifetime of the development.

To ensure that the final development delivers a cohesive and joined-up layout, designers will be

required to show their proposals in relation to the rest of the development parcels and existing urban grain by preparing a scale drawings showing:

- What has been built,
- What has been approved,
- What has been proposed.

The plans will also show the nearby context including the following:

- Road junctions,
- Vehicular routes through the site,
- Footpaths and cycleway links

Designers are encouraged to communicate with Local Authorities regarding proposals during the initial design stages to establish compliance with this Design Code.

Design character cohesion will be maintained through a robust parcel delineation strategy that avoids interposing incompatible housetypes across key areas and streetscenes.

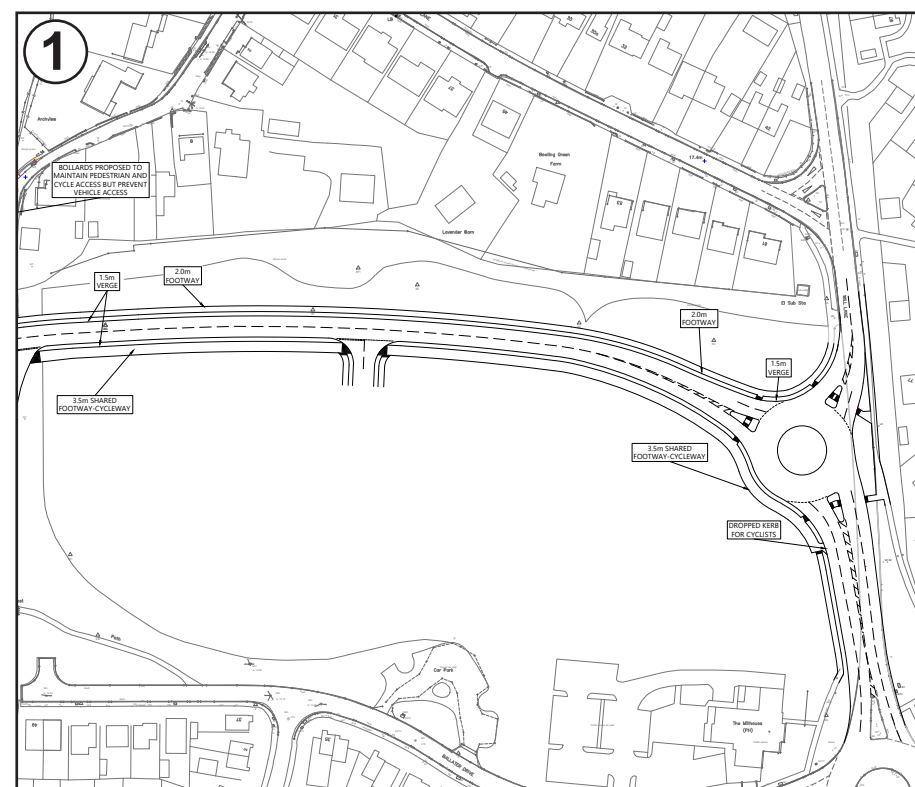
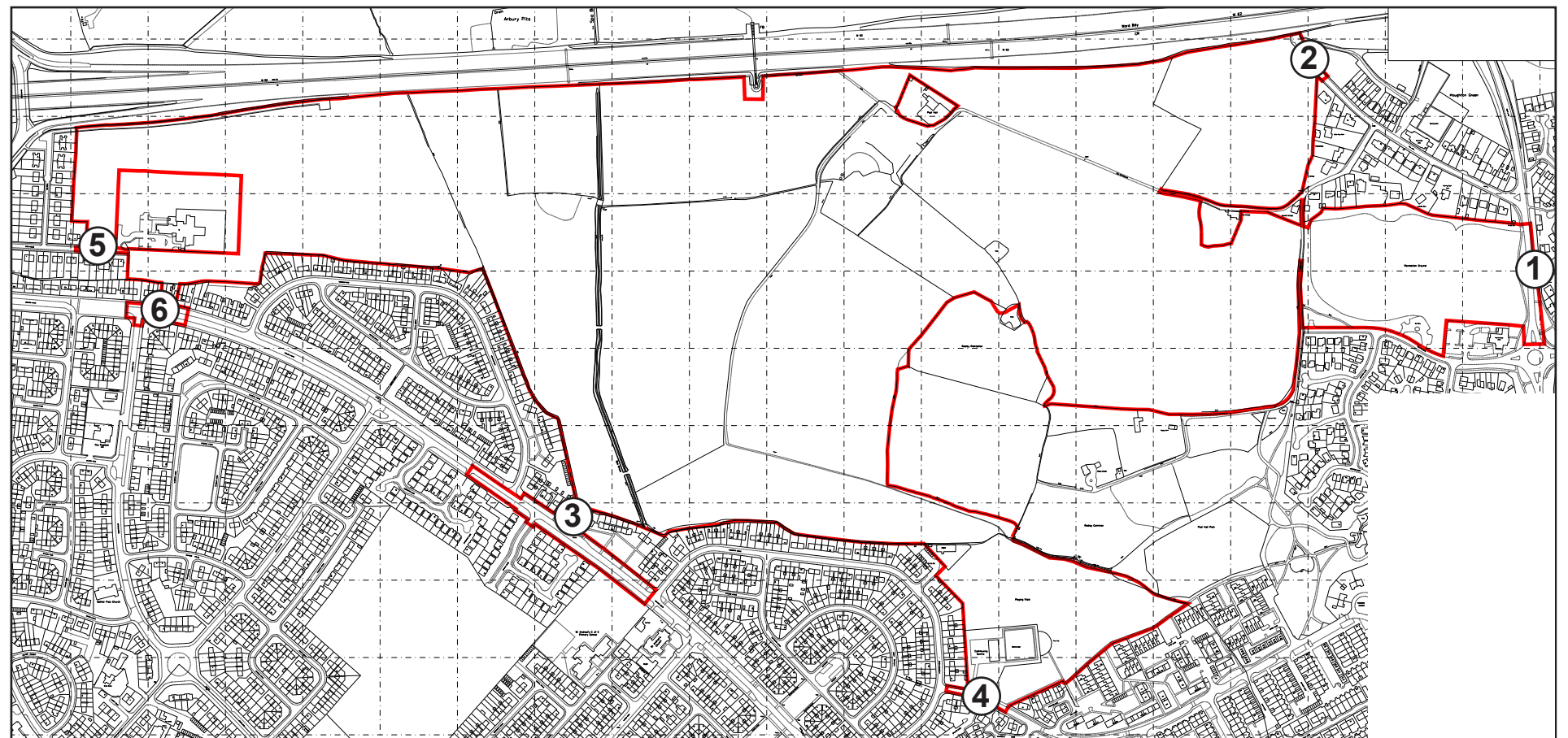
SECTION
MOVEMENT 04

4.1 Approved Access Arrangements

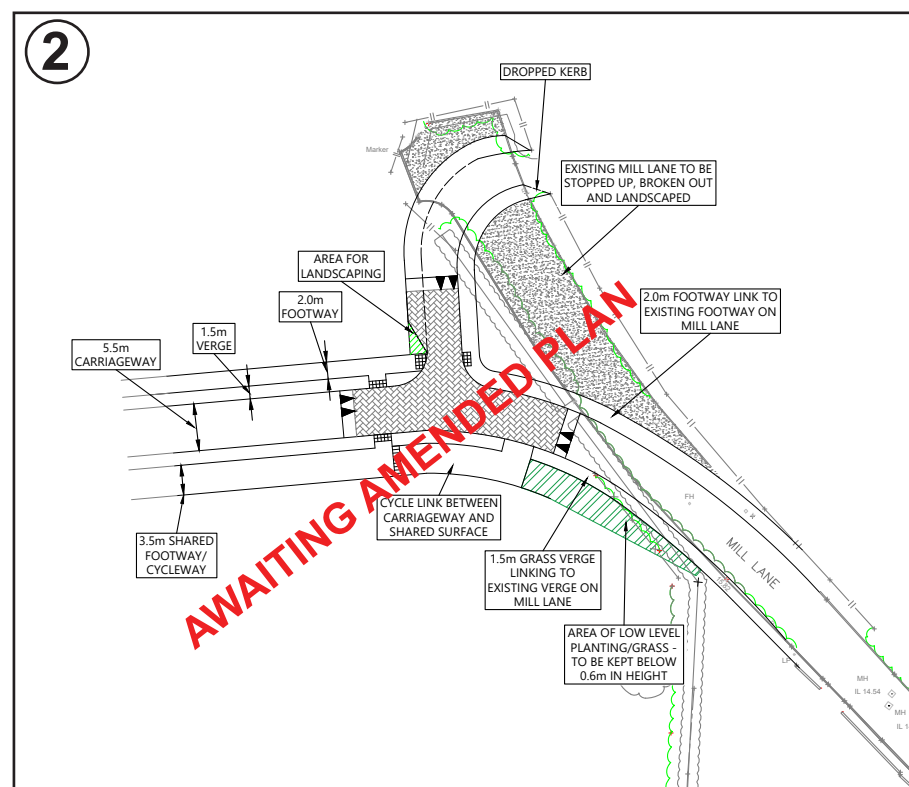
The planning permission (ref. 2016/28492, granted on appeal ref. APP/M0655/W/17/3178530RD) establishes details of the remedial works to the six access points throughout the development as detailed in the following plans:

- HTp/1107/10N: Proposed Main Site Access at Blackbrook Avenue;
- HTp/1107/11L: Proposed Access at Mill Lane
- HTp/1107/12Q: Proposed Access from Poplars Avenue to Residential Land and Local Centre;
- HTp/1107/30H: Proposed Alterations to Existing Access at Grasmere Avenue;
- HTp/1107/08P: Proposed Access to Residential Land at Birch Avenue;
- HTp/1107/09M: Proposed Access to Employment Land at Poplars Avenue.

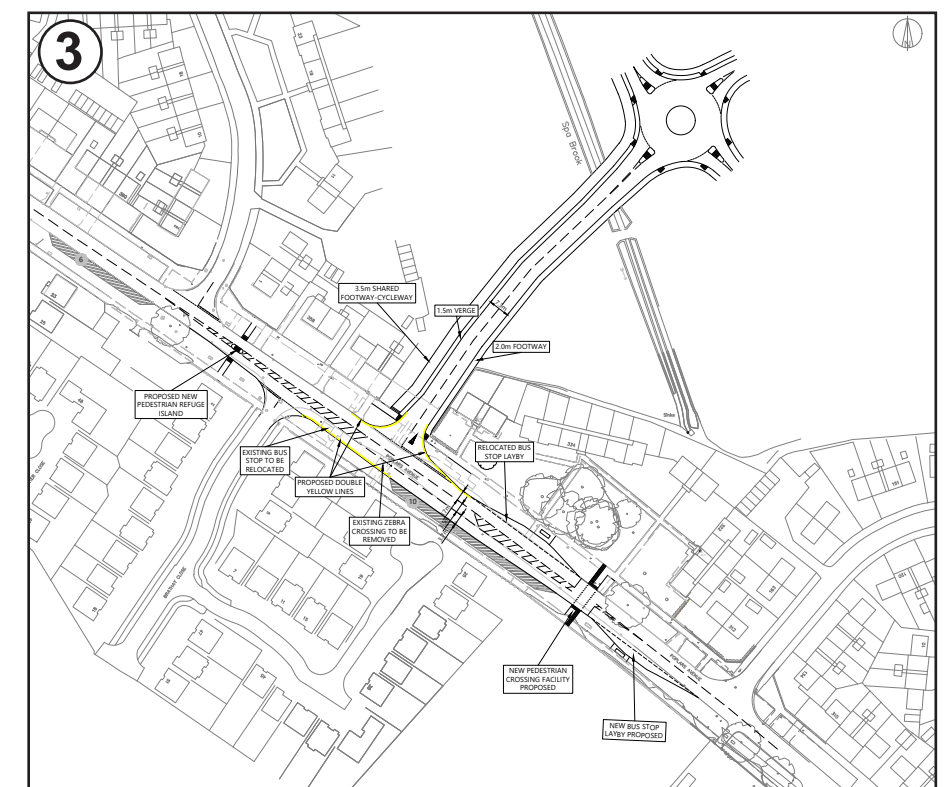
These works are allocated as 'Infrastructure' for the purposes of phasing the development as shown on the Phasing Plan in Section 3.2.



Proposed Alterations to Existing Access at Grasmere Avenue

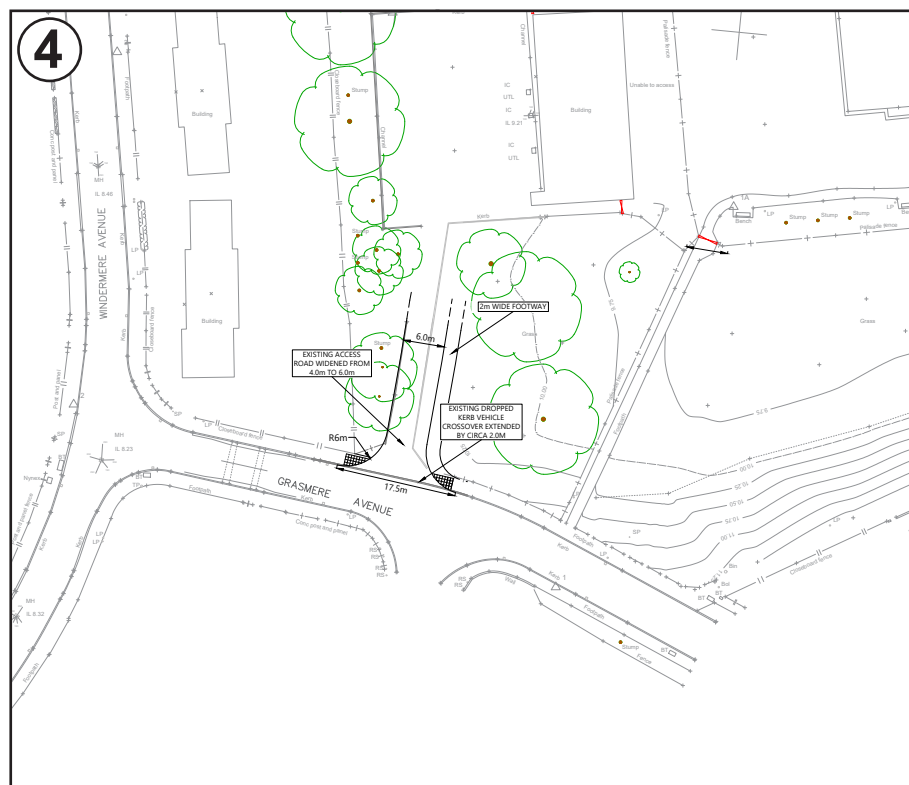
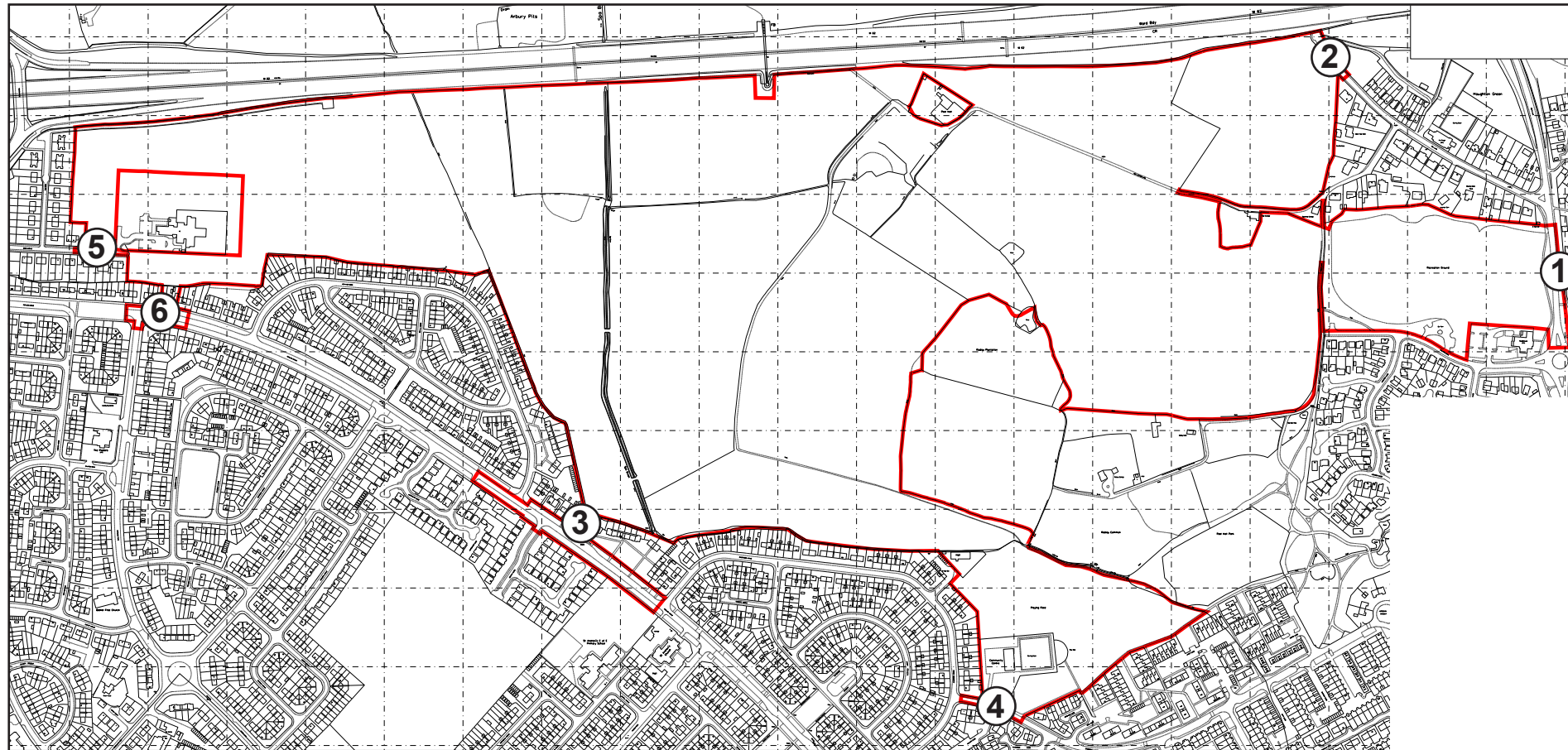


Proposed Access At Mill Lane

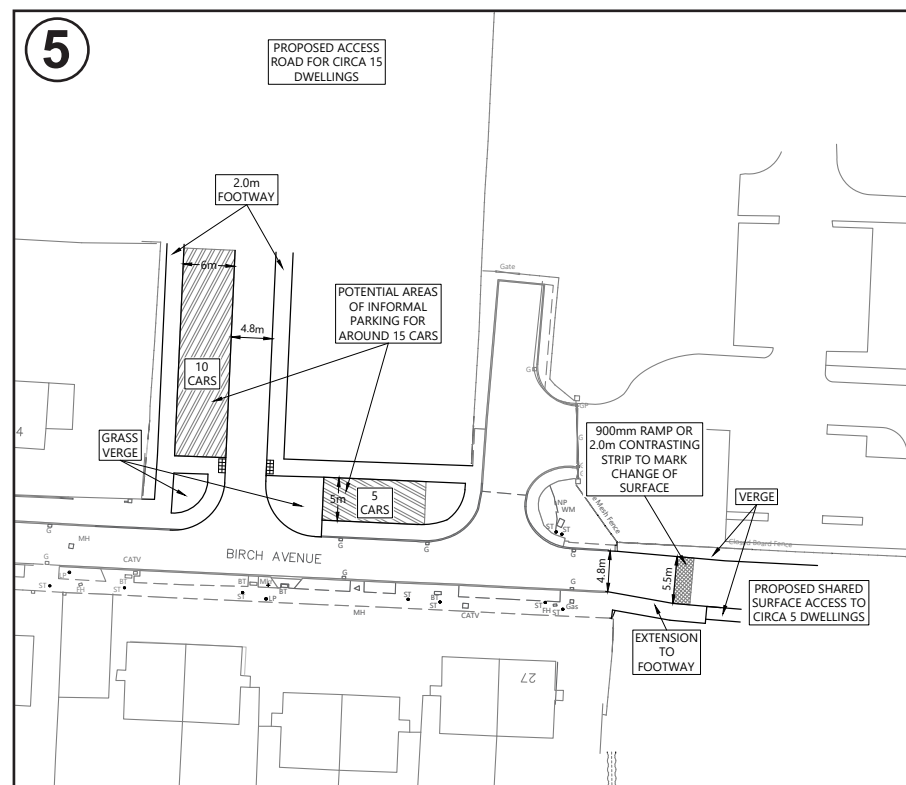


Proposed Access from Poplars Avenue to Residential Land and Local Centre

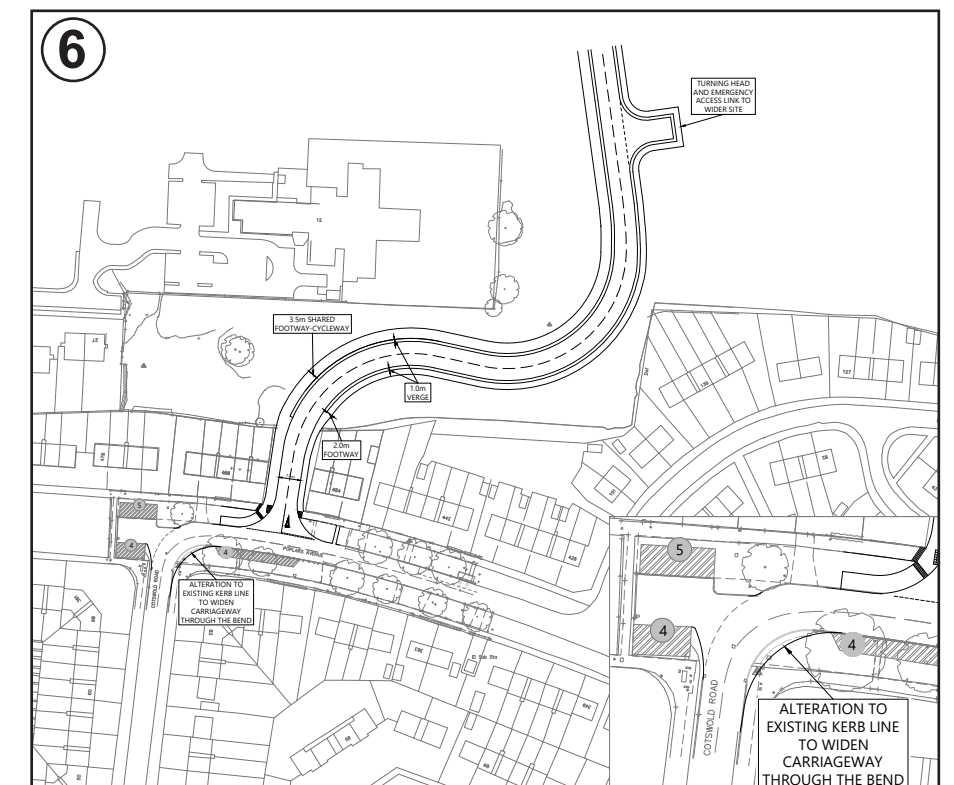
4.1 Approved Access Arrangements- Continued



Proposed Alterations to Existing Access at Grasmere Avenue



Proposed Access to Residential Land at Birch Avenue



Proposed Access to Employment Land at Poplars Avenue

4.2 A Connected Network

General

As previously mentioned, the public and private areas must be clearly delineated, separating areas maintained by the Highways Authority and those privately owned and maintained. In addition to this there must be clear definition between vehicular and pedestrian spaces, defined both by materials and by tactile surface transitions.

The materials selection for streetscaping must compliment the materials defined by character areas. The road hierarchy should also be reinforced through materials selection. Street Design will significantly influence driver behaviour, ensuring that drivers use the site in a safe manner. Any necessary traffic calming measures in other locations (such as the Spine Road) should be bus / emergency service vehicle-friendly. Consideration will also be given to the ongoing maintenance of any materials selection.

If required, passive traffic calming measures such as carriageway narrowing and tighter turning radii would be prioritised over vertical measures such as speed humps- which should only be used as a last resort.

The Spine Road should be given special consideration given the importance of designing a coherent connecting route through the site and the increased technical requirements to suit the traffic load. Materials must be selected on this basis while complimenting the character defined by the surrounding development. Ironworks will be of a style and type that meets the technical requirements and compliments the defined character.

The Designer must pay close attention to the selection of materials that define private drives, driveways, private access paths and parking spaces. As with the vehicular and pedestrian routes, the character areas will define final materials selection however, preference will be given for coloured bitmac, pavements or concrete setts edged with bricks or setts.

Pedestrian routes will also compliment and be defined by the character areas, preference will be given for concrete flags or tarmacadam with concrete kerbstones. Tactile surfaces will be provided at crossing points and dropped kerbs to aid the visually impaired. Pedestrian routes through landscaped open spaces must be permeable and hard wearing such as bonded gravel. Designers will ensure that all Local Authority guidance and policies are followed.

Ironworks will be of a style and type complimentary to the character areas, inspection chambers will be of a tray-type infilled with the surfacing material aligned to the surrounding coursing. Manholes must not be sited at material transition points or at the junction of a raised table or other traffic calming measure.

Where grass verges border the carriageway and pedestrian spaces, concrete kerbstones will be used to delineate the planted area from the carriageway and pedestrian routes. Tree planting and maintenance must be carried out in accordance with arboriculturalist specifications.

Footpaths and Cycleways

As pedestrians and cyclists move throughout the site, the buildings, open spaces, elevational treatments, surface materials and landscaping all aid with navigation. Designers must consider how pedestrians will interact with the built environment and how they will traverse the development. Consideration will be given to how this can be accomplished safely, clearly defining pedestrian / cycle spaces and vehicular spaces to avoid conflict of movement.

Where pedestrian crossing points are to be created allowance will be made for tactile surfaces to define the extent of the crossing with audio and visual indicators. Contrasting markings will be applied where the carriageway is crossed in accordance with Warrington Borough Council Highways Authority guidelines and requirements.



Access Barriers

Generally, vehicular routes through the site are legible and direct requiring few barriers however, where barriers are required consideration must be given to other road users and how their routes through the site will be affected by access barriers. Preference will be given for solid planters as these offer the least difficulty for cyclists and pedestrians to navigate and provide a positive streetscape.



To control the movement of traffic through the site and to avoid overloading residential roads adjacent to the development site, a bus lane will be implemented with ANPR monitoring. This will allow public transport vehicles to filter through the site to Mill Lane while removing the 'rat run' for vehicular traffic from Poplars Avenue



Parking and Garage Provision

Compliance with the NPPF (National Planning Policy Framework) requires that consideration be given to the creation of sustainable, safe and secure residential environments. During this consideration emphasis must be given to reducing reliance on the car, this is accomplished when properties are located within easy reach of community facilities and employment opportunities. To this end the development incorporates a bus route through the spine road, located as centrally to the development as possible. A bus lane will be incorporated to allow circulation and permeability for public transport while restricting access for the private vehicles.

In accordance with the Emerging Warrington Design SPD, direct frontage parking will not be supported along the spine road adjacent to the cycle path. Gable-side parking will instead be considered.

Where parking will be provided to apartment blocks and community buildings, off-street parking courts will be provided, on-street parking solutions will not be acceptable. Parking courts will be located behind buildings, screening them from the road wherever possible. Parking courts will not be accepted for housing. Consideration must also be given for screening, landscaping, accessibility and proximity to entrances.

Visitor parking provision should be provided throughout the site. This provision must respond to local densities and be sited to meet the needs of nearby residents.

Consideration should be given to siting EV charging points within garages to improve end-user uptake.

To further the goal of providing a safe, secure residential environment, cars will be designed out of the street scene wherever possible, with this in mind there are a number of approaches that can be taken to handle in-curtilage parking;

The Character of the development will provide the Designer with a general concept and rudimentary guidance on how parking could be approached by the Designer;

- On permeable routes and in inner urban areas, parking will typically be located to the side or rear of the dwellings. Up-front parking may also be considered however, this must not be done in long runs of more than four dwellings to limit the saturation of adjacent parking spaces.
- The Spine Road represents an opportunity to provide an aesthetically pleasing character-defining area for the development, up-front parking will be considered in small pockets. Parking will mainly comprise of side-parking with additional landscaping to the front. Integral garages may be used where plotting these types does not disrupt the established build-lines. Side parking and detached garages may be combined with an adjacent handed unit, served by a shared drive and garage.
- The dwellings to the north of the site facing the M62 Motorway, due to acoustic constraints, will need to be plotted close together and as such the preference is for integral garages and up-front parking however, side parking may be used where additional acoustic mitigation can be accommodated.
- Adjacent to the public open spaces and sports pitches, there is more space to allow for larger units. As these units will be oriented to provide natural surveillance, the ideal parking strategy would be a mixture of side parking and integral garages to take advantage of the deeper plots to allow for the longer driveways required by the integral garage and would provide space for additional landscaping features.
- Runs of four or more adjacent up-front parking spaces must be broken up by strips of meaningful landscaping, serving as 'rain gardens' to reduce surface water run-off.



Negative example of up-front parking, cars dominate street scene

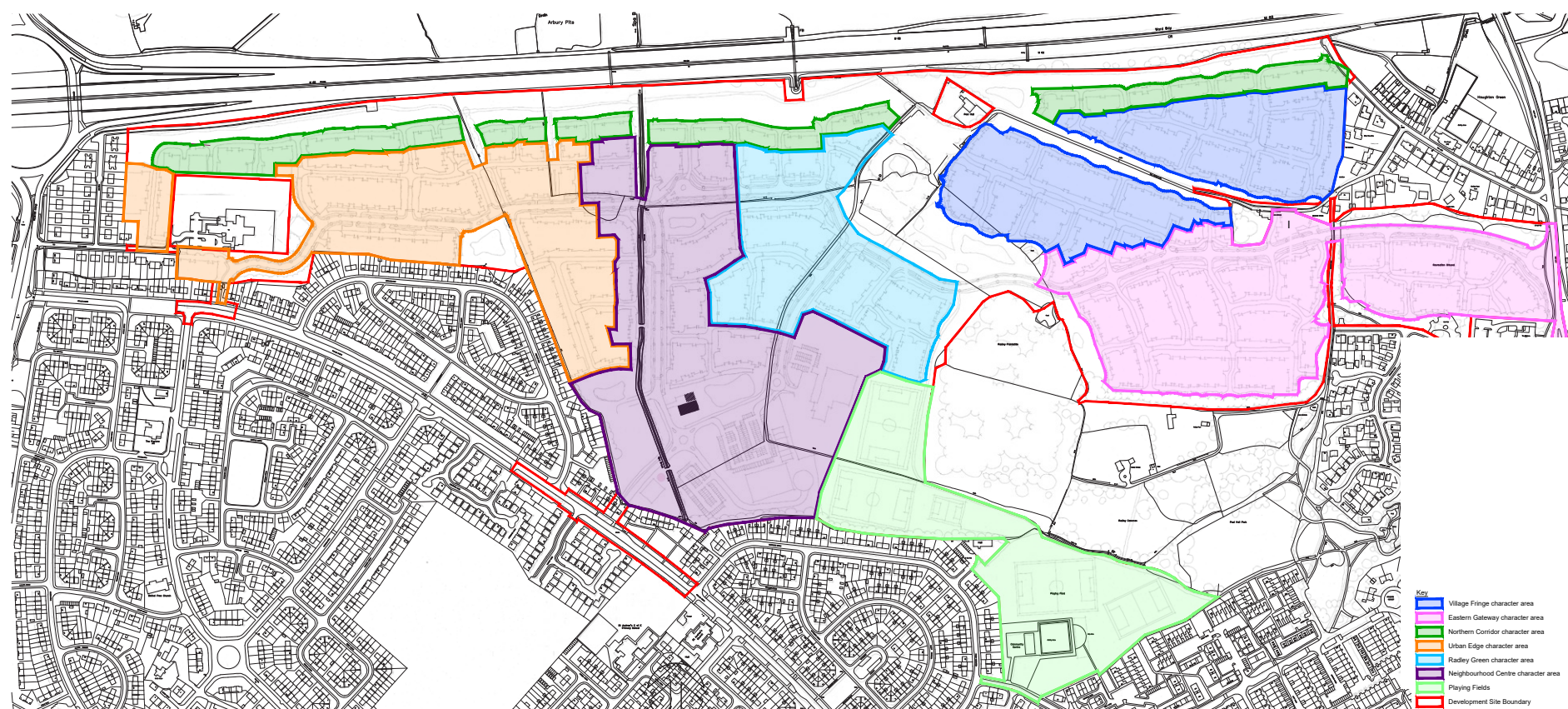


Positive example of parking, cars are secondary to street scene

Up-Front Parking
In this scenario, parking is provided to the front of the dwelling allowing for increased density and efficiency by reducing the side interface distances required to incorporate side-adjacent parking provision.

Integral garages
Larger, detached units have provision for integrated garages allowing off-street, in-curtilage car parking that can effectively remove the car from the street scene. An up-front driveway is also provided to allow for parking over-spill.

Side Parking with Detached Garage
Parking provision to the side of the dwelling is an effective method for removing the car from the streetscene. This arrangement can also include a garage to the side or rear in some instances



Character Areas distribution plan

4.3 Street Hierarchy

To ensure the delivery of a cohesive, high quality development the road structure and layout should be considered as a whole. Designers will take into account the following design principles:

- The carriageway and footpath widths will be varied throughout the development to accommodate different levels of traffic to suit physical and functional constraints e.g. a bus route with an adjacent footpath / cycleway requires more space than a low-traffic road with a single pedestrian footpath. It is important to allow for appropriate street typology for the functional context.
- Layout, street geometry and physical constraints are used throughout the road buildup to regulate vehicular speeds and limit tortuous through-routes.

Street design is a key factor in delivering an attractive and effective residential and community-based environment. In addition to the above factors, the Designer will also consider the following when designing public transition spaces such as roads and footpaths / cycleways:

- Streets will be no wider than necessary. A Hierarchy of Streets will be applied when considering road design.
- The road hierarchy will be reinforced through landscaping design. Verges, shrub / tree species and colour can all be used to define street types.
- The 21m front-to-front interface distance commonly used in urban design can be relaxed and interface distances reduced to limit the over-engineering of layouts and to improve the relationships of the built assets with the streetscape.
- The development requires the provision of a spine road underpinning and running through the development, it is important that Designers respect and continue the established aesthetics of the spine road, including any planting and green verges.
- The structure of the primary vehicular routes has been agreed and established, Designers will follow the prescribed routes of these road structures.
- The primary vehicular route incorporates a bus lane to limit traffic east-west through the site. The Designer of the relevant parcels will be required to implement the bus lane as shown in accordance with LCC Highways requirements and standards.



Example of street hierarchy



7.5m Bus Route

The primary vehicular route through the development connecting all major access points. A tree lined boulevard and grass verges line both sides with pedestrian footpaths / cycleways.



5.5m Estate Road

Mid-tier highway connecting the spine road to lower-density residential areas and facilities, typically has pedestrian footpaths either side of the carriageway. Direct access is possible.



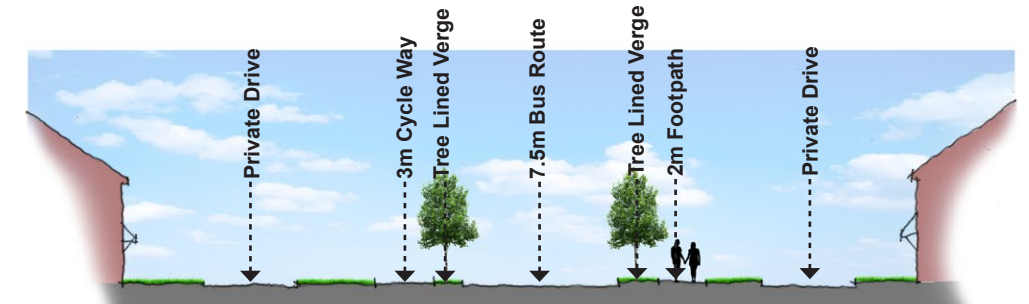
5.5m Access Road

Filters traffic from the estate road into residential parcels. Designed to allow for lower-density traffic, landscaped service verges line the carriageway on both sides with provision for footpaths.

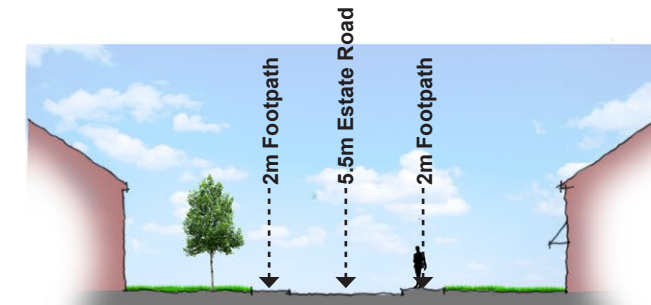


Private Drive

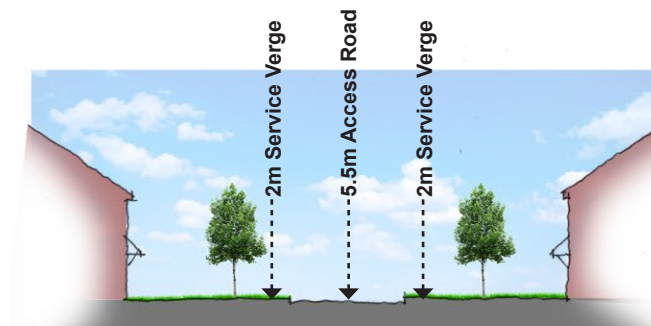
Nominal shared surfaces providing direct vehicular and pedestrian access to dwellings. Vehicle speeds are reduced and through-routes are discouraged.



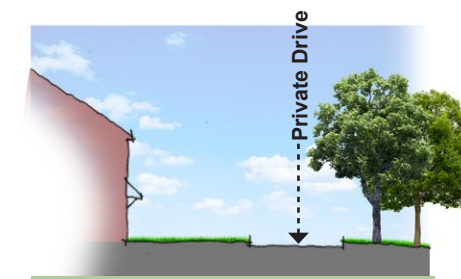
7.5m Bus Route Typical Section



5.5m Estate Road Typical Section



5.5m Access Road Typical Section



Private Drive Typical Section

4.4 Manual For Streets



To ensure the delivery of a cohesive, legible layout, the guidance presented in Manual For Streets has been adhered to throughout the development.

The layout has been designed and developed to consider pedestrians and cyclists as a priority and safe, secure routes through the site have been provided, allowing access to adjacent settlements and amenities without the use of a car, promoting sustainability and healthy communities.

Below is a series of maxims and how the development achieves compliance:

The Manual for Streets states that:

“Pedestrians and cyclists should generally be accommodated on streets rather than routes segregated from motor traffic. Being seen by drivers, residents and other users affords a greater sense of security”

To address this, the development incorporates a network of dedicated cycle routes running parallel to the spine road and ancillary routes and pedestrian connections run throughout the site which are observed by roads and adjacent dwellings.

“The number of external connections that a development provides depends on the nature of its surroundings. Residential areas adjacent to each other should be well connected.”

The access points to the development site are logical and based on existing infrastructure, site permeability and connectivity are governed by the access limits detailed in Section 2.1 which allow for access without overloading vehicular routes. A bus lane allows for public transport permeability while limiting other traffic.

“Areas of local amenity should be more evenly distributed, with good connectivity, so that the overall layout encourages access by walking or cycling, and shortens the distances travelled by car”

The proposed local amenities such as the Local Centre, School and Sports Facilities are located in a central position close to primary access points and public transport routes ensuring that they are within walking distance and are accessible to new and existing residents.

“To ensure that crime prevention is properly taken into account, it is important that the way in which permeability is provided is given careful consideration. High permeability is conducive to walking and cycling, but can lead to problems of anti-social behaviour if it is only achieved by providing routes that are poorly overlooked, such as rear alleyways.”

The layout has been designed to consider crime prevention and security from the outset. All routes are observed by dwellings and have active elevations presenting onto the streetscapes. Permeability has been promoted to allow movement throughout the development but has been designed to limit unnecessary 'rat runs'.

4.5 Electric Vehicle Charging Points

In accordance with Condition 22, each proposed dwelling and a portion of the allocated parking spaces within the Local Centre will have an Electric Vehicle Charging Point (EVCP).

Domestic charging equipment will be installed in compliance with WBC Guidance noted and Approved Document S: Infrastructure for the charging of electric vehicles:

Residential

- Every new home (including those created from a change of use) with associated parking must have an EV charge point.
- For residential developments undergoing a major renovation where there are 10 or fewer parking spaces there must be chargepoint provision for at least 25% of the dwellings with associated parking, along with cable routes in all spaces without chargepoints.
- Residential buildings undergoing a major renovation which will have more than 10 parking spaces must have at least one EV charge point per dwelling with associated parking, along with cable routes in all spaces without chargepoints.

Non-Residential

- All new non-residential developments with any parking should have a minimum of 2 EV Charge point spaces.
- All new non-residential developments with 40 parking spaces or less must have a minimum of two EV chargepoint space and cable routes for all spaces to become EV chargepoint spaces in the future.
- All new non-residential developments with more than 40 parking spaces must have a minimum of 5% of spaces overall with charge points and cable routes for all spaces to become EV chargepoint spaces in the futures.
- For non-residential developments undergoing a major renovation with 40 parking spaces or less must have a minimum of two EV chargepoint spaces and cable routes for all spaces to become EV chargepoint spaces in the future.
- All non-residential buildings undergoing a major renovation with more than 40 parking spaces must have a minimum of 5% of spaces overall with charge points and cable routes for all spaces to become EV chargepoint spaces in the futures.

- For large non-residential developments the chargepoints shall be spread across the car park where there are several main entrance points (e.g. retail park or office development with multiple buildings). Where parking spaces are dedicated to specific buildings the chargepoints shall be spread proportionately by building.
- All new private EV chargers must have smart charging capability.
- All chargepoints shall provide for two vehicles to charge at once (i.e. two sockets) unless otherwise agreed with WBC (e.g. where there is only one chargepoint)
- Charging infrastructure shall use the Open Charge Point Protocol to promote an accessible charging network across Warrington.
- At non-residential locations where many short duration visitors can be reasonably expected (visitors up to one hour in duration) a proportion of rapid chargepoints shall be considered and agreed with WBC. As a guide a minimum of 1 chargepoint or 10%, whichever is greater, shall be required.

Planning permission and EVCI

- Planning Permission is not required for EVCI installation at existing residential developments subject to specific requirements being achieved. These are set out in Schedule 2, Part 2, Classes D and E of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
- Installing an electrical charging outlet
- Planning permission is not required for the installation of a wall mounted electrical outlet for recharging of electric vehicles as long as the area is lawfully used for off-street parking.
- For installation to be classed as permitted development, the electrical outlet (and its casing) must not:
 - Exceed 0.2 cubic metres
 - Face onto and be within two metres of a highway
 - Be within a site designated as a scheduled monument
 - Be within the curtilage of a listed building.

Installing an upstand with a mounted electrical charging outlet

- Planning permission is not required for the installation of an upstand with an electrical outlet mounted on it for recharging electric vehicles, as long as the area is lawfully used for off-street parking.
- For installation to be classed as permitted development, the electrical upstand and the outlet must not:
 - Exceed 2.3 metres in height from the level of the surface used for the parking of vehicles. This limit is 1.6 metres where in the curtilage of a dwellinghouse or block of flats
 - Be within two metres of a highway
 - Be within a site designated as a scheduled monument
 - Be within the curtilage of a listed building
 - Result in more than one upstand being provided for each parking space.

For Class D and E, when the electrical outlet is no longer required as a charging point for electric vehicles, the wall (on which the outlet was mounted) or the land (on which the upstand was placed) must be returned to its previous condition (prior to the installation being carried out) as soon as possible.

Standards for Installation of Chargepoints and Cable Routes

Where a Charge Point is to be provided for a dwelling or other use with - off street parking the specification must comply with Part S of the UK Building Regulations and any updates to it. The currently includes that:

- Be designed and installed as described in BS EN 61851.
- Have a minimum nominal rated output of 7kW.
- Be fitted with a universal socket (also known as an untethered electric vehicle charge point). Alternatively, in exceptional circumstances, such as for a self-build property, if the vehicle requirements are already known, a tethered electric vehicle charge point may be acceptable.
- Be fitted with an indicator to show the equipment's charging status that uses lights, or a visual display.

- Be a minimum of a Mode 3 specialised system for electric vehicle charging running from a dedicated circuit, or equivalent, as defined in BS EN IEC 61851-1.
- Comply with the requirements of BS 7671.
- Comply with the requirements in the IET's Code of Practice: Electric Vehicle Charging Equipment Installation. Dedicated EV charge point - Fast up to 7 kW allowing Charging Mode 3.

Part S also includes detailed requirements for cable routing and safeguarding future connection locations that chargepoints shall also comply with.

Any deviation from these standards must be agreed with WBC prior to installation.

All electric vehicle chargepoints must be positioned to allow easy access for a legally parked vehicle. Chargepoints must also be designed where possible for inclusivity, As per PAS 1899:2022 Electric vehicles – Accessible charging – Specification the principles of this should be adopted for residential and commercial chargepoints.

Passive provision

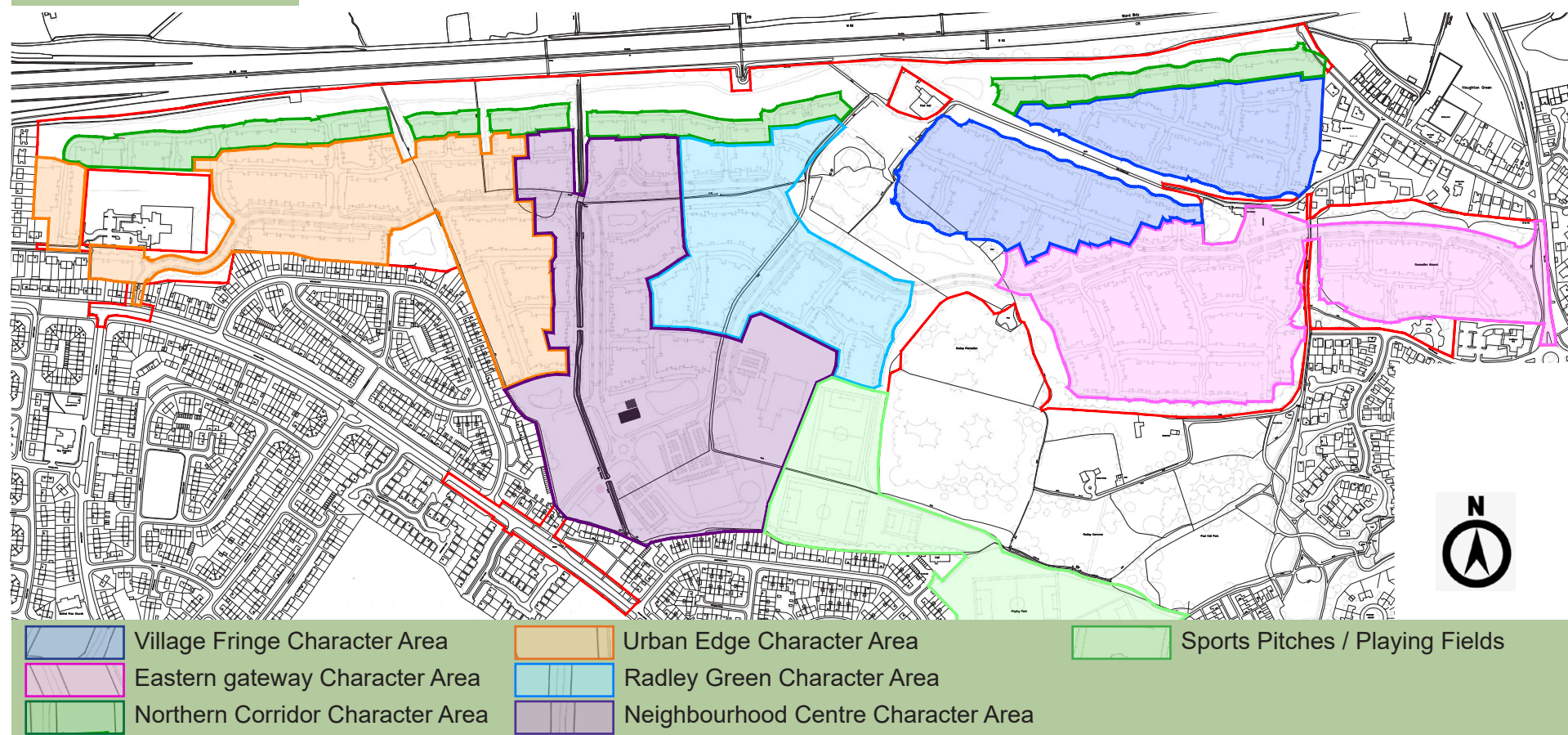
Where passive provision is to be provided the following specification per passive parking space is required:

- Distribution board – available capacity for one Mode 3 charging connection
- Identification of the best location for a Charge Point to be installed at a later date and provision of any necessary trunking/ducting to enable cables to be run to the specified position. NOTE: if provision is to be provided within a garage, the dimensions must meet or exceed those for the garage to be considered as a parking space as stated in 'Warrington Borough Council Standards for Parking in New Developments SPD'
- Details of passive provision to be included within household pack or building occupancy information for first occupant – To include location of proposed Charge Point, trunking/ducting provided, and details of distribution board location and capacity

IDENTITY / CHARACTER AREAS

SECTION
05

5.1 Distribution



The Character Areas indicated above create a gradual transition across the site which blends different design principles through a logical sequence of settlements from West to East and vice-versa. Whilst the existing properties bounding the site are considerably different in their appearance between the Poplars Avenue and Mill Lane communities, the character areas shown above will seek to maintain the natural contrast in the new development through a more traditional, contemporary urban design.

Approaching the scheme from the Mill Lane access, the **'Village Fringe'** is a natural extension to Houghton Green village immediately to the east. The style of properties here will feature larger, executive homes that are primarily detached and semi-detached ranging between 2 and 5 bedrooms. Traditionally elevated, these homes will link seamlessly from the village into the new scheme.

The **'Eastern Gateway'** settlement effectively bridges Houghton Green & Cinnamon Brow. The properties along Mill Lane and Radley Lane are very individual in their appearance, featuring old farm buildings, cottages and properties constructed in more recent times (1990s - 2000s). Whereas the Cinnamon Brow houses of Ballater Drive, Dundee Close and Shetland Close are mainly exclusively 1990s construction typologies.

The Eastern Gateway creates the main access point for the highest number of homes on the development. We will create a sense of differentiation and wayfinding structures throughout the site, so whilst both the Village Fringe and the Eastern Gateway have a similar surrounding environment

the development will use the natural break either side of the main east-west spine road entering the site between the Village Fringe and Eastern Gateway to ensure that different parts of the scheme are easily identifiable. To this end the style within the Eastern Gateway will focus on a mix of primarily larger family homes, with modern open plan living space and attractive quality green spaces. Properties will be a mix of 2, 3 and 4 homes.

The main sales area will be positioned immediately from the junction to the roundabout entrance to the Eastern Gateway.

Moving From East to West through the site, the next natural break occurs within the retained woodland and Radley Plantation, which is where allotments and the largest swathe of public realm open space will be situated. It is within this location that we have created the next character area - **'Radley Green'**. This part of the site is most disconnected and uninfluenced by any existing built form with it being surrounded to its Northern, Eastern and Southern boundaries by greenspace and are therefore proposing a style of property which respects this and at the same time is modern and of higher density. Strong, safe street scenes are proposed with pedestrian focused hierarchy. Elevations will be a mixture of traditional materials with modern elements to create visual interest.

This area also forms one of the last points in the site which uses its access and egress from the Eastern main roundabout off Mill Lane / Blackbrook Avenue.

Entering the site from the Central Poplars Avenue access point the immediate environment is comprised of mixed use, including leisure, retail, extra care and educational provision. Therefore, the arrival into the residential settlement reflects a more contemporary character. The **'Neighbourhood Centre'** serves as the non-residential core of the development, with direct access to the Local Centre, School and Care Facility, the residential provision is focused on a high-quality family environment with direct access to open space and sports facilities. A mix of predominantly 3 and 4 bedroom homes with some 2 bedroom houses create a stable family orientated development.

In the western-most part of the site or the **'Urban Edge'**, the existing surrounding massing and properties are denser and much more built-up in their nature. As such this has been reflected within this part of the development with properties plotted in a more linear fashion and at a higher density than the eastern sections. A higher proportion of smaller properties has been included to appeal to first time buyers and young families. The housing mix will also include some 1 and 2 bedroom apartments for young purchasers and entry level homes. The built form and elevations will be similar in style to the Neighbourhood Centre so as not to contrast too heavily, but to create a natural transition between both character areas.

The **'Northern Corridor'** spans the whole of the aforementioned character areas and is impacted by the presence of the M62 across its full length. This lends itself to a uniform and linear approach in terms of a consistent plotting methodology across the development. This will act as a natural wayfinder that residents will be able to utilise as a signpost at their arrival towards the top of the site and the ecological corridor beyond. The design elevations here will have a continuous theme and will take their elevational treatments from the character areas which sit below them. The acoustic impact of the motorway will influence the design principles here and homes will be positioned and orientated to mitigate against motorway noise without impact on occupation and living experience. Properties will be a mix of 2, 3 and 4 bedroom homes facing outwards onto the large area of open space.

In addition to the built form and style of the house typologies the designs will draw out distinctions between each character area through varied use of external works features, landscaping and boundary treatments. The proposition is to have external treatments capturing clusters of character areas rather than a different style for every single one. So, for instance, the Village Fringe & Eastern Gateway will have one theme, the Radley Green will have another, the Neighbourhood Centre will have its own and both the Urban Edge & Northern Corridor will have a collective style.



5.2 Village Fringe Character Area



General Considerations

Sited at the eastern edge of the development, the Village Fringe character area represents a more traditional approach that takes visual cues from the residential areas to the east of the site.



This approach is characterised by wider interfaces and generally formalised streetscapes with predominantly semi-detached or mews dwellings in a typically linear arrangement with junctions reinforced with detached or semi-detached dual-aspect dwellings. To increase density towards the development core, a mixed approach will be taken for parking; a mixture of up-front and side parking will be used to keep the development blocks adequately spaced to avoid over development. The Designer must consider the rhythm of adjacent parcels during the design process.

This character area will be delivered across construction phases 1 and 2. Consideration should be given to delivering a coherent product across these phases.

Streetscaping

The wider street interfaces allow for the provision of inboard landscaping including landscaped front garden spaces and boulevard-style trees. The Designer must consider the continuation of the boulevard planting.



There must be clear delineation between the private front garden spaces and the public highways areas. To this effect the materials selection for the streetscape is very important, as is the selection of street furniture to ensure that the character of this area is consistently applied throughout the development zone. Where this character area abuts an adjacent character area, the Designer will ensure that there is no 'blurring of the lines' between the character areas.

The Manual for Streets road hierarchy will be respected here. Most of the road types in this area are 5.5m Estate Roads with a 2m footpath to each side and the 4.8m Access Roads.

Materials- Streetscape



1. Black Tarmacadam

Primary surfacing material for vehicular routes and adjacent pedestrian footpaths.

2. Concrete Kerbstones

Kerbstones and dropped kerbs will define the border between pedestrian and vehicular areas.

3. Tegular setts traffic calming measures

Tegular setts will be used to mark transitional areas between road types where speed needs to be limited.

4. Red chip Tarmacadam

Contrasting surface material to be used on private drives.

5. Red brick paviours

Durable, hard wearing material for driveways and private parking bays.

6. Black Tarmacadam with Cycle Path markings

Slip resistant, hard wearing material for use on cycle paths.

7. Concrete flagstones

For use on private inboard footpaths.

8. Seeded soil / planted turf

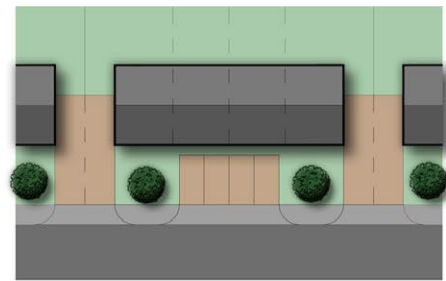
For infill areas of incidental Public open space and private front garden spaces.

All materials on adopted highways will need to comply to Warrington Council specifications. Materials on non-highways will also have a minimum specification if they have a Council maintenance implication.

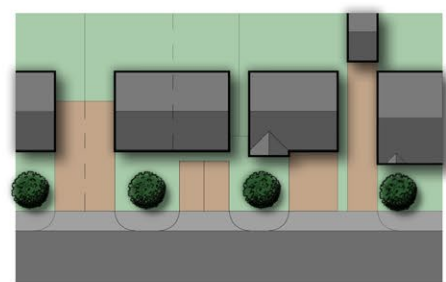
Ironworks

Ironworks will be of a style and type complimentary to the character areas, inspection chambers should be of a tray-type infilled with the surfacing material aligned to the surrounding coursing. Manholes must not be sited at material transition points or at the junction of a raised table or other traffic calming measure.

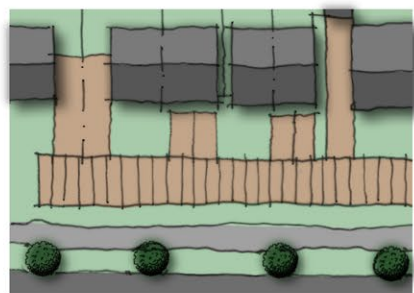
Parking Methodology



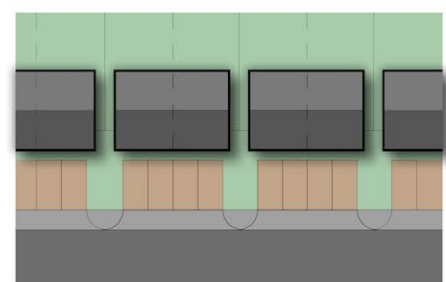
Breaks in street scene to incorporate landscape features



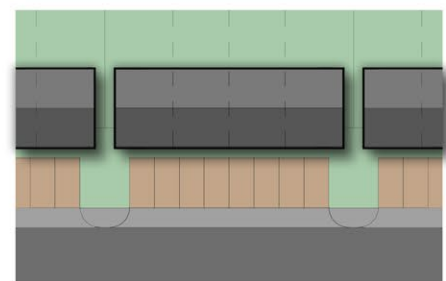
Varied parking methodology with landscape features



Bus Routes are parked and accessed from Private Drives



Repetitive, mechanical mono-style up-front parking



Large blocks of up-front parking with no break

Boundary Treatments

The Boundary Treatments and presentation play an important role in defining the character of the area. As the Village Fringe present a more traditional design ethos, the boundary treatments should reflect this.

Privacy of residents and amenity spaces will be a primary consideration for boundary treatments. Planting heights and location should also be considered to reinforce the boundaries.



- Key**
- Brick Walls with timber infill panels
 - Curved Walls
 - Timber Fences



Close-boarded timber fence

Weather-treated close-board timber fences will be used to define and reinforce the boundaries between dwellings. Typically these fences will be 1.8m high. The Designer will not present large areas of this boundary treatment to the streetscene however, this is unavoidable in small areas. Where gates are included, they will be in matching timber with robust locking systems and matching frames and gateposts.



Brick wall with timber infill panels

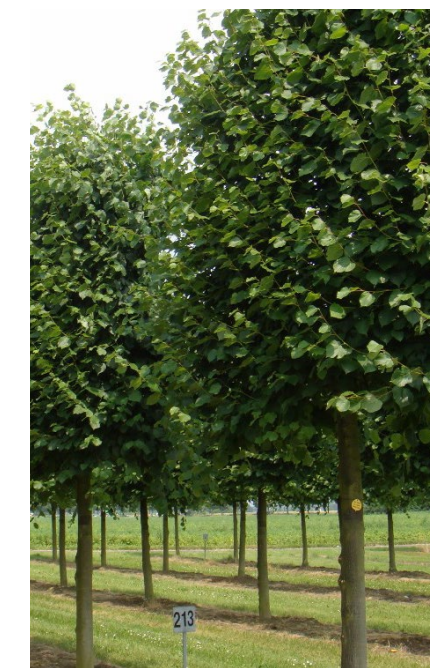
Boundaries facing the streetscene will be comprised of brick walls with brickwork to match the adjoining house. To soften the interface between the private and public spaces, timber infill panels and brick piers will be used to break up the visual impact of the brickwork. Where this treatment turns a corner it will be done with a curved brick wall with a 4m radius

Landscaping / Planting

Given the wider street interfaces, there is adequate space for streetside planting such as boulevard trees, hedges and shrubs. These will serve to soften the streetscene, aid wayfinding and provide a sense of place. Incidental landscaping space will also serve as 'rain gardens' promoting planting to contribute to Sustainable Urban Drainage. Character area specific species will help reinforce character area distinctiveness.



- Key**
- Gardens / grass
 - Hedges / shrubs
 - Mature trees



Boulevard and incidental trees

Tree planting along the boulevard and in incidental spaces will be of a species that will not grow to dominate the streetscene, be easy to maintain and resistant to pollution. Designers must follow the recommendations and guidance of the Arboricultural Consultants reports, schedules and designs. Planting must be far enough from structures and roads to eliminate the risk from root spread.

Tree species can be varied throughout the scheme to reinforce character area definition.

Trees within highways will need to be within tree pits meeting Warrington Borough Council specification.



Street scene hedges / shrubs

As per the trees mentioned above, hedges will be incorporated into the front gardens and incidental public open spaces, these will provide visual interest and seasonal variety. Hedge & shrub planting must also follow the Arboricultural Consultants guidelines and designs. The Designer must pay close attention to species relating to planting requirements.

Community Allotments

Located within the core of the site, within the greenspace provision associated with the Village Fringe character area, the Community Allotments are located centrally, adjacent to the spine road to better serve the entire development. The Allotments will be fenced with hit-and-miss timber fencing and will be provided with a small shed for each allotment.

Planting beds and raised planters will be provided throughout. The allotment space is to be subdivided as equally as possible.

Managed off-street parking provision will be provided adjacent to the allotment space, located to mitigate visual impact. Street design will ensure that allotment users do not park on nearby residential parking. Public transport links from the spine road will also serve the Allotments, allowing easy access from the entire development.



KEY:

* Proposed Care Home, School, Local Centre Shops and Family Pub/ Restaurant including hardstanding/landscaping are shown indicatively only and exact details are subject to future planning applications.



Indicative aerial perspective showing Village Fringe

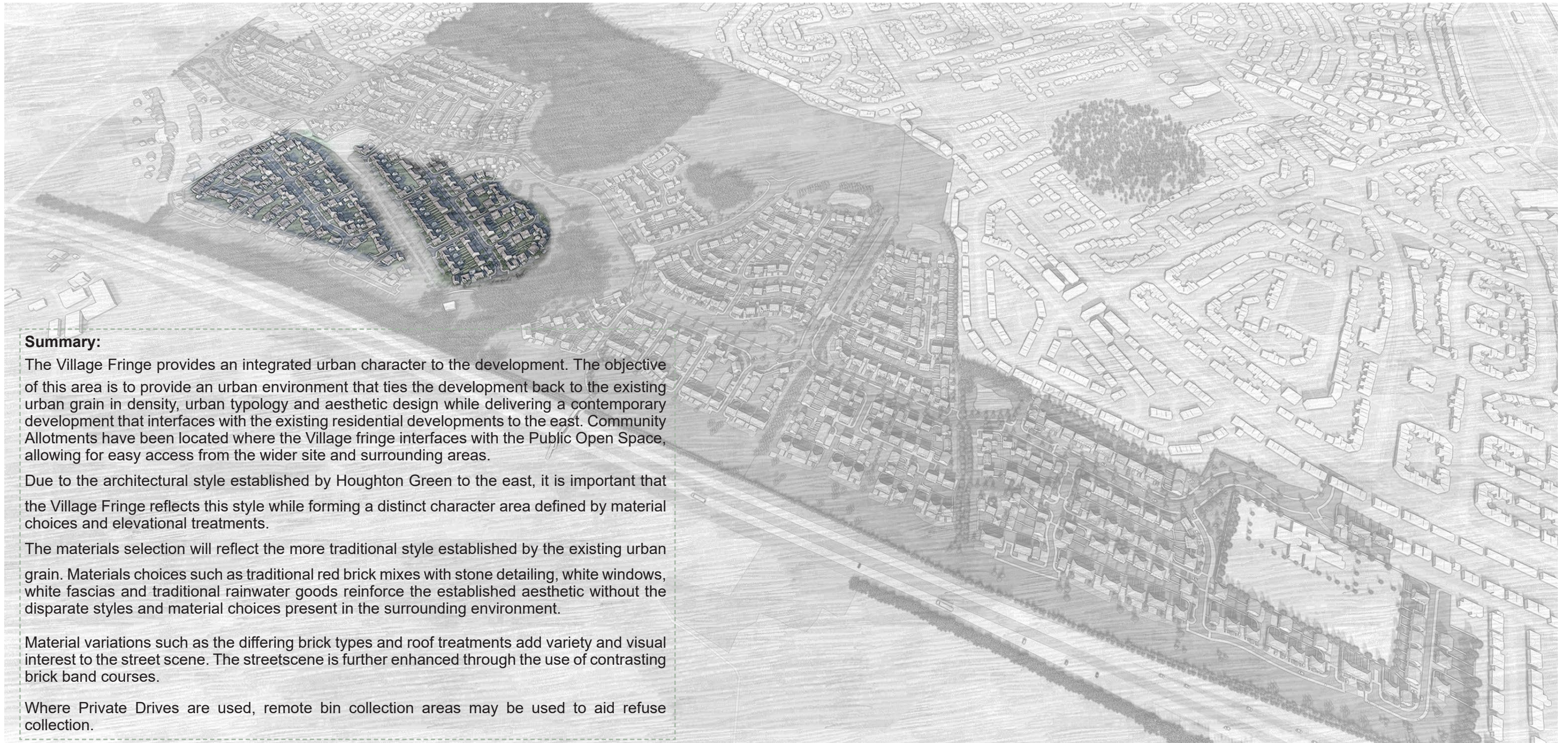


Indicative street-level perspective showing Village Fringe

Materials- Elevations



- 1. Kassandra Multi red facing brick**
One of the optional finishing materials for the elevational treatments.
- 2. Olde Country Blend red facing brick**
Another optional material for house type elevations.
- 3. Grey concrete roof tiles**
The primary roofing material for the Village Street character area.
- 4. Brown concrete roof tiles**
Secondary roofing material, to be used sporadically to break up the expanses of grey roofs.
- 5. White UPVC window frames and fenestration**
Casement-style double glazed window panels in UPVC frames.
- 6. Buff stone window heads and cills**
To be applied above and below windows on active elevations only.
- 7. Brick window heads and cills**
Alternate window cill and head materials. Brick used should match the selected facing brick.
- 8. Brick soldier course**
To be applied to active elevations only with 1.2m return to side walls, brick to contrast selected facing brick.
- 9. Plain white render**
To be applied to active elevations only. Use to be limited to feature plots and dual aspect plots.
- 10. Flat Portico-style canopies**
To be used throughout to front doors only.
- 11. Circular profile black UPVC rainwater goods**
To be used throughout.



Summary:

The Village Fringe provides an integrated urban character to the development. The objective of this area is to provide an urban environment that ties the development back to the existing urban grain in density, urban typology and aesthetic design while delivering a contemporary development that interfaces with the existing residential developments to the east. Community Allotments have been located where the Village fringe interfaces with the Public Open Space, allowing for easy access from the wider site and surrounding areas.

Due to the architectural style established by Houghton Green to the east, it is important that the Village Fringe reflects this style while forming a distinct character area defined by material choices and elevational treatments.

The materials selection will reflect the more traditional style established by the existing urban grain. Materials choices such as traditional red brick mixes with stone detailing, white windows, white fascias and traditional rainwater goods reinforce the established aesthetic without the disparate styles and material choices present in the surrounding environment.

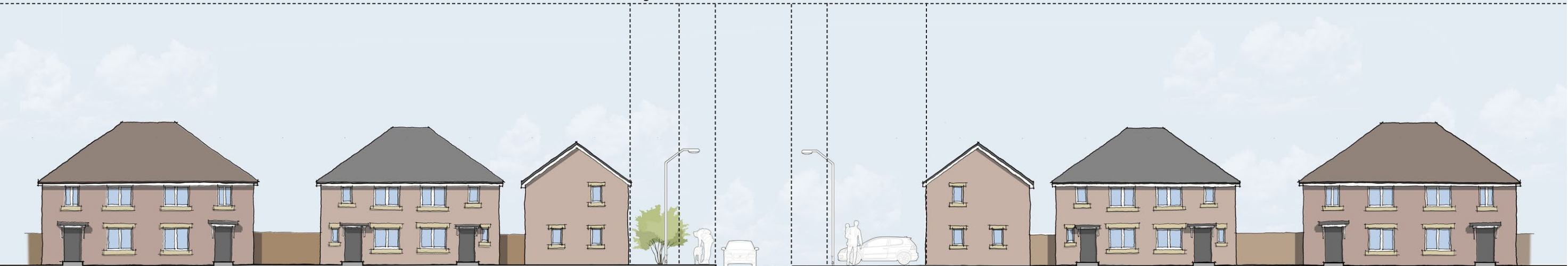
Material variations such as the differing brick types and roof treatments add variety and visual interest to the street scene. The streetscene is further enhanced through the use of contrasting brick band courses.

Where Private Drives are used, remote bin collection areas may be used to aid refuse collection.

Residential Properties Characterised by the Village Fringe Character Area

Plot Amenity Space/ Grass Verge
2m Path
Secondary Route
2m Path
On-Plot Parking

Residential Properties Characterised by the Village Fringe Character Area



Indicative Street Scenes typical of Village Fringe

5.3 Urban Edge Character Area



General Considerations

Forming the primary vehicular entrance from west Poplars Avenue and the westernmost part of the development, this represents an opportunity to create a visually distinctive character area that ties into the existing denser, built-up surrounding residential areas.



This zone is characterised by a broad carriageway to accommodate busses, serving as the first stage of the spine road. Interfaces have been increased through the provision of a planted verge. Due to the higher road capacity and travel speeds, direct access to residential units from this spine road will not be supported, access will be taken from parallel private drives served from secondary routes. The Designer must consider the rhythm of adjacent parcels during the design process. Due to these restrictions, parking will be generally provided to the sides of plots however, up-front parking will also be considered in limited areas where space allows. A cycle way will also be provided along the length of the spine road.

This character area will be delivered across construction phases 1 and 2. Consideration should be given to delivering a coherent product across these phases.

Streetscaping

The wide street interfaces and planted verges allow for the provision of inboard landscaping including incidental landscaped spaces and a tree-lined boulevard. The Designer must consider the continuation of the boulevard planting and indirect access via private drives.



There will be clear delineation between the private front garden spaces and the public highways areas. To this effect the materials selection for the streetscape is very important, as is the selection of street furniture to ensure that the character of this area is consistently applied throughout the development zone. Where this character area abuts an adjacent character area, The Designer must ensure that each area retains its distinct character. The primary road type in this area is a 7.5m Bus Route with a 2m planted verge to each side with a 2m footpath and 3m cycle way / footpath adjacent. 5.5m Estate Roads will be served from this bus route. A bus lane limits vehicular access through the development.

Materials- Streetscape



1. Black Tarmacadam

Primary surfacing material for vehicular routes.

2. Concrete Kerbstones

Kerbstones and dropped kerbs will define the border between pedestrian and vehicular areas.

3. Tegular setts traffic calming measures

Tegular setts will be used to mark transitional areas between road types where speed needs to be limited.

4. Buff Quartzite Tarmacadam

Contrasting surface material to be used on private drives.

5. Grey herringbone paviours

Durable, hard wearing material for driveways and private parking bays.

6. Black Tarmacadam with Cycle Path markings

Slip resistant, hard wearing material for use on cycle paths.

7. Concrete flagstones

For use on public pavements and private inboard footpaths.

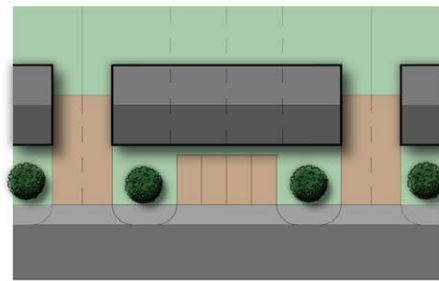
8. Seeded soil / planted turf

For infill areas of incidental Public Open Space and private front garden spaces.

Ironworks

Ironworks will be of a style and type complimentary to the character areas, inspection chambers should be of a tray-type infilled with the surfacing material aligned to the surrounding coursing. Manholes must not be sited at material transition points or at the junction of a raised table or other traffic calming measure.

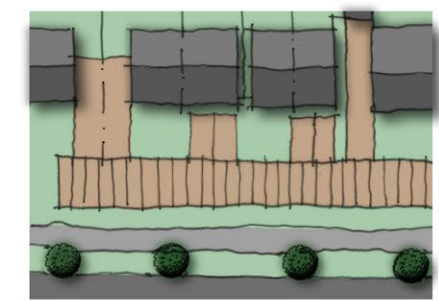
Parking Methodology



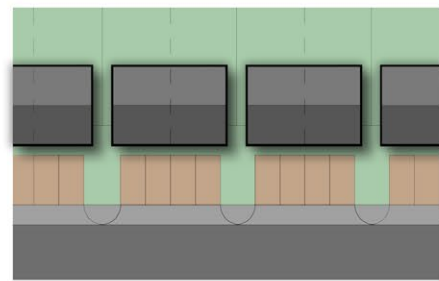
Breaks in street scene to incorporate landscape features



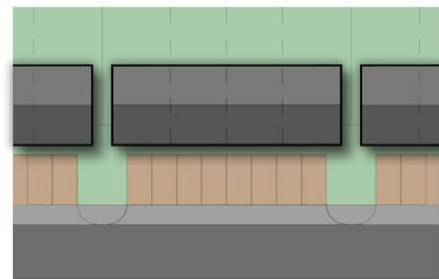
Varied parking methodology with landscape features



Bus Routes are parked and accessed from Private Drives



Repetitive, mechanical mono-style up-front parking

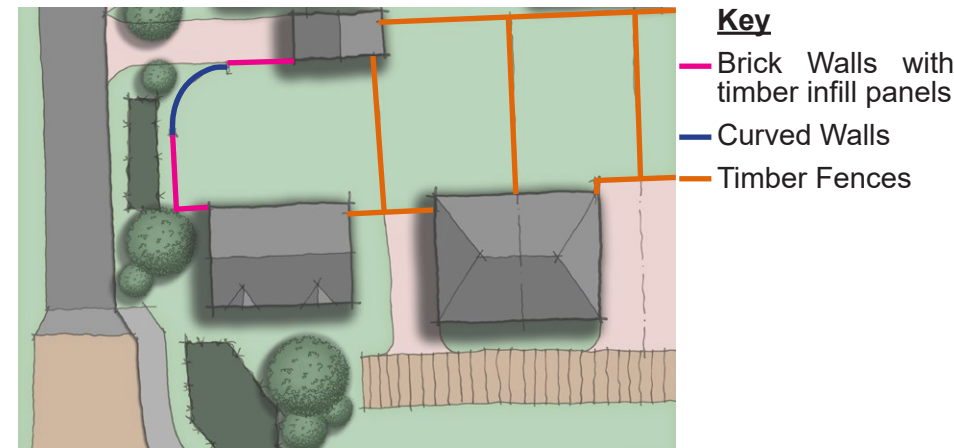


Large blocks of up-front parking with no break

Boundary Treatments

The Boundary Treatments and presentation play an important role in defining the character of the area. As the Urban Edge represents a more contemporary design ethos, the boundary treatments must reflect this.

Privacy of residents and amenity spaces will be a primary consideration for boundary treatments. Planting heights and location should also be considered to reinforce the boundaries.



Close-boarded timber fence

Weather-treated close-board timber fences will be used to define and reinforce the boundaries between dwellings. Typically these fences will be 1.8m high. The Designer must not present large areas of this boundary treatment to the streetscene. Where gates are included, they will be in matching timber with robust locking systems and matching frames and gateposts.



Brick wall with timber infill panels

Boundaries facing the streetscene will be comprised of brick walls with brickwork to match the adjoining house with contrasting brick detailing. To soften the interface between the private and public spaces, timber infill panels and brick piers will be used to break up the visual impact of the brickwork.



Curved brick walls

Where the above boundary treatment turns a corner it will be done with a curved brick wall with a 4m radius. As above, the brick should match the associated house with contrasting brick detailing.

Landscaping / Planting

Given the wider street interfaces, streetside planting such as boulevard trees, hedges and shrubs will be incorporated. These will serve to soften the streetscene, aid wayfinding and provide a sense of place. Incidental landscaping space will also serve as 'rain gardens' promoting planting to contribute to Sustainable Urban Drainage. Character area specific species will help reinforce character area distinctiveness.



Boulevard and incidental trees

Tree planting along the boulevard and in incidental spaces should be of a species that will not grow to dominate the streetscene, be easy to maintain and resistant to pollution. Designers must follow the recommendations and guidance of the Arboricultural Consultants reports, schedules and designs. Planting will be far enough from structures and roads to eliminate the risk from root spread.

Tree species can be varied throughout the scheme to reinforce character area definition.

Trees within highways will need to be within tree pits meeting Warrington Borough Council specification.



Street scene hedges / shrubs

As per the trees mentioned above, hedges will be incorporated into the front gardens and incidental public open spaces, these will provide visual interest and seasonal variety. Hedge & shrub planting must also follow the Arboricultural Consultants guidelines and designs. The Designer must pay close attention to species and the Arboriculturalists planting requirements.



Indicative aerial perspective showing Urban Edge



Indicative street-level perspective showing Urban Edge

Materials- Elevations



- 1. Rustic mix facing brick**
One of the optional finishing materials for the elevational treatments.
- 2. Rustic Buff Blend facing brick**
Another optional material for house type elevations.
- 3. Anthracite bricks**
Contrasting bricks to be used in limited capacity for feature plots / elevations and details.
- 4. Aluminium Window boxing**
Feature detailing to be used on vista plots.
- 5. Grey UPVC window frames and fenestration**
Casement-style double glazed window panels in UPVC frames.
- 6. Plain white render**
To be applied to select active elevations only with 1.2m returns.
- 7. Grey slate roof tiles**
Roofing material to be used throughout.
- 8. Contemporary canopies**
To be used throughout to front doors only.
- 9. Square-Section black UPVC rainwater goods**
To be used throughout.



Summary:

The Urban Edge serves as a notional link between the existing urban style to the west and south with the new development. This character area incorporates the western site entrance from Poplars Avenue, therefore it is important that this presents a distinctive, attractive street scene.

Due to the wide variety of architectural styles throughout the surrounding area, it is important that the Urban Edge possesses a distinctive character that can create an aesthetic link between the Neighbourhood Centre to the east and the more traditional housing to the west.

The materials selection and architectural features drive the design of the houses throughout the Urban Edge. Materials choices such as red facing brick with small areas of render along with contemporary elements such as anthracite windows, grey fascias and square section rainwater goods provide a contemporary element while the modern canopies, slate roofs and aluminium window boxing provide a dynamic, modern character.

Material variations such as the differing brick types, roof treatments add a sense of rhythm to the streetscene while adding variety and visual interest, with the use of render and alternative materials to feature / corner plots aiding wayfinding and establishing a sense of place.

Where Private Drives are used, remote bin collection areas may be used to aid refuse collection.

Residential Properties Characterised by the Urban Edge Character Area

Plot Amenity
Space/ Grass
Verge

Secondary
Road

2m
Grass
Path
Verge

Residential Properties Characterised by the Urban Edge Character Area



Indicative street scene typical of Urban Edge

5.4 Neighbourhood Centre Character Area



General Considerations

The southern fringe and central locus of the site provide important gateway vistas and focal points to the wider site. Located to the centre of the site, the entrance grouping presents an opportunity for a modern gateway development defined by materials and elevational treatments. The more modern approach will be replicated in the central core of the development as this area serves as a natural focal point between the east, south and western areas of the site where pedestrians and vehicular traffic will naturally converge as they travel through towards either the site exits or to the community facilities to the south.



Given the position of this character area in relation to the Urban Edge and Radley Green character areas, for the sake of continuity the streetscaping palette will be the same over all three character areas. The Neighbourhood Centre will be notably different through the materials and typological defining traits while creating a unified, complimentary interface with the adjacent areas. Designers should consider this relationship to ensure that the street typologies, materials and relationships are maintained.

Streetscaping

The wider street interfaces allow for the provision of inboard landscaping including landscaped front garden spaces and boulevard-style trees. The Designer must consider the continuation of the boulevard planting through the adjacent character areas..



There will be clear delineation between the private front garden spaces and the public highways areas. To this effect the materials selection for the streetscape is very important, as is the selection of street furniture to ensure that the character of this area is consistently applied throughout the development zone. Where this character area abuts an adjacent character area, the Designer must ensure that each area retains a distinct identity.

The Manual for Streets road hierarchy will be respected here. Most of the road types in this area are the 5.5m Estate Road with a 2m footpath to each side and the 4.8m Access Roads with service verges.

Materials- Streetscape



1. Black Tarmacadam

Primary surfacing material for vehicular routes and adjacent pedestrian footpaths.

2. Road Level Concrete Kerbstones

Level kerbstones and dropped kerbs will define the border between pedestrian and vehicular areas.

3. Tegular setts traffic calming measures

Tegular setts will be used to mark transitional areas between road types where speed needs to be limited.

4. Red chip Tarmacadam

Contrasting surface material to be used on private drives.

5. Grey brick paviours

Durable, hard wearing material for driveways and private parking bays.

6. Black Tarmacadam with Cycle Path markings

Slip resistant, hard wearing material for use on cycle paths.

7. Concrete flagstones

For use on private inboard footpaths.

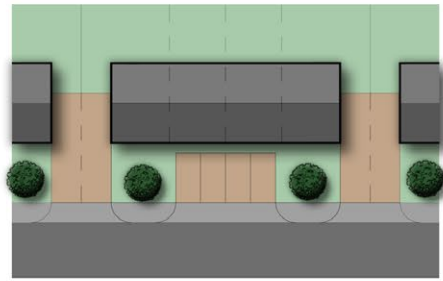
8. Seeded soil / planted turf

For infill areas of incidental Public Open Space and private front garden spaces.

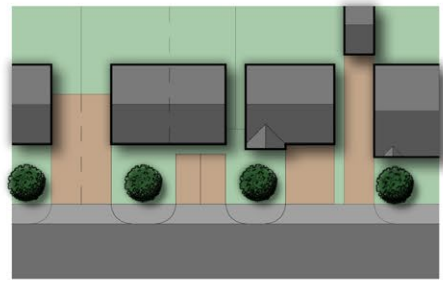
Ironworks

Ironworks should be of a style and type complimentary to the character areas, inspection chambers will be of a tray-type infilled with the surfacing material aligned to the surrounding coursing. Manholes must not be sited at material transition points or at the junction of a raised table or other traffic calming measure.

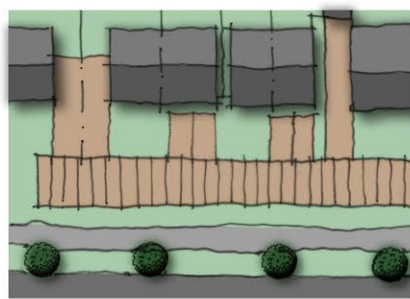
Parking Methodology



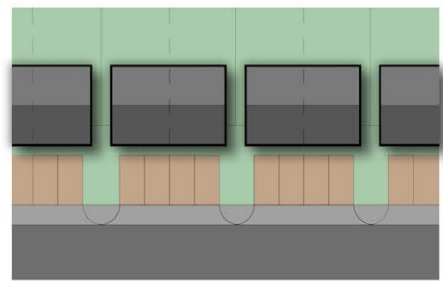
Breaks in street scene to incorporate landscape features



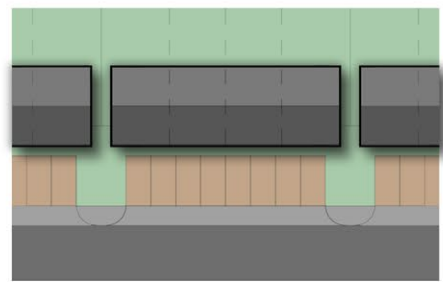
Varied parking methodology with landscape features



Bus Routes are parked and accessed from Private Drives



Repetitive, mechanical mono-style up-front parking

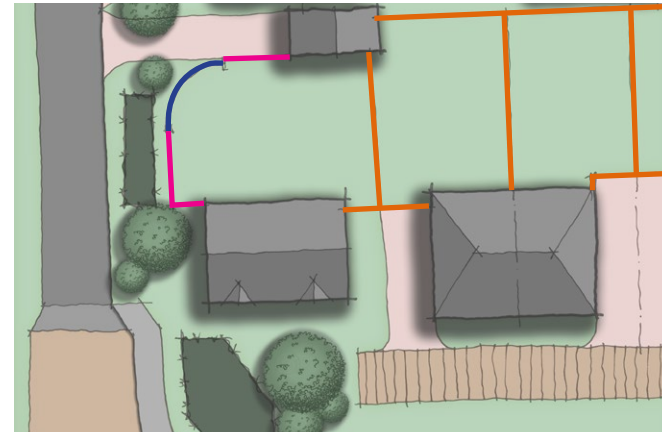


Large blocks of up-front parking with no break

Boundary Treatments

The Boundary Treatments play an important role in defining the character of the area. As the Neighbourhood Centre presents a more modern design ethos, the boundary treatments will reflect this.

Privacy of residents and amenity spaces will be a primary consideration for boundary treatments. Planting heights and location should also be considered to reinforce the boundaries.



Key

- Brick Walls with timber infill panels
- Curved Walls
- Timber Fences



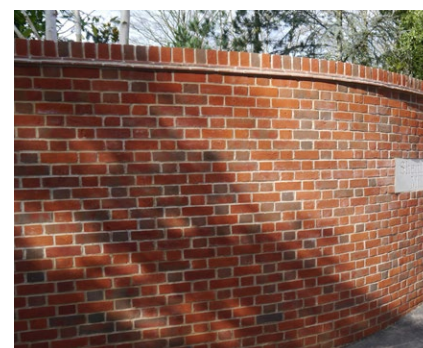
Close-boarded timber fence

Weather-treated close-board timber fences will be used to define and reinforce the boundaries between dwellings. Typically these fences will be 1.8m high. The Designer must not present large areas of this boundary treatment to the streetscene. Where gates are included, they will be in matching timber with robust locking systems and matching frames and gateposts.



Brick wall with timber infill panels

Boundaries facing the streetscene will be comprised of brick walls with brickwork to match the adjoining house with contrasting brick detailing. To soften the interface between the private and public spaces, timber infill panels and brick piers will be used to break up the visual impact of the brickwork.

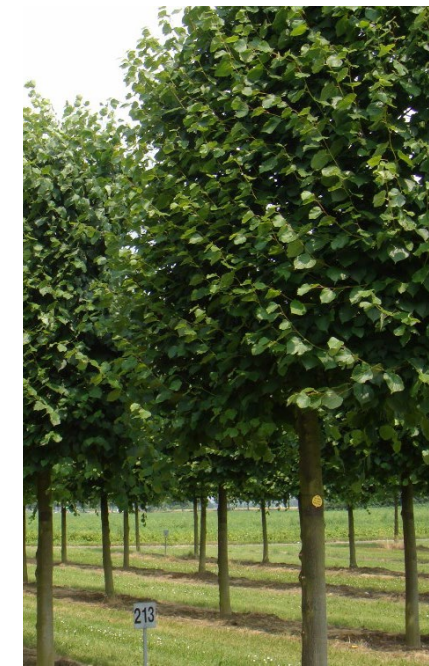
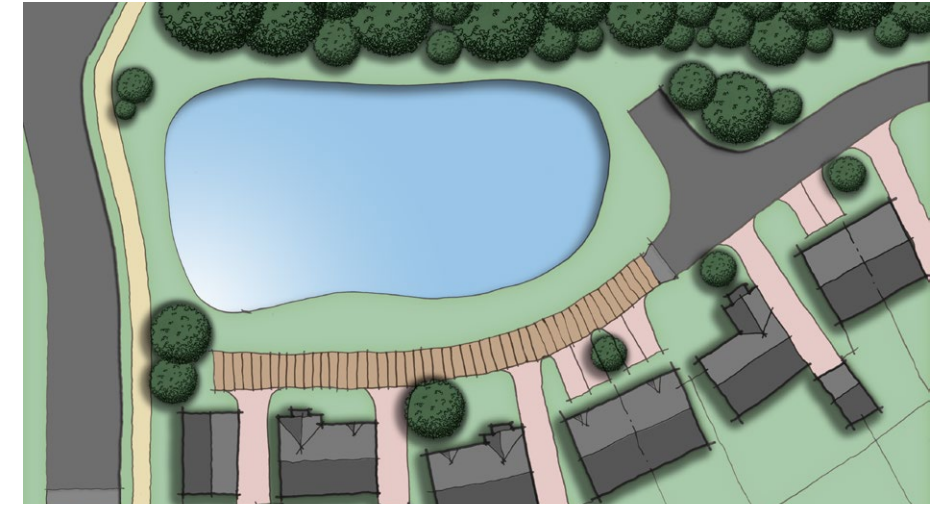


Curved brick walls

Where the above boundary treatment turns a corner it will be done with a curved brick wall with a 4m radius. As above, the brick must match the associated house with contrasting brick detailing.

Landscaping / Planting

Given the wider street interfaces, streetside planting such as boulevard trees, hedges and shrubs will be implemented. These will serve to soften the streetscene, aid wayfinding and provide a sense of place. Incidental landscaping space will also serve as 'rain gardens' promoting planting to contribute to Sustainable Urban Drainage. Character area specific species will help reinforce character area distinctiveness.



Boulevard and incidental trees

Tree planting along the boulevard and in incidental spaces will be of a species that will not grow to dominate the streetscene, be easy to maintain and resistant to pollution. Designers must follow the recommendations and guidance of the Arboricultural Consultants reports, schedules and designs. Planting should be far enough from structures and roads to eliminate the risk from root spread.

Tree species can be varied throughout the scheme to reinforce character area definition.

Trees within highways will need to be within tree pits meeting Warrington Borough Council specification.



Street scene hedges / shrubs

As per the trees mentioned above, hedges will be incorporated into the front gardens and incidental public open spaces, these will provide visual interest and seasonal variety. Hedge & shrub planting must also follow the Arboricultural Consultants guidelines and designs. The Designer must consider species and in relation to the planting requirements.



Indicative aerial perspective showing Neighbourhood Centre



Indicative street-level perspective showing Neighbourhood Centre

Materials- Elevations



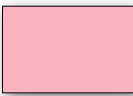
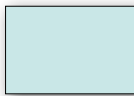
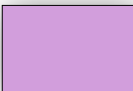
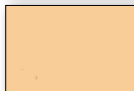
- 1. Red engineering brick**
To be used below DPC level.
- 2. Aluminium Window boxing**
Feature detailing to be used on vista plots.
- 3. Cream UPVC window frames and fenestration**
Casement-style double glazed window panels in UPVC frames.
- 4. Plain white render**
To be applied throughout.
- 7. Red roof tiles**
Roofing material to be used throughout.
- 6. Contemporary canopies**
To be used throughout to front doors only.
- 7. Square-Section black UPVC rainwater goods**
To be used throughout.

Putting the Community First

The Neighbourhood Centre could incorporate most of the on-site amenities for use by the residents of the proposed development and current residents in the surrounding area. The proposed location to the south of the development site, adjacent to the primary entrance and situated along the spine road gives these facilities accessibility and prominence.

Footways throughout the Local Centre and School area are required to exceed the standard 2m footway width.



- | | | | |
|---|--|---|---|
|  | Proposed School
(indicative only*) |  | Proposed Family
Pub/Restaurant
(indicative only*) |
|  | Proposed Care
Home Facility
(indicative only*) |  | Proposed Local
Centre/Shops
(indicative only*) |

The community facilities could comprise of the following:

- A food store up to 2,000 m2 (Use Class A1);
- Financial and professional services;
- Restaurants and cafes; drinking establishments;
- Hot food takeaways (Use Classes A2-A5 inclusive);
- Units within Class D1 (non-residential institution of up to 60 m2 with no single unit more than 200 m2);
- Family restaurant/ pub up to 800 m2 (Use Classes A3/ A4);
- Primary School;

Family Restaurant / Pub

Located adjacent to the primary entrance to the site, a Family Restaurant / Public House (Use Class A3/A4) of no more than 800m² will be provided. This will be of contemporary design and will provide a social destination for the current and future residents of the area. This will be sited in a prominent location establishing a feature gateway to the site.

Given it's location, this facility will adopt the design characteristics and will integrate with the adjacent Neighbourhood Centre.



Local Centre

The Local Centre could provide a range of amenities such as a food store, financial and professional services, a restaurant, cafe; drinking establishment, hot food, takeaways (Use Classes A2-A5 inclusive), or a non-residential institution such as a library, nursery or place of worship. If the final design comprises of more than one building then care will need to be taken to ensure that all buildings associated with the Local Centre will share design ethos and materials selection with each other and the surrounding units. Given the prominent location on the southern boundary, a landmark design is essential. Footpaths will need to be greater than standard 2m widths to accommodate additional foot traffic.

The materials used will be modern, taking influence from the adjacent Character Area.



Care Facility

Due to its prominent position at the gateway of the site and a natural termination of the Neighbourhood Centre character area, a modern aesthetic should be adopted that creates a positive space and immediately establishes a distinctive sense of place.

The Residential Care Home building (Use Class C2) will be oriented to maximise the active elevations and to minimise the visibility of parking facilities.

The materials used will be modern, taking influence from the adjacent Neighbourhood Centre Character Area.



Primary School

Located on the south eastern edge of the development, the proposed Primary School will interface with the adjacent Neighbourhood Centre character area. As a landmark building, the school must be oriented to provide a distinctive, statement street scene, maximising the active elevations and to minimise the visibility of parking facilities, remote parking will also be considered. Footpaths will need to be greater than the standard 2m, to accommodate additional foot traffic.

As per the other community facilities, the materials used will be modern, taking influence from the adjacent Character Area.




Infrastructure

Given the scale of the development, it is required that a 33kV Primary Substation be provided as part of the development infrastructure. This needs to be situated as centrally possible as shown indicatively on the Masterplan excerpt below. Given the size and visual impact of this structure it is proposed to heavily screen it from the rest of the development with a combination of evergreen trees and low-level shrub planting. A 30m standoff will need to be observed to the frontage of any residential building.

It is also proposed to include a Foul Pumping Station within the vicinity of the Substation, as it can be sited within the 30m standoff zone which will in turn absorb the 15m standoff required by the Pumping Station. Although much of the infrastructure for this is undergrounded, it will also benefit from the planted screening mentioned above.

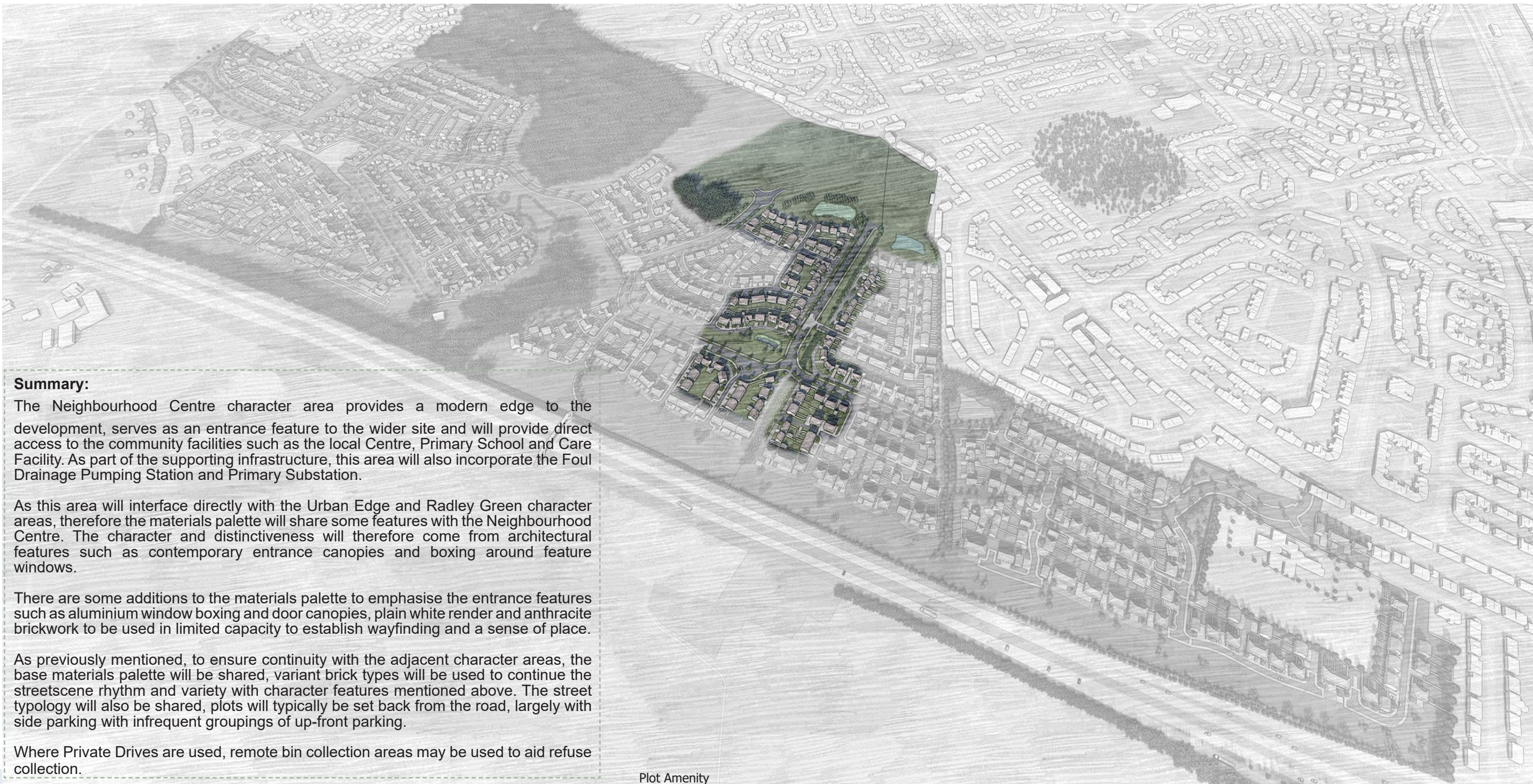
An area of hard standing will also be required with parking for service vehicles, gated access and an access road.



 Indicative location of Primary Substation and Foul Pumping Station

Materials- Elevations





Summary:

The Neighbourhood Centre character area provides a modern edge to the development, serves as an entrance feature to the wider site and will provide direct access to the community facilities such as the local Centre, Primary School and Care Facility. As part of the supporting infrastructure, this area will also incorporate the Foul Drainage Pumping Station and Primary Substation.

As this area will interface directly with the Urban Edge and Radley Green character areas, therefore the materials palette will share some features with the Neighbourhood Centre. The character and distinctiveness will therefore come from architectural features such as contemporary entrance canopies and boxing around feature windows.

There are some additions to the materials palette to emphasise the entrance features such as aluminium window boxing and door canopies, plain white render and anthracite brickwork to be used in limited capacity to establish wayfinding and a sense of place.

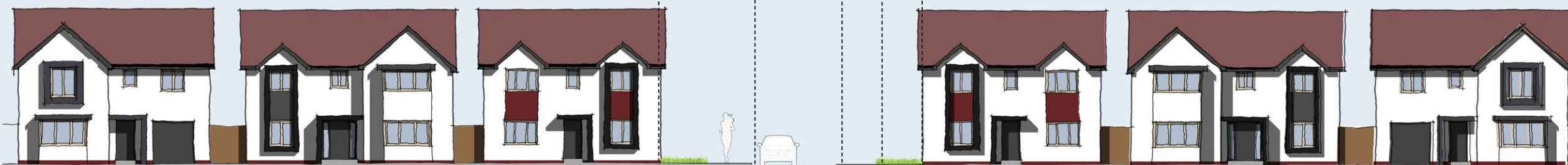
As previously mentioned, to ensure continuity with the adjacent character areas, the base materials palette will be shared, variant brick types will be used to continue the streetscene rhythm and variety with character features mentioned above. The street typology will also be shared, plots will typically be set back from the road, largely with side parking with infrequent groupings of up-front parking.

Where Private Drives are used, remote bin collection areas may be used to aid refuse collection.

Residential Properties Characterised by the Neighbourhood Centre Character Area

Plot Amenity Space/ Grass Verge
Secondary Road
2m Grass Path
Verge

Residential Properties Characterised by the Neighbourhood Centre Character Area



Indicative street scene typical of Neighbourhood Centre

5.5 Northern Corridor Character Area



General Considerations

Sited at the northern edge of the development, the Northern Corridor character area represents a more rustic, traditional approach that softens the urban interface with the adjacent greenspaces.



This character area is defined by its interface with the adjacent Habitat Zone, a more rustic materials palette and architectural features define the street typography. Due to the close proximity to the M62, acoustic mitigation will be a leading factor when designing the urban environment. The Designer must consider how the proposed dwellings will shield the rest of the site from noise contamination, the Acoustician report and recommendations must be understood and followed. Residential units must be oriented towards the motorway and any open spaces or gardens facing the motorway will not be supported without the Acoustic Consultant's approval.

Due to its size and location, this character area will be delivered across construction phases 1, 2 and 3. Consideration should be given to delivering a coherent product across these phases.

Streetscaping

As it includes the adjacent greenspace, the streetscape will define the border between these two environs and as such will reflect a softer approach through materials and design.



There must be clear delineation between the private front garden spaces and the public highways areas. To this effect the materials selection for the streetscape is very important, as is the selection of street furniture to ensure that the character of this area is consistently applied throughout the development zone. This character area shares a boundary only with The Urban Edge, Neighbourhood Centre, Radley Green and the Village Fringe and has been designed to bind them together with similar materials and complimentary architectural features. The Designer must ensure that the character areas have their own distinct style. The Manual for Streets road hierarchy will be respected here. Most of the road types in this area are the 5.5m Estate Road with a 2m footpath to each side and the 4.8m Access Roads with service verges.

Materials- Streetscape



1. Black Tarmac

Primary surfacing material for vehicular routes and adjacent pedestrian footpaths.

2. Concrete Kerbstones

Kerbstones and dropped kerbs will define the border between pedestrian and vehicular areas.

3. Tegular setts traffic calming measures

Tegular setts will be used to mark transitional areas between road types where speed needs to be limited.

4. Woodchip Paths

Used to define recreational walks through the habitat creation area.

5. Brown block paving

Used to define the limits of private driveways parking spaces

6. Black Tarmac with Cycle Path markings

Slip resistant, hard wearing material for use on cycle paths.

7. Yorkstone paving slabs

Mixture of sizes and orientation. For use on private inboard footpaths.

8. Seeded turf

For infill areas of incidental Public Open Space and private front garden spaces.

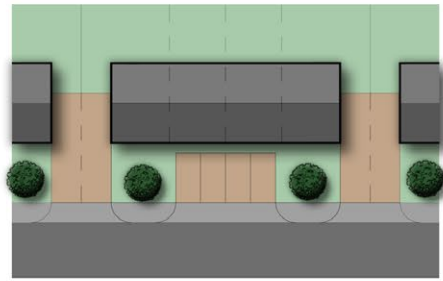
Ironworks

Ironworks will be of a style and type complimentary to the character areas, inspection chambers will be of a tray-type infilled with the surfacing material aligned to the surrounding coursing. Manholes must not be sited at material transition points or at the junction of a raised table or other traffic calming measure.

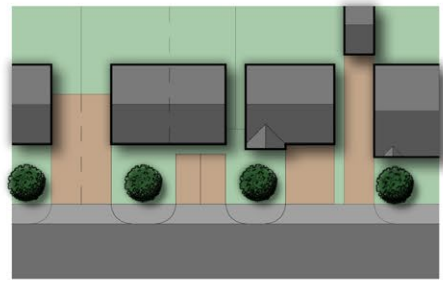
Footpaths / Cycleways

A cohesive footpath and cycle route run through the northern greenspace running east-west with periodical connections to the inboard pedestrian infrastructure. The Designer must ensure that any connections will be implemented as shown.

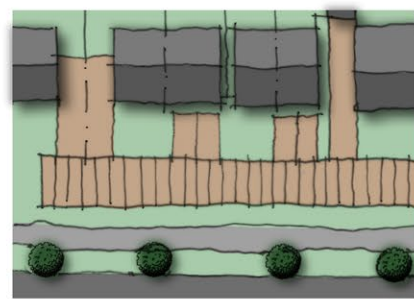
Parking Methodology



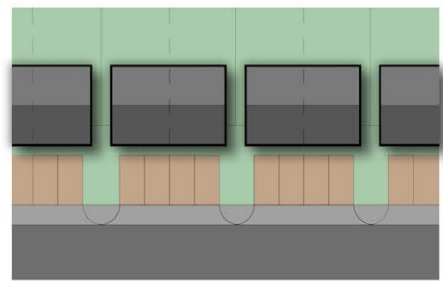
Breaks in street scene to incorporate landscape features



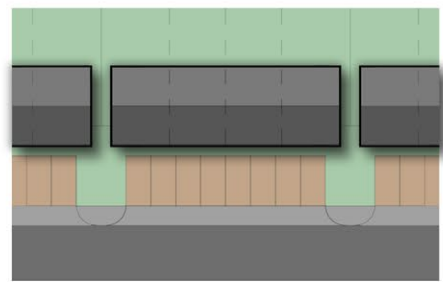
Varied parking methodology with landscape features



Bus Routes are parked and accessed from Private Drives



Repetitive, mechanical mono-style up-front parking

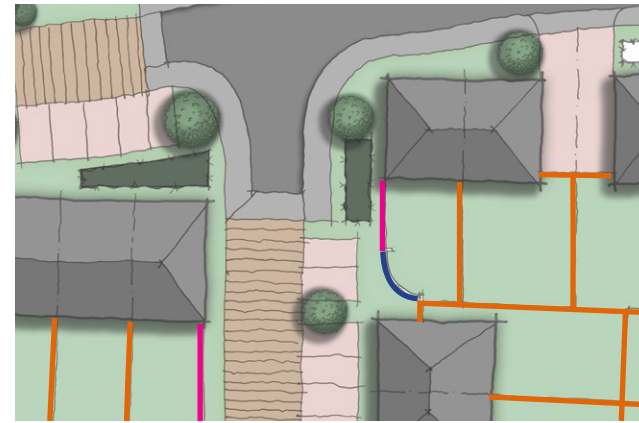


Large blocks of up-front parking with no break

Boundary Treatments

The Boundary Treatments and presentation play an important role in defining the character of the area. The Northern Corridor will provide a rural interface compatible with the adjacent Character Areas.

Privacy of residents and amenity spaces will be a primary consideration for boundary treatments. Planting heights and location should also be considered to reinforce the boundaries.



Key

- Brick Walls with timber infill panels
- Curved Walls
- Timber Fences



Close-boarded timber fence

Weather-treated close-board timber fences will be used to define and reinforce the boundaries between dwellings. Typically these fences will be 1.8m high. The Designer must not present large areas of this boundary treatment to the streetscene. Where gates are included, they will be in matching timber with robust locking systems and matching frames and gateposts.



Brick wall with timber infill panels

Boundaries facing the streetscene will be comprised of brick walls with brickwork to match the adjoining house with contrasting brick detailing. To soften the interface between the private and public spaces, timber infill panels and brick piers will be used to break up the visual impact of the brickwork.



Curved brick walls

Where the above boundary treatment turns a corner it will be done with a curved brick wall with a 4m radius. As above, the brick must match the associated house with contrasting brick detailing.

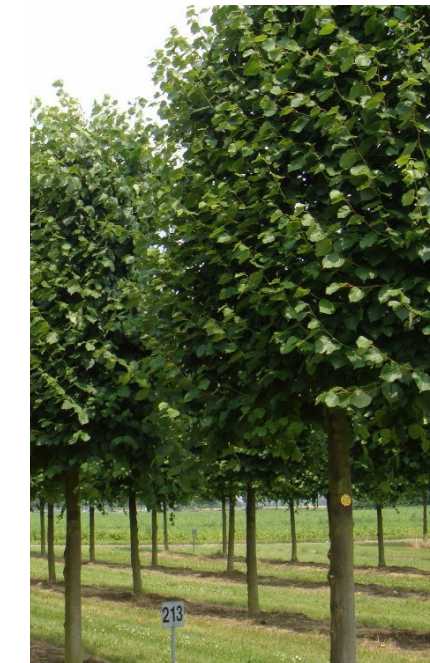
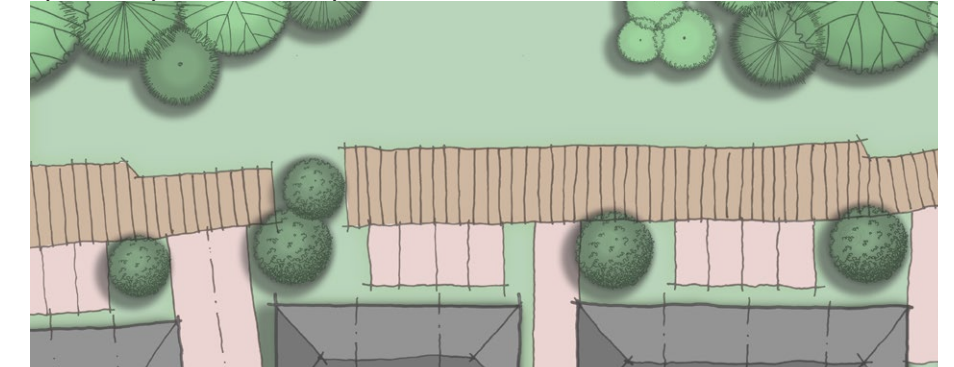


Timber Knee Rail Fence

A timber knee rail fence will serve to soften the interface between the dwellings and the Habitat Creation zone. This fence will define the limits of the residential area.

Landscaping / Planting

Given the wider street interfaces, streetside planting such as boulevard trees, hedges and shrubs will be incorporated. These will serve to soften the streetscene, aid wayfinding and provide a sense of place. Incidental landscaping space will also serve as 'rain gardens' promoting planting to contribute to Sustainable Urban Drainage. Character area specific species will help reinforce character area distinctiveness.



Boulevard and incidental trees

Tree planting along the boulevard and in incidental spaces will be of a species that will not grow to dominate the streetscene, be easy to maintain and resistant to pollution. Designers must follow the recommendations and guidance of the Arboricultural Consultants reports, schedules and designs. Planting should be far enough from structures and roads to eliminate the risk from root spread.

Tree species can be varied throughout the scheme to reinforce character area definition.

Trees within highways will need to be within tree pits meeting Warrington Borough Council specification.



Street scene hedges / shrubs

As per the trees mentioned above, hedges will be incorporated into the front gardens and incidental public open spaces, these will provide visual interest and seasonal variety. Hedge & shrub planting should also follow the Arboricultural Consultants guidelines and designs. The Designer must pay close attention to species and Designer's planting requirements.



Habitat Creation Zone

As mentioned previously, the Habitat Creation Zone will comprise of areas of unmanaged planting containing species that will enhance habitats and amenity for native local wildlife. Consideration will be given for facilities such as apiaries and insect conservation.



Indicative aerial perspective showing Northern Corridor



Indicative street-level perspective showing Northern Corridor

Materials- Elevations



- 1. Bedfordshire Mixture brown facing brick**
One of the optional finishing materials for the elevational treatments.
- 2. Olde Country Blend red facing brick**
Another optional material for house type elevations.
- 3. Grey concrete roof tiles**
The primary roofing material for the Northern Corridor character area.
- 4. Brown concrete roof tiles**
Secondary roofing material, to be used sporadically to break up the expanses of grey roofs.
- 5. White UPVC window frames and fenestration**
Casement-style double glazed window panels in UPVC frames.
- 6. Buff stone window heads and cills**
To be applied above and below windows on active elevations only.
- 7. Brick string course**
To be applied to active elevations only with 1.2m return to side walls, brick to match selected facing brick.
- 8. Plain white render**
To be applied to active elevations only. Use to be limited to feature plots and dual aspect plots.
- 9. Flat Portico-style canopies**
To be used throughout to front doors only.
- 10. Circular profile black UPVC rainwater goods**
To be used throughout.



Summary:

The Northern Corridor provides a softer interface with the adjacent Habitat Creation Zone to the north of the site without creating too much disparity from the adjacent character areas whilst retaining it's own distinct character.

Due to the adjacency to several character areas, the Northern Corridor shares many of its architectural design cues however the materials selection evokes a more 'rustic' palette that draws influence from the adjacent greenspaces

As mentioned above, the architectural features such as the stone heads and cills, portico canopies and hipped roofs provide a notional thematic link to the adjacent character areas, the materials selection including more muted brown brick mixes with brick band courses and selective render use creates a distinctive character area.

Material variations such as the differing brick types, roof treatments add a sense of rhythm to the streetscene while adding variety and visual interest, with the use of render and alternative materials to feature / corner plots aiding wayfinding and establishing a sense of place.

Where Private Drives are used, remote bin collection areas may be used to aid refuse collection.

Habitat Creation Area

Private Drive

Plot Amenity Space

Residential Properties Characterised by the Northern Corridor Character Area



Indicative street scene typical of Northern Corridor

5.6 Radley Green Character Area



General Considerations

Sited adjacent to the Public Open Space and existing Radley plantation at the centre of the development, like the Northern Corridor, this character presents an opportunity to soften the urban interface with the adjacent greenspaces through the use of reduced-traffic Private Drives and plot orientation. The adjacent public spaces must be faced by active elevations to ensure passive surveillance.



This character area is defined by its interface with the adjacent Public Open Space and Radley Plantation however, the adjacency to the Neighbourhood Centre and continuation of the spine road will define the street typography. However, the influences of the Northern Corridor will define the materials pallet. The Designer must consider how the proposed dwellings will interact with these adjacent character areas and continue the established street layout and typography along the spine road.

This character area will be delivered entirely within construction phase 3, this will ensure the delivery of a coherent product.

Streetscaping

Given that Radley Green exists in relative isolation, the streetscape will be defined by the interface with the adjacent public spaces and provides an opportunity to create a distinctive as such the materials selection will be similar to the Northern Corridor with elements to tie the Radley Green Character Area back to the Neighbourhood Centre.



There must be clear delineation between the private front garden spaces and the public highways areas. To this effect the materials selection for the streetscape is very important, as is the selection of street furniture to ensure that the character of this area is consistently applied throughout the development zone. This character area shares a boundary with the Neighbourhood Centre and Northern Corridor and has been designed to transition smoothly between them using similar materials and architectural features.

The Manual for Streets road hierarchy will be respected here. Most of the road types in this area are the 5.5m Estate Road with a 2m footpath to each side and the 4.8m Access Roads with service verges.

Materials- Streetscape



1. Black Tarmac

Primary surfacing material for vehicular routes and adjacent pedestrian footpaths.

2. Road Level Concrete Kerbstones

Level kerbstones and dropped kerbs will define the border between pedestrian and vehicular areas.

3. Tegular sets traffic calming measures

Tegular sets will be used to mark transitional areas between road types where speed needs to be limited.

4. Red chip Tarmac

Contrasting surface material to be used on private drives.

5. Grey brick paviours

Durable, hard wearing material for driveways and private parking bays.

6. Black Tarmac with Cycle Path markings

Slip resistant, hard wearing material for use on cycle paths.

7. Concrete flagstones

For use on private inboard footpaths.

8. Seeded soil / planted turf

For infill areas of incidental Public Open Space and private front garden spaces.

Ironworks

Ironworks will be of a style and type complimentary to the character areas, inspection chambers will be of a tray-type infilled with the surfacing material aligned to the surrounding coursing. Manholes must not be sited at material transition points or at the junction of a raised table or other traffic calming measure.

Footpaths / Cycleways

A cohesive footpath and cycle route run through the adjacent Public Open Spaces with periodical connections to the inboard pedestrian infrastructure. The Designer must ensure that any connections will be implemented as shown.

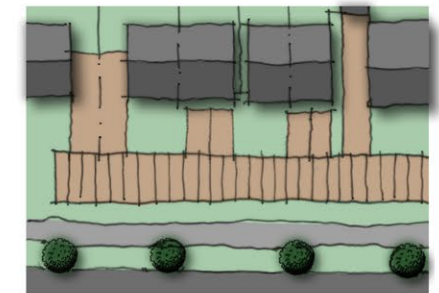
Parking Methodology



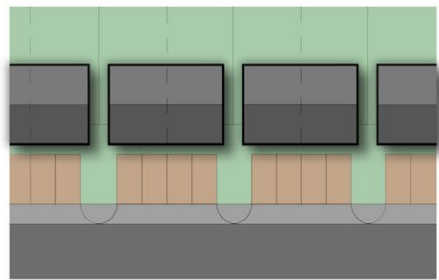
Breaks in street scene to incorporate landscape features



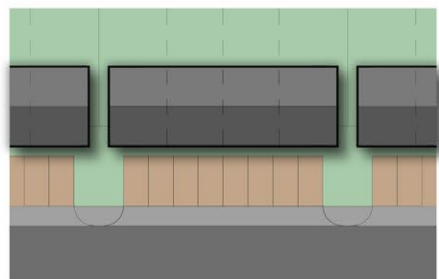
Varied parking methodology with landscape features



Bus Routes are parked and accessed from Private Drives



Repetitive, mechanical mono-style up-front parking

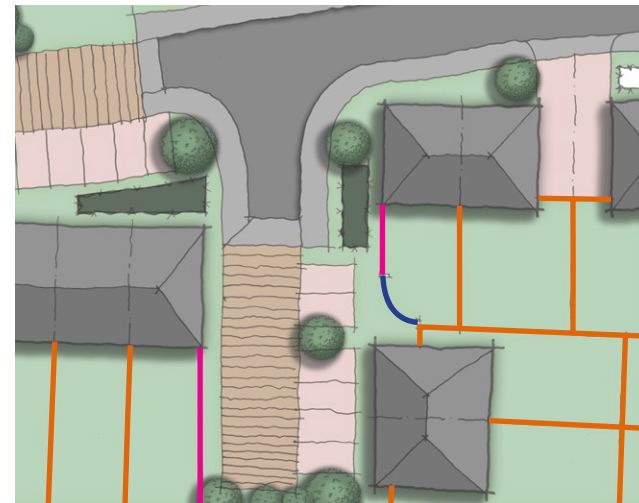


Large blocks of up-front parking with no break

Boundary Treatments

The Boundary Treatments and presentation play an important role in defining the character of the area. Radley Green will provide a rural interface compatible with the adjacent Village Streets.

Privacy of residents and amenity spaces will be a primary consideration for boundary treatments. Planting heights and location should also be considered to reinforce the boundaries.



- Key**
- Brick Walls with timber infill panels
 - Curved Walls
 - Timber Fences



Close-boarded timber fence

Weather-treated close-board timber fences will be used to define and reinforce the boundaries between dwellings. Typically these fences will be 1.8m high. The Designer must not present large areas of this boundary treatment to the streetscene. Where gates are included, they will be in matching timber with robust locking systems and matching frames and gateposts.



Brick wall with timber infill panels

Boundaries facing the streetscene will be comprised of brick walls with brickwork to match the adjoining house with contrasting brick detailing. To soften the interface between the private and public spaces, timber infill panels and brick piers will be used to break up the visual impact of the brickwork.



Curved brick walls

Where the above boundary treatment turns a corner it will be done with a curved brick wall with a 4m radius. As above, the brick must match the associated house with contrasting brick detailing.

Landscaping / Planting

Given the wider street interfaces, streetside planting such as boulevard trees, hedges and shrubs will be incorporated. These will serve to soften the streetscene, aid wayfinding and provide a sense of place. Incidental landscaping space will also serve as 'rain gardens' promoting planting to contribute to Sustainable Urban Drainage. Character area specific species will help reinforce character area distinctiveness.



Boulevard and incidental trees

Tree planting along the boulevard and in incidental spaces will be of a species that will not grow to dominate the streetscene, be easy to maintain and resistant to pollution. Designers must follow the recommendations and guidance of the Arboricultural Consultants reports, schedules and designs. Planting should be far enough from structures and roads to eliminate the risk from root spread.

Tree species can be varied throughout the scheme to reinforce character area definition.

Trees within highways will need to be within tree pits meeting Warrington Borough Council specification.



Street scene hedges / shrubs

As per the trees mentioned above, hedges will be incorporated into the front gardens and incidental public open spaces, these will provide visual interest and seasonal variety. Hedge & shrub planting must also follow the Arboricultural Consultants guidelines and designs. The Designer must consider species and in relation to the planting requirements.



Indicative aerial perspective showing Radley Green

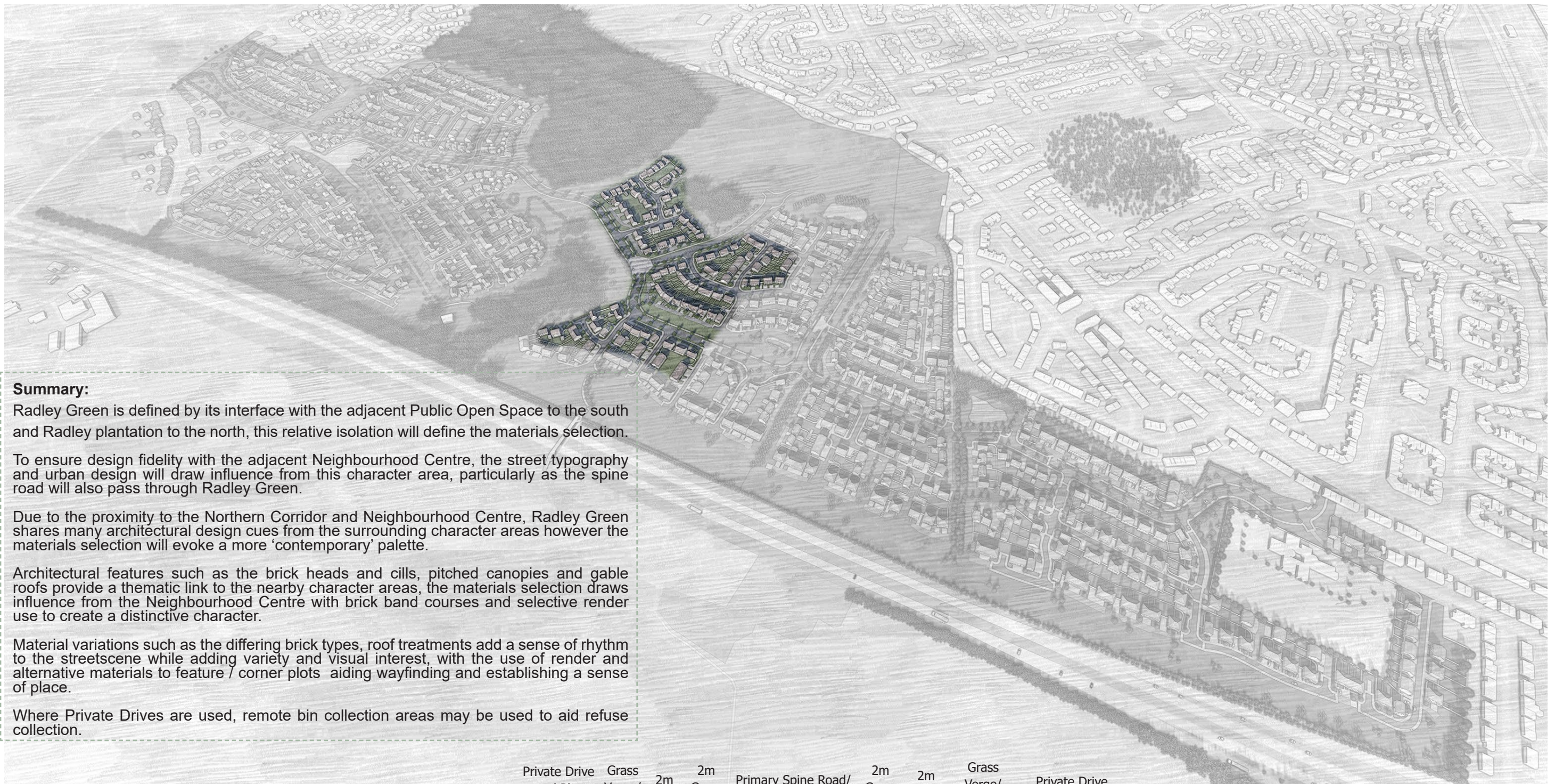


Indicative street-level perspective showing Radley Green

Materials- Elevations



- 1. Anglican Buff multi facing brick**
One of the optional finishing materials for the elevational treatments,
- 2. Harvest Buff multi facing brick**
Another optional material for house type elevations,
- 3. Grey concrete roof tiles**
The primary roofing material for the Radley Green character area,
- 4. Brown concrete roof tiles**
Secondary roofing material, to be used sporadically to break up the expanses of grey roofs,
- 5. Grey UPVC window frames and fenestration**
Casement-style double glazed window panels in UPVC frames,
- 6. Brick window heads and cills**
Alternate window cill and head materials. Brick used should match the selected facing brick,
- 7. Anthracite bricks**
Contrasting bricks to be used for detailing only
- 8. Brick band coursing**
To be applied to active elevations only with 1.2m return to side walls, brick to contrast selected facing brick or Anthracite brick (7),
- 9. Plain white render**
To be applied to active elevations only. Use to be limited to feature plots and dual aspect plots,
- 10. Pitched canopies**
To be used throughout to front doors only,
- 11. Square-Section black UPVC rainwater goods**
To be used throughout.



Summary:

Radley Green is defined by its interface with the adjacent Public Open Space to the south and Radley plantation to the north, this relative isolation will define the materials selection.

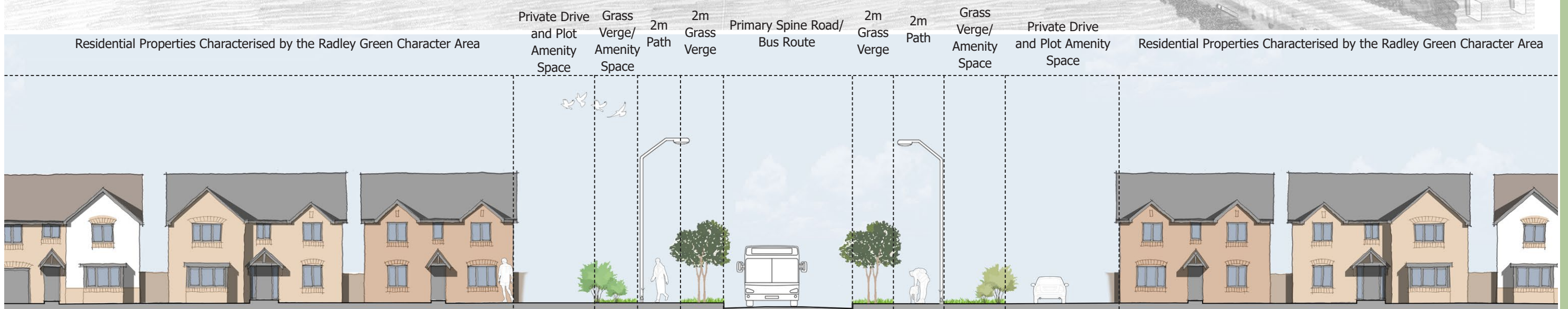
To ensure design fidelity with the adjacent Neighbourhood Centre, the street typography and urban design will draw influence from this character area, particularly as the spine road will also pass through Radley Green.

Due to the proximity to the Northern Corridor and Neighbourhood Centre, Radley Green shares many architectural design cues from the surrounding character areas however the materials selection will evoke a more 'contemporary' palette.

Architectural features such as the brick heads and cills, pitched canopies and gable roofs provide a thematic link to the nearby character areas, the materials selection draws influence from the Neighbourhood Centre with brick band courses and selective render use to create a distinctive character.

Material variations such as the differing brick types, roof treatments add a sense of rhythm to the streetscene while adding variety and visual interest, with the use of render and alternative materials to feature / corner plots aiding wayfinding and establishing a sense of place.

Where Private Drives are used, remote bin collection areas may be used to aid refuse collection.



Indicative street scene typical of Radley Green

5.7 Eastern Gateway Character Area



General Considerations

Located to the far east of the site, this character area provides the site entrance from Mill Lane, as such the street typography and materials selection will be influenced by the local vernacular however, this area is sited immediately adjacent to the Village Fringe, Designers should ensure that the street typologies and design fidelity is maintained throughout.



This character area is defined by its interface with the Village Fringe however, the continuation of the spine road to a logical terminus and proximity to the existing dwellings define the street typography. However, the influences of the dwellings along Mill Lane will define the materials pallet. The Designer must consider how the proposed dwellings will interact with these adjacent character areas and continue the established street layout and typography along the spine road.

Streetscaping

As the primary access point for the largest number of units, the streetscape will provide a distinctive character that does not diverge too far from the established traditional character of Houghton Green to the east & Cinnamon Brow to the south.



There must be clear delineation between the private front garden spaces and the public highways areas. The materials selection for the streetscape is very important, as is the selection of street furniture to ensure that the character of this area is consistently applied throughout the development zone. Given that this area is a principle access point, materials and streetscaping should be to a high quality.

The Manual for Streets road hierarchy will be respected here. The 7.5m spine road defines the entrance point with adjacent verges, footpath and cycle way. Secondary road types in this area are the 5.5m Estate Road with a 2m footpath to each side and the 5.5m Access Roads with service verges. Peripheral house groupings are served by 5.5m Private Drives

Materials- Streetscape



1. Black Tarmacadam

Primary surfacing material for vehicular routes and adjacent pedestrian footpaths.

2. Concrete Kerbstones

Kerbstones and dropped kerbs will define the border between pedestrian and vehicular areas.

3. Tegular setts traffic calming measures

Tegular setts will be used to mark transitional areas between road types where speed needs to be limited.

4. Red chip Tarmacadam

Contrasting surface material to be used on private drives.

5. Red brick paviours

Durable, hard wearing material for driveways and private parking bays.

6. Black Tarmacadam with Cycle Path markings

Slip resistant, hard wearing material for use on cycle paths.

7. Concrete flagstones

For use on private inboard footpaths.

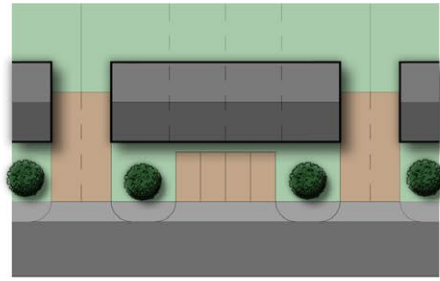
8. Seeded soil / planted turf

For infill areas of incidental Public open space and private front garden spaces.

Ironworks

Ironworks will be of a style and type complimentary to the character areas, inspection chambers will be of a tray-type infilled with the surfacing material aligned to the surrounding coursing. Manholes must not be sited at material transition points or at the junction of a raised table or other traffic calming measure.

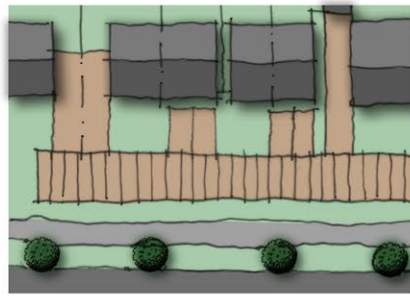
Parking Methodology



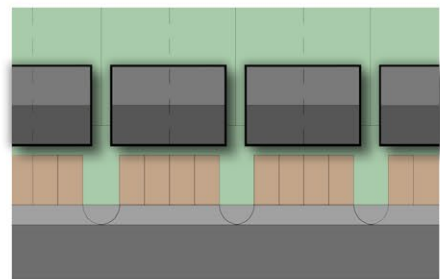
Breaks in street scene to incorporate landscape features



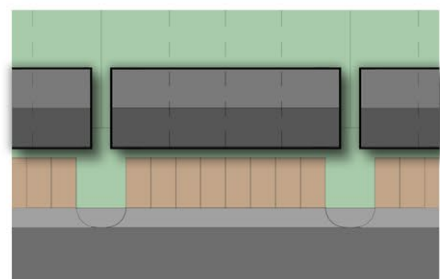
Varied parking methodology with landscape features



Bus Routes are parked and accessed from Private Drives



Repetitive, mechanical mono-style up-front parking

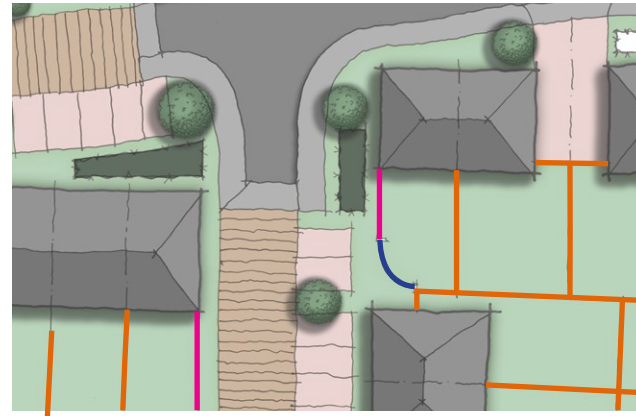


Large blocks of up-front parking with no break

Boundary Treatments

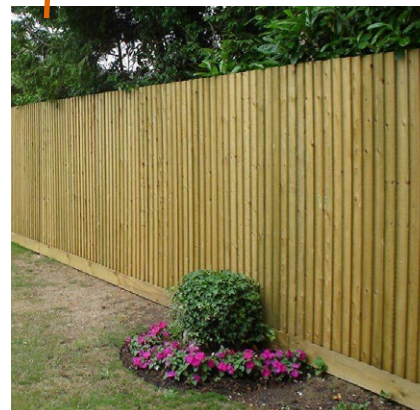
The Boundary Treatments and presentation play an important role in defining the character of the area. The Eastern Gateway will provide a rural interface compatible with the adjacent Village Fringe.

Privacy of residents and amenity spaces will be a primary consideration for boundary treatments. Planting heights and location should also be considered to reinforce the boundaries.



Key

- Brick Walls with timber infill panels
- Curved Walls
- Timber Fences



Close-boarded timber fence

Weather-treated close-board timber fences will be used to define and reinforce the boundaries between dwellings. Typically these fences will be 1.8m high. The Designer must not present large areas of this boundary treatment to the streetscene. Where gates are included, they will be in matching timber with robust locking systems and matching frames and gateposts.



Brick wall with timber infill panels

Boundaries facing the streetscene will be comprised of brick walls with brickwork to match the adjoining house with contrasting brick detailing. To soften the interface between the private and public spaces, timber infill panels and brick piers will be used to break up the visual impact of the brickwork.



Curved brick walls

Where the above boundary treatment turns a corner it will be done with a curved brick wall with a 4m radius. As above, the brick must match the associated house with contrasting brick detailing.



Timber Knee Rail Fence

A timber knee rail fence will serve to soften the interface between the dwellings and the Public Spaces. This fence will define the limits of the residential area.

Landscaping / Planting

Given the wider street interfaces, streetside planting such as boulevard trees, hedges and shrubs will be incorporated. These will serve to soften the streetscene, aid wayfinding and provide a sense of place. Incidental landscaping space will also serve as 'rain gardens' promoting planting to contribute to Sustainable Urban Drainage. Character area specific species will help reinforce character area distinctiveness.



Boulevard and incidental trees

Tree planting along the boulevard and in incidental spaces will be of a species that will not grow to dominate the streetscene, be easy to maintain and resistant to pollution. Designers must follow the recommendations and guidance of the Arboricultural Consultants reports, schedules and designs. Planting should be far enough from structures and roads to eliminate the risk from root spread.

Tree species can be varied throughout the scheme to reinforce character area definition.

Trees within highways will need to be within tree pits meeting Warrington Borough Council specification.



Street scene hedges / shrubs

As per the trees mentioned above, hedges will be incorporated into the front gardens and incidental public open spaces, these will provide visual interest and seasonal variety. Hedge & shrub planting should also follow the Arboricultural Consultants guidelines and designs. The Designer must pay close attention to species and Designer's planting requirements.



Indicative aerial perspective showing Eastern Gateway



Indicative street-level perspective showing Eastern Gateway

Materials- Elevations



1. Bedfordshire Mixture brown facing brick

One of the optional finishing materials for the elevational treatments,

2. Olde Country Blend red facing brick

Another optional material for house type elevations,

3. Grey concrete roof tiles

The primary roofing material for the Village Street character area,

4. Brown concrete roof tiles

Secondary roofing material, to be used sporadically to break up the expanses of grey roofs,

5. White UPVC window frames and fenestration

Casement-style double glazed window panels in UPVC frames,

6. Buff stone window heads and cills

To be applied above and below windows on active elevations only,

7. Brick soldier course

To be applied to active elevations only with 1.2m return to side walls, brick to contrast selected facing brick,

8. Plain white render

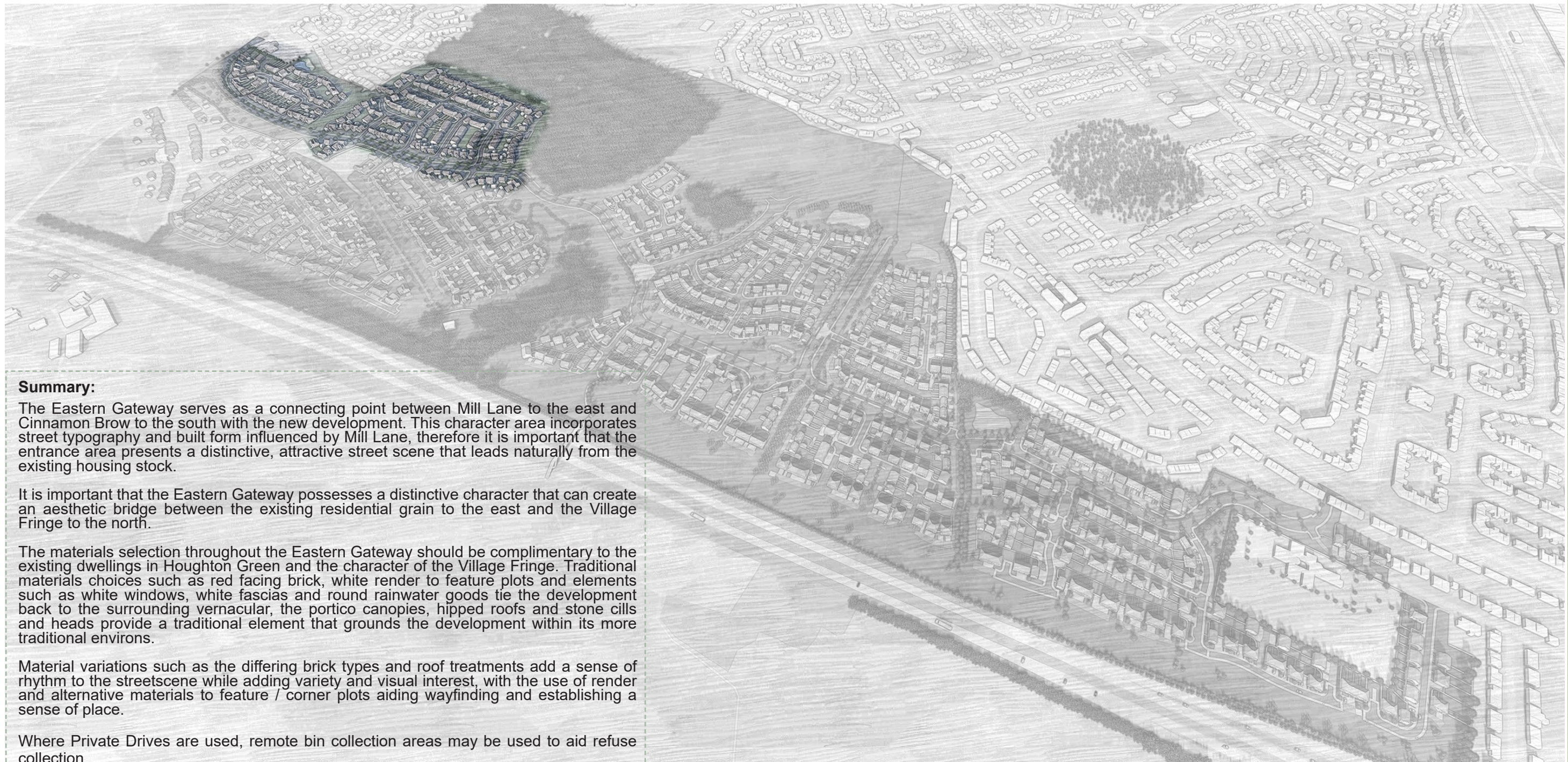
To be applied to active elevations only. Use to be limited to feature plots and dual aspect plots,

9. Flat Portico-style canopies

To be used throughout to front doors only,

10. Circular profile black UPVC rainwater goods

To be used throughout.



Summary:

The Eastern Gateway serves as a connecting point between Mill Lane to the east and Cinnamon Brow to the south with the new development. This character area incorporates street typography and built form influenced by Mill Lane, therefore it is important that the entrance area presents a distinctive, attractive street scene that leads naturally from the existing housing stock.

It is important that the Eastern Gateway possesses a distinctive character that can create an aesthetic bridge between the existing residential grain to the east and the Village Fringe to the north.

The materials selection throughout the Eastern Gateway should be complimentary to the existing dwellings in Houghton Green and the character of the Village Fringe. Traditional materials choices such as red facing brick, white render to feature plots and elements such as white windows, white fascias and round rainwater goods tie the development back to the surrounding vernacular, the portico canopies, hipped roofs and stone cills and heads provide a traditional element that grounds the development within its more traditional environs.

Material variations such as the differing brick types and roof treatments add a sense of rhythm to the streetscene while adding variety and visual interest, with the use of render and alternative materials to feature / corner plots aiding wayfinding and establishing a sense of place.

Where Private Drives are used, remote bin collection areas may be used to aid refuse collection.

Residential Properties Characterised by the Eastern gateway Character Area

Plot Amenity
Space/ Grass
Verge

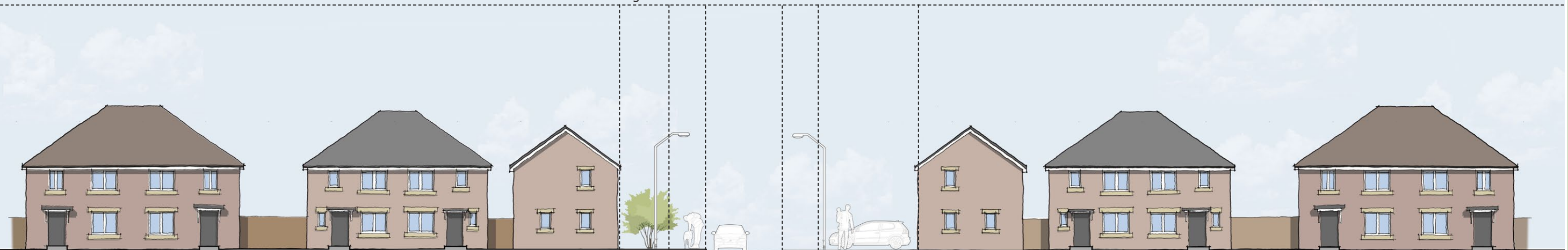
2m
Path

Secondary
Route

2m
Path

On-Plot
Parking

Residential Properties Characterised by the Eastern Gateway Character Area



Indicative street scene typical of Eastern gateway

5.8 Community Sports Facilities



General Considerations

As part of the development contribution to community sports and open space requirement, a series of community sports pitches will be provided to the south east of the site.

Changing facilities and associated community facilities will also be provided in the form of a small community building of an appropriate scale with materials choices to match the other community buildings providing a cohesive development.

The approved drawing 1820_28(Rev J) shows the indicative layout of the community sports facilities including a new changing facility.



Indicative Sports and Recreation Provision 1820_28 Rev J

It is important that the new sports facilities provide active frontages to ensure security and privacy, to address this, it is important that the facility is observed.

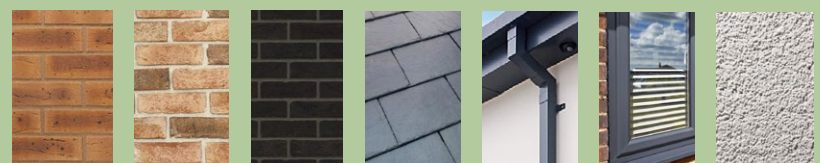
Aesthetically, the established 'pavillion' character should be utilised and reinforced through design and materials selection.



Masterplan showing the provision of sports pitches and changing facilities.

As previously approved, the Community Sports pitches will have a separate access from Grasmere Avenue which will connect directly to the new changing facilities, there will also be provision for access from the wider development to the north both for use by the school and as part of the wider Open Space Strategy.

Materials- Elevations



The Community Sports pitches share an interface with the Primary School and with Local Centre allowing for wider reaching pedestrian / cycle access from the wider network that runs throughout the site. The proximity to the Local Centre will also allow for access via public transport.



5.9 Streets

Street Lighting

To provide a positive, safe urban environment, consideration must be given to lighting systems along vehicular and pedestrian routes including pedestrian / cycle routes that are remote from the highways. Particular care must be taken to ensure that these areas and any areas that conflict with the highways network are safe. All lighting systems will be to LCC adoptable standards.

As with all other street furniture, the style of lighting will be determined by the road hierarchy and character areas. Due to the increased traffic load, the lighting systems along the spine road will need to incorporate high-coverage LED lighting.



Private drives will be considered as a separate entity and may incorporate bollard lighting or other lighting systems to establish the character of the private spaces however, Designers must ensure that appropriate levels of light coverage are achieved.



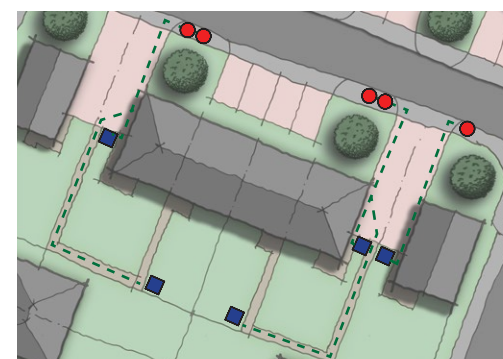
Maintenance and energy cost details will be resolved at outset, particularly where lighting systems will be adopted. Systems must always comply with relevant British Standards.

The football pitches and Public Open Spaces will also be lit to an adequate level to ensure public safety and amenity. The community facility and school provide opportunities for improved feature lighting.

Waste Disposal

As part of the commitment to provide a coherent development, the Designer must provide a robust strategy for waste disposal from the residential units, community facilities and from incidental pedestrian traffic.

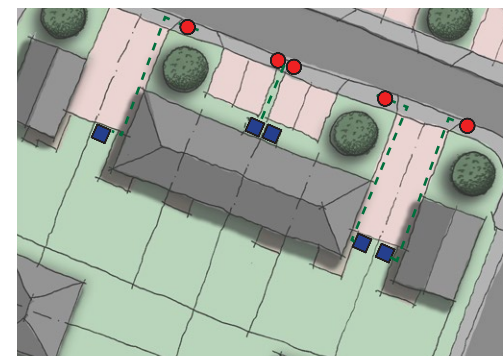
The design of residential parcels will allow for the easy collection of bins. Ginnels or shared access routes will allow residents of mews blocks to easily move their bins to streetside collection points. Designers must also ensure that vehicular access routes and turning facilities can accommodate the access for large collection vehicles. Where travel distances exceed Warrington Borough Council standards of 15m, provision must be made for designated off-street collection points with acceptable distances for residents and collection personnel.



Key: Side Access

- Collection point
- Storage point
- ▬ Movement route

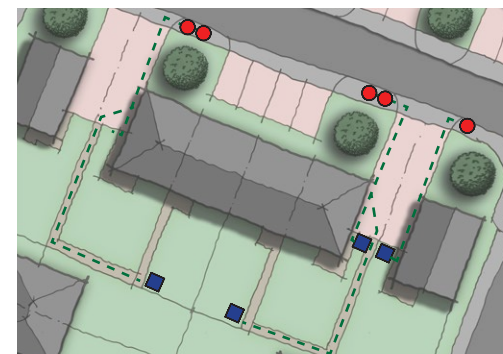
Bin storage areas need to be positioned as close to the route as possible to minimise drag distances.



Key: Front Storage

- Collection point
- Storage point
- ▬ Movement route

Care must be taken to ensure that the front enclosure is aesthetically adequate and does not inhibit circulation.



Key: Ginnel Access

- Collection point
- Storage point
- ▬ Movement route

Developer house type layouts may prohibit the use of this option, in which case one of the above will be used.

For the apartment provision, school, local centre and care facility, it is assumed that a management company will undertake refuse collection. The Designer will ensure that the access routes, collection facilities and turning heads are adequate for the collection vehicles.

Pedestrian-generated refuse collection will be provided by public access bins distributed at regular intervals throughout the primary pedestrian and cycle routes including routes running through the public open spaces. Collection will be handled by Warrington Borough Council personnel in accordance with local street cleaning schedule to be agreed prior to commencement.

Benches and Public Seating

As the pedestrian routes progress through the site, adequate provision for public seating will be provided at regular intervals. Character areas will define the overall appearance of any street furniture. For seating in public open spaces, a universal contemporary design will be adopted. This design will be used throughout the public open spaces to retain a sense of continuity. All benches and public seating must comply with British Standards and LCC guidance for public seating.



Signage

To limit the level of streetside obstructions to travel and vision arcs, Designers should take advantage of presented opportunities to mount non-essential road signs to buildings and walls.

A consistent approach is required for compulsory road signs, along with a co-ordinated design approach involving:

- Design measures to ensure the development navigable and eligible. Navigation will be possible from landmarks and wayfinding cues.
- Pedestrian and cyclist signage will converge at set nodal points, serving both simultaneously. Removing the excess signage from the streetscene.
- Pedestrian and cyclist routes must be clearly defined by surface material selection, making route finding intuitive and obvious.

Shrubs and low-level Planting

Landscaping and planting must be complimentary to the surrounding urban vernacular and streetscape. Consideration will be given to how the proposed planting will change as it matures; trees take a long time to mature and the impact they have on the streetscape will change considerably over time, shrubs however, mature very quickly. With careful selection of species and location, shrub and low level bush planting will provide a mature and impactful appearance within a relatively short time frame.

Landscaping features will be sited and maintained to ensure no encroachment over highways. All highway-adjacent landscape features must be compliant with Warrington Borough Council specifications and guidance.

Shrubs and low-level flowering plants and bushes provide a variety of colours and textures that, with careful selection of species, provide visual interest across all seasons. Species selection, combined with considered hard landscaping design and materials selection will help define character areas.

Some species of shrub would also be usable as defensive planting, positioned below ground floor windows, planting will provide barriers to observation and entry for ground floor accommodation.

The maintenance of low-level planting will be determined by ownership. Where planting is implemented in areas to be adopted by Local Authority, the layout, species selection and maintenance schedule must be to the satisfaction of Warrington Borough Council. Areas of responsibility will be legible and clearly defined between public and private spaces.



Trees and Boulevard Planting

In contrast to shrubs and bushes, trees take a long time to mature, their full impact not being seen for several years, consideration must therefore be given to how the trees will grow and evolve over time. Designers will take into account how a tree with large growth potential will spread considerably over time and will therefore not be planted in confined spaces or close to structures or surfaces that will be damaged by root spread. In accordance with NPPF p131, the spine road will be tree-lined with provision for incidental trees throughout the development. Guidance presented in BS5837:2012 (Trees in relation to Design, Demolition and Construction) must be followed to ensure adequate distances are given for trees to develop, avoiding direct damage.

Tree spread will also produce heavy foliage, which can cause overshadowing and loss of amenity. The Designer must consider the siting, orientation and potential spread of any tree species.

Species selection is an important consideration for sensitive locations such as along the boulevard where aesthetics are important but spread must be kept to a minimum, and durability is important.

Existing trees will also be considered and retained wherever possible, the existing green infrastructure will help define the character of the development and aid with wayfinding. When determining potential locations for new planting, existing trees and hedges must be considered to ensure the new planting will not compromise the integrity or health of the existing assets.

As with the shrubs and other planting, maintenance of the new and existing trees must be carried out in accordance with arboricultural consultants' maintenance schedules and recommendations. Maintenance will be defined by ownership; Local Authority and private space will be easily distinguishable.



Acoustic Protection

A 6m acoustic fence is proposed to the north of the site to mitigate the noise source from the adjacent M62. The Designer will follow all guidance and design documentation prepared by the acoustic consultant. The fence is sited along the northern boundary, separated from the housing by an approximately 50m wide area of greenspace, planting will provide obfuscation and screening for the fence..

The Designer will consider future maintenance of the fence and any surrounding landscaping. Attention must be given to blocking visibility from the nearby housing.



All boundary treatments siting will need to ensure appropriate visibility splays are implemented between opposing vehicles and vehicles and pedestrians.

Walls

As a monolithic element, walls can add a sense of durability and richness to a street scene however, they must be designed with care to avoid overwhelming the streetscape with a 'sea of brick'. To this extent, the following guidelines will be considered when proposing walls;

- To break up the monolithic nature of the wall and to ease changes in level, the walls will be broken into panels with either timber infill or metal railings to add visual interest and / or permeability. Strengthening piers will also be incorporated into the panel design.
- To soften the corners, boundary walls will turn the corner with a full height curved brick wall, strengthened with piers. Chamfered brick walls will also be considered.
- Openings will be formed with strengthening piers either side with timber or galvanised steel gates.

Walls will be used throughout the development to enclose private spaces such as rear gardens from the public realm. The materials selection for boundary walls must be lead by the associated house.



Fences

Close board fences will be used to divide private spaces from each other such as private gardens. Where private spaces are to be divided from the public realm, alternative boundary treatments will be used.

Where public highways and circulation spaces adjoin public open spaces and existing woodlands, a knee-rail fence will be utilised to act as a notional boundary between the spaces.

To help define shared spaces, depending on the character area, metal Cheshire railings will be used to separate pedestrian areas from highways. Other styles and designs may also be considered.

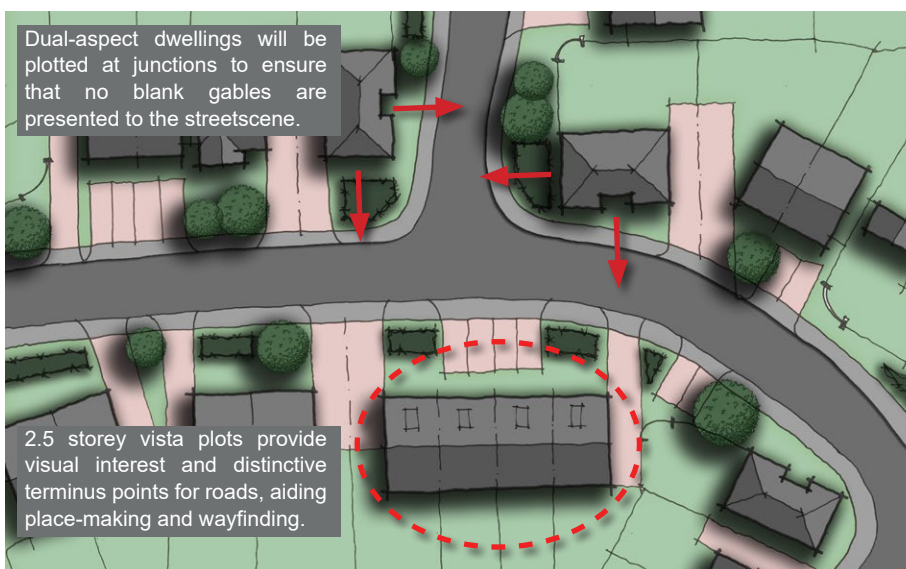
SECTION
BUILT FORM 06

6.1 Built Form

Build Lines and Turning Corners

To ensure that the scheme delivers an aesthetically pleasing and coherent street scene it is important to consider the continuity of the frontage and character of the street scenes to create a cohesive development. The Designer will consider the following during the layout design process:

- House types will be designed to consider the privacy and security of ground floor accommodation,
- Level access is required to be provided to all dwellings, ensuring access provision for disabled persons,
- Secure storage and access will be provided for bin storage and cycle storage,
- The layout will be designed to ensure that light is able to penetrate to garden spaces and habitable rooms,
- Designers will ensure that the layout has no 'blank' corners, where there is no activity on an exposed elevation. The house types should address the corner with dual-aspect properties to provide active elevations to both sides.
- The layout will be designed to ensure that there are no drastic variations in build lines. Where a designer's parcel abuts existing houses, the established build line will be maintained,
- Where a plot turns a corner, there is potential to expand the garden slightly towards the road. Attention will be given to enclosure and boundary treatments in this case to ensure compliance with LCC standards and this Design Code.
- Variations to distance and orientation will be supported to some degree however, they must enhance the street scene. Streetscape must be considered for any variance in build line and must be restricted to small groupings.



Example of street layout showing aspect facings and vista plots

Building Heights

The projected housing mix allows for a majority two-storey development however, to create visual interest and to promote wayfinding and place-making, some 2.5 storey dwellings will be plotted at key vista points to provide distinctive termination points for roads, ensuring that the viewpoints through the site are framed by development. 2.5 storey dwellings will also be used at incidental points throughout to enhance the streetscene and aid with wayfinding.



2.5 storey dwellings present a unified vista along the eastern access route



2.5 storey dwellings plotted mid-streetscene to add visual interest

Privacy and Security Considerations

A design-led approach to personal privacy can be achieved in a number of ways while maintaining direct observation of transitional and public open spaces allowing for layout-oriented solutions rather than distance-based measures:

- A varied and arrhythmic plot orientation adds visual interest and introduces oblique viewpoints to reduce direct line-of-sight into dwellings. The street layout has been configured to support this approach,
- The layout of dwellings in high visibility locations needs to be considered to reduce the observability of habitable rooms such as living rooms and bedrooms,
- The elevational treatment of dwellings will be considered to ensure that observable openings are of a size and orientation appropriate to the function of the rooms,
- Careful application of landscaping design, such as privacy planting to reduce visibility and improve security for ground floor dwellings,
- Public Open Spaces and Community Facilities will have a degree of direct observation to ensure security and safety of the general public and discourage anti-social behaviour,
- Secure off-street parking provision will be provided within sight and walking distance or within the curtilage of each dwelling comprising of either off-street parking bays, plot adjacent parking spaces or private garages,
- The privacy of site-adjacent existing residential units will be maintained through the provision of 21m 'back-to-back' and 13m m 'back-to-side' interface distances.
- Designers will avoid the use of unobserved vehicular and pedestrian links, all vehicular and pedestrian routes should be provided with a degree of observation by facing plots onto these spaces or through the use of dual-aspect house types with windows overlooking these spaces.



Surrounding dwellings provide observation to Public Open Spaces

6.2 Block Types

The built form of the development will vary considerably as it passes through the character areas and density zones, as such several block typologies will be present with their own distinct character and appearance. These are listed below:



Mews Blocks

Primarily grouped around the spine road, Mews Blocks will generally be higher density and address the road directly. Dwellings will park directly up-front or via a gable parking bay. Front-to-front interfaces are determined by the carriage width and the depth of the parking bays.



Informal Blocks

Designed to face out on all sides, informal blocks will be typically made up of detached and semi-detached units that can be oriented to address more organic parcel shapes. The wider plots and lower density allow for the provision of gable side parking bays.



Boulevard Blocks

Dwellings facing onto the spine road boulevard will be plotted close to the road, precluding the use of up-front or integral garage parking, this allows parking to be removed from the street scene entirely in gable side bays and garages. The lack of direct access opportunities requires the use of a private drive, further widening the front-to-front interface.

Building Density

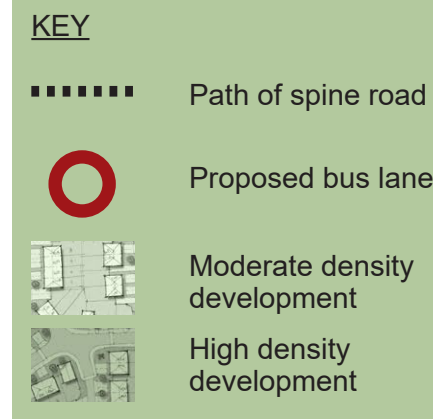
Given the development housing mix, the majority of dwellings are two-storey semi-detached dwellings with gable side parking, which keeps the density moderate to low. The access limits referenced earlier in this document restrict the number of units that can be delivered in each parcel, throttling the density throughout.

Higher density plotting has been focussed to the northern boundary where the higher density blocks will act as an acoustic screen from the adjacent motorway. Elsewhere higher density parcels have been located at the core areas of the development allowing a granular approach to density.

Roofscapes

Throughout the development, a mix of roofscapes are provided across multiple character areas. Typically mews and semi-detached units will use hipped roofs will be used to turn corners and soften the built edges. Throughout the development a mixture of gabled and hipped roofs are used to reinforce character areas and provide variety.

Dwellings are typically two storey with an element of two and a half storey dwellings providing emphasis to focal points and feature areas.



Example of street layout showing bus routes and bus lane

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NATURE / GREEN INFRASTRUCTURE

SECTION
07

7.1 Green Infrastructure

Given the scale of the site and the richness of the existing natural setting and existing on-site features, any proposed additions to the green infrastructure will take advantage of and optimise these assets.

Bringing existing woodlands and greenspaces under the umbrella of the on-site public open spaces will ensure that existing wildlife habitats and natural spaces are retained and maintained.

A Habitat Creation Zone will be provided to the north of the site, adjoining the M62 Motorway. This managed greenspace will provide conditions favourable to local wildlife to encourage the spread of native species, promoting conservation and biodiversity.

Several additional areas of open greenspace, interlinked by tree-lined boulevards and grass verges will be added. Designers must also consider the existing hedgerows and how they can be integrated into the wider site greenspace strategy.

The Designers must also consider the following design principles:

- There are several access points into the site, The Designer will ensure that each of these is landscaped to a high standard, providing an aesthetically pleasing entrance into the wider site.
- The adjacency with Radley Common and Radley Plantation will be respected and utilised to deliver a cohesive Public Open Space strategy.
- The grass verges that run the length of the Spine Road will be implemented as shown with a consistent tree planting, maintenance and delivery strategy.
- Proposed tree planting adjacent to Newhaven Road and Elm Road will be of a suitable species and must be planted in accordance with arboriculturalist recommendations.
- Dwellings should not back onto any greenspaces. The Designer must consider how the development will address these open spaces in a positive manner.
- The existing, retained Public Right of Way running along Radley Lane is to be shielded by proposed tree planting as shown. Designers must consider how the adjacent parcels interface with this route as backing onto this route will not be supported. Preference will be given to layouts that directly address this space.
- The Habitat Creation Zone should be accessible from the wider site. Pedestrian and cycle routes leading into and through the HCZ should be provided. Street design should prevent on-street parking by those utilising the HCZ.



Attenuation Ponds

On-site surface water runoff will be attenuated through multiple ponds with surrounding landscape features to promote wetlands wildlife habitats and biodiversity, it is important that the attenuation ponds provide an attractive feature, this will be reinforced through street furniture, landscaping and planting (which will form a soft boundary). The Designer must consider the implementation of these features at the design and construction phases.



Urban Greenspaces

The 'green core' of the site will be made up of managed urban greenspaces that provide social and unmanaged playspaces for the surrounding residential units. Planting will be minimised to incidental, low density foliage.



Planted Boulevards

Running the length of the Spine Road, the primary vehicular route will be lined with grass verges which are planted with regular, regimented trees of appropriate species. The Designer must consider the implementation and maintenance of these trees during the design process.



Habitat Creation Zone

An area of unmanaged greenspace will be located at the north of the site. Planting will include wildflower species and foliage specifically selected to improve biodiversity and create sustainable habitats for native species. Designers must consider this area when planning new development parcels.

Public, Private and Communal Spaces

The definition between public, private and communal spaces will be clearly defined and delineated, making it obvious for pedestrian and vehicular traffic which demense they find themselves in:

Public Areas include areas accessible by the general public either intentionally or incidentally such as public footpaths, pavements and roads,



Private Areas typically fall within the boundary of a private dwelling or otherwise restricted facility. Typically private areas are delineated from the public domain through boundary treatments or other methods of physical separation to limit access.



Communal Spaces include areas such as public open spaces, community centres, play spaces and areas governed by development restrictions such as landscaping features, protected trees and landscaped standoffs. Communal spaces are accessible to all and as such are positioned in easily accessible places with permeable boundaries and accessibility features.



In areas that will be maintained by Warrington Borough Council Highways Authority, it is important to make these areas distinguishable from the areas that will be privately owned and maintained by third parties.

Public Open Spaces / Sports Pitches

The south side of the site includes the provision of sports pitches and associated facilities designed and constructed in accordance with guidelines provided by Sport England. These facilities will interface with the existing Public Open Space on Radley Common and should share the semi-rural setting and character through material and encapsulation choices. The interface of the sports pitches / public open space with the existing residential properties along Windermere Avenue will also be considered, allowing for defensive planting and / or enhanced boundary treatments to mitigate the security concerns that arise from close proximity.



It is proposed to provide a network of new public footpaths through the development, linking areas of public open space with nearby residential parcels to ensure that greenspaces are easily accessed by all. These areas of public open space will include a landscaped buffer and acoustic fence to the north of the development site where it abuts the motorway.

Typically the attenuation ponds throughout the site will be sited within areas of public open space to adequately drain the site and also to enhance the aesthetic appeal and biodiversity of the open spaces.

The existing Peel Hall Farm (not included as part of the application) will retain part of it's landscaped setting through the provision of inboard public open space that is sited adjacent to the farm.



Landscaping Features and Green and Blue Assets

Several historic land division hedgerows run through the site, these provide an important anchor to the sites semi-rural setting and will be retained as shown. Any building works in close proximity are required to adhere to approved arboriculturalist methodology and respect root protection areas where applicable.

The large woodland area adjacent to Peel Hall Farm will be retained and integrated into the public open space provision. The amenity and usability of this space will be further enhanced through integration into a development-wide footpath network. Designers are required to consider this network of footpaths and how each parcel will integrate into the wider scheme.

Designers are required to consider this standoff area when plotting residential units, ensuring that the landscaped area is respected and that the proposed units do not compromise the acoustic performance, to this end it is required that units face onto this habitat area.

Existing blue assets will be respected when considering the final design proposals, the existing Spa Brook will be considered during the design process and is required to be incorporated into the development public open space provision and will be culverted where necessary.



7.2 Greenspaces

Recreational Spaces

Green spaces will be located throughout the site at regular intervals offering recreational and community spaces close to dwellings. The locations of the green spaces will be distributed throughout the site to ensure that all residents have access to these spaces and travel times will be minimised. The green spaces will be located primarily on pedestrian and cycle routes to encourage sustainable access and reinforce the 'local' character of the recreational areas and create a network of interlinked spaces across the development.

- Recreational green spaces will be located in prominent positions easily accessible from pedestrian and cycle routes.
- The existing green infrastructure will be used to define recreational spaces where possible, existing trees and hedgerows must be incorporated to give a sense of maturity to greenspaces.
- Where the recreational spaces contain provisions for play areas, appropriate standoffs and buffers (in accordance with Warrington borough Council guidance) must be implemented.
- These recreational spaces are expected to be utilised by local residents, as such provision will be made for public seating, lighting and limited formal play / sports spaces if buffers and standoff distances allow
- Street furniture styles and surface materials and treatments will be defined by the character areas and will respect and enhance the distinctive design ethos of the surrounding structures.
- The Designer will consider the location of these recreational spaces in relation to surrounding development, backing development on to these spaces will not be supported, preference will be given for layouts that front these spaces in a positive manner however, siding development on to these areas will also be considered in a limited fashion.
- Recreational spaces will be sited in areas that have adequate natural surveillance from the surrounding development to ensure the safety of surrounding residents and users and to discourage anti-social behaviour.
- Where attenuation ponds are included within greenspaces, designers must consider the amenity of local residents, biodiversity and the conservation of native species such as the Great Crested Newt.



Formal Play Spaces

Formalised play areas such as a LEAP (Local Equipped Area of Play) or a NEAP (Neighbourhood Equipped Area of Play) will be located within the public open space framework. Designers must consider the accessibility of formal play areas, the distribution of play areas should be sufficient for all residents to have localised access. The phased construction of the development will be taken into account when providing open spaces to ensure all residents have safe, easy local access.

Formalised play spaces should be used to further enhance and define character areas. When considering the play spaces, preference will be given for solutions that utilise landscaping features, natural materials and imaginative play equipment.

Formalised play spaces will be used by younger and older children, therefore it is important to include equipment appropriate for young and older children, limited fenced sports provision will also be provided for older children. All play equipment and surfacing must be fully compliant with BS EN 1176 standards.



All play areas must comply with RoSPA guidance on materials, safety measures and layout to ensure safety for all users. All surfacing will be rubber or similar approved safety materials with contrasting colours. Each formal play space must be fully enclosed with dog-proof fencing with self-closing gates and signage discouraging dog fouling.

Sports pitches and changing facilities will also be provided to the south of the site, adjacent to Radley Common. These pitches and facilities will be of a size and standard in full accordance with Sport England guidelines.

Trim Trail equipment will also be provided throughout the public open space framework linking the NEAPs and LEAPs.



7.3 Movement and Access Framework

Spine Road: Primary Access Route

The Spine Road will run east to west through the site, establishing new vehicular access routes from Poplars Avenue and Mill Lane. Due to the access limits mentioned previously, it will not be possible for vehicular traffic to traverse the entire site. This will ensure that the vehicular infrastructure is adequate for the projected traffic flow.

For the safety of residents and other users, it will be preferable for residential units to face onto the spine road, providing natural observation. The Designer must consider the materials selection, street furniture and adjacent layout design within the context of the character area. Traffic calming measures will also be implemented to reduce traffic speeds as required.

A bus lane will also be implemented to enforce the access limits mentioned previously, and to prevent private vehicular traffic using the development as a through-route from Poplars Avenue to Mill Lane.

Disabled Access

All public areas will be provided with level access to allow for users of all levels of mobility to access and enjoy them. The Designer should consider how all users are able to access and use public open spaces, play spaces and community facilities including any safety measures that may need to be implemented in accordance with RoSPA guidelines.

All dwellings will be fully compliant with current Building Regulations Approved Document M, allowing all dwellings to be accessed by everyone.

Footpaths & Cycleways

The movement of pedestrians and cyclists throughout the site is important, as such dedicated cycle routes will be plotted, allowing cyclists to travel throughout the site without encountering vehicular traffic. Pedestrian and Cyclist routes through the site must be illuminated, signposted and safe for users.

A dedicated 3m cycleway will be provided adjacent to the spine road with clear markings and surface treatment to differentiate it from pedestrian and vehicular spaces.

7.4 Social Interaction / Public Spaces

Overlooking

All areas of Public Open Space will be located close to proposed dwellings. These plots will be oriented to provide observation over the adjacent open spaces, this will provide a sense of community and security in accordance with the principles set out in Secured By Design Guidance.

Public Space Typology

There are several pockets of Public Space throughout the development site, these typically take the form of 'Village Green' style open spaces i.e. grassed open spaces with roads on all sides with an additional feature such as a pond or community facility. As such these Public Spaces may be easily incorporated into the streetscene to disrupt the urban mass and establish a 'green rhythm' for the site.

Meeting Places

The Village Green open spaces will create smaller, self-contained communities that will utilise the open spaces as informal meeting places of activities such as meeting, resting, playing and holding events.

Green Spaces

Informal and incidental planting will be used to tie the public spaces back to the overarching green infrastructure strategy and will also serve to reinforce the boundaries through the use of permeable tree and shrub planting. Different spaces should have distinct characteristics, reinforced by planting and furniture. The character of these areas is important and can greatly enhance the sense of place.

Frontages

The adjacent buildings that directly overlook public spaces will provide active frontages to these spaces. Non-active frontages (blank gables, or rear gardens) facing these spaces will not be considered.

Private Spaces

Designers will ensure that there is a clear distinction between the Public Spaces and the adjacent Private Spaces. Public routes will not be plotted adjacent to back gardens.

Safe Routes / Lighting

Light levels will be adequate and non-obtrusive to allow for well lit routes, without hiding places. Routes will be maintained and well overlooked, providing a sense of security for all users.

Activity Levels

The locations of the Public Spaces will be appropriate to the activity levels to reduce the risk of crime and promote a sense of safety.



Example 1: 'village green style'

A typically smaller, more intimate area of public space, serving limited dwellings. The greenspace is bordered by roads or Private Drives and is overlooked by adjacent dwellings. This example also includes an attenuation pond. Existing and proposed planting tie the area back to its associated character area.



Example 2: large open space

A large inboard area of public space. The area is bounded to the south by the spine road however, the dwellings south of the spine road and those on the private drive to the north present active frontages to the open space. This area also includes an attenuation pond feature. Street furniture and planting will define the character of these areas and anchor them into the development framework.



Example 3: linear Habitat Creation Zone

The large linear park to the north of the site will be a wilded habitat zone overlooked by properties along the northern boundary. Although large, this space will conform to the design principles previously established. Pedestrian and cycle routes will extend through this space to add amenity for residents, this will be supported by suitable furniture.



7.5 Habitat Creation Area

A large unbroken strip of unmanaged greenspace interwoven with pedestrian links and connections will be provided to the north of the site. This Habitat Creation Zone runs the length of the site and serves to promote wildlife proliferation and enhance biodiversity. Designers must consider the orientation of dwellings interfacing with this area. Dwellings backing onto or siding onto this space will be discouraged due to the implications on security and aesthetics, development must positively address this space with active elevations and observation.

Consideration should be given to the acoustician's report and an acoustic fence will be provided adjacent to the M62 motorway in accordance with that report.

Landscaping design, planting schedule and maintenance will all be prescribed as part of a wider landscape strategy which must be followed and implemented in accordance with all relevant Warrington Borough Council standards.

In addition to the above, the following design principles must also be implemented:

- Existing hedgerows and trees are to be retained and integrated into the wider Habitat Creation strategy at a minimum height to support the biodiversity benefits.
- Well overlooked and suitably lit pedestrian and cycle routes will be integrated into the greenspace.
- Hard surfaces will be reduced through the use of permeable shared footpaths / cycleways.
- A diverse selection of species will be incorporated into the Habitat Creation zone, selected to enhance biodiversity and create an environment conducive to native species.



7.6 Sustainability and Ecology

Access

The site location is sustainable and will have vehicular and pedestrian links to the surrounding area and transport networks. The access points into the site will be accessible for vehicular and pedestrian access. The primary access points from Poplars Avenue and Mill Lane will accommodate a bus route controlled by an ANPR bus lane.

Pedestrian Links

Provisions to include the comfort for all pedestrians using the public realm will include:

- Clear visual links between the entrance points to the site and entrances to buildings;
- A legible layout for visitors;
- All pedestrian circulation routes will be level or gently-sloping (as defined in Section 1, Approved Document M, Access to and Use of Buildings, Building Regulations 2015);

Residential Standards

Access to and within the public external environment will ensure that there are no excessive changes in level between the highways and the private spaces. Dwellings are to be constructed at a minimum standard of latest Building Regulations ensuring each property has level access for ease of wheel chairs (as defined in Section 1, Approved Document M, Access to and Use of Buildings, Building Regulations 2015). Where parking is not within curtilage, footpaths and gates are provided to ease access and create direct route.

Designing out Crime

The development has been designed in accordance with relevant policies outlined in the Warrington Local Development Plan in order to mitigate any risk of crime. A key objective of this development is to create a safe and accessible environment which restricts opportunities for disorder and enhance the area for new and existing residents. The Designer will ensure that dwellings overlook all areas of the public realm, created as part of the development. This will be achieved by fronting properties onto the pedestrian networks and providing in-curtilage parking which is secure and well overlooked.

The Designer will ensure that the site layout and design of the dwellings will integrate the site with its current neighbours. In addition, the Designer will ensure that a safe environment is created by means of maximising opportunities for natural surveillance. All building entrances are highly visible from the street and private rear gardens will be fenced with access restricted to residents only. A 1.8m timber fence will be provided to rear gardens across the development, whilst providing a degree of physical security, it is also effective as a psychological deterrent to opportunistic crime.

Landscape Strategy

The Designer will ensure that the established green assets, which define the site interior are retained where possible. The existing topography of the site will also be assessed and the housing layout developed around the existing and proposed green spaces with dwellings along the private and shared drives fronting onto the open spaces ensuring they are overlooked whilst also achieving a positive green aspect as part of the layout. Internally, incidental green spaces and tree planting within proposed street scenes will add a further green element to the proposals, creating a sense of place and an attractive settlement for residents.





Sustainability

The proposals for the site will provide a sustainable form of development. Sustainability will be derived from the provision of an inclusive, safe and well managed environment; from a high quality design that respects the built and natural environment. The development will be well connected to public transport facilities, employment opportunities and local services which will reduce the consumption of water and energy, reducing waste. The proposed development will be designed to reduce the consumption of water and energy by means of efficient appliances and fittings. As a whole, the development will be designed to meet the current Building Regulation requirements and will therefore achieve national standards of energy efficiency and ventilation. All housing throughout the development will exceed current Part L Building Regulations requirements, every home will also be built to the Future Homes Standard. The development will go beyond minimum sustainability requirements and will be HQM compliant, incorporating local renewable energy sources. Local labour will be used during construction and the development will be registered with the Considerate Constructors Scheme.

Consideration should be given to the implications of solar gain on the positioning and orientation of plots and Local Centre buildings.

The Layout should be space efficient and compact, the use of space is important and the design should reflect an efficient scheme, particularly in the Local Centre.

All buildings should be detailed and constructed to a high standard, using non-toxic materials where possible to ensure longevity and continued quality as the building ages.

Surface Water Drainage

Sustainable surface water drainage will be implemented in the housing layout. The sustainable drainage measures provide sustainable urban drainage systems to limit waste water and water pollution and reduce flood risk in line with national guidance and Policy ENV1: Flood Risk and Water Management. The development will comply with SuDS standards by providing numerous attenuation features throughout, such as attenuation basins, rain gardens and street trees, promoting sustainable drainage, amenity and biodiversity. This development should be progressed in accordance with Schedule 3 of the Flood and Water Management Act (due for implementation in 2024)

Ecology

The development of the site will aim to improve the local environment. The existing site consists of areas of former agricultural fields, scrub and vegetation. The proposed development aims to regenerate the site in line with the emerging Local Plan and Council's aspirations for the local area. Landscape proposals will provide enhanced biodiversity, with a range of native tree and shrub planting, as well as incorporating habitat creation areas to encourage wildlife to thrive. Other measures will be implemented within the site to deliver biodiversity enhancement and are summarised below:

- Reinforcement of the landscape structures on boundaries that abut existing built form to the north, east and west through native tree and hedge planting, helping to create an appropriate Northern Corridor to the development and to filter views from existing residential properties;
- Retention of all vegetation to the site boundaries and carefully considered tree and hedge planting to create an appropriate edge to the development, particularly where housing will front on to the road corridor and wider setting;
- Tree planting within the residential area to break up the appearance of urban development, and within areas of proposed open space to increase level of tree cover generally within the site;
- Green space provided by residential gardens as they mature, will provide a range of foraging, nesting and commuting opportunities for a variety of species, including invertebrates, birds and small mammals.
- As the landscaping around the SuDs pond matures, these will provide wetland features of value to a range of species. The ponds will be periodically managed to maintain a high quality wetland habitat with a mixture of open water, aquatic and marginal vegetation, and in order to prevent the encroachment of over competitive scrub or invasive species.
- Commitment to delivery of Landscape and Environmental Management Plan for ongoing management of ecology, trees planting, protection of woodlands and promoting biodiversity areas.

7.7 Open Space Strategy



As a significant multi-use development on the edge of a large urban settlement, consideration must be given to the amenity of existing and future residents. Further to this, the outline Planning Approval has conditioned the provision of Public Open Space under Condition 13.

To discharge Condition 13, Appletons have been tasked with preparing an Open Space Strategy document (see left) that will address the Public Open Space Provision. Condition 13 states that:

“Prior to the submission of any reserved matters application, a Public Open Space Scheme for the whole site, to include proposals for all elements of public open space (excluding sports pitches) to be provided within the site, shall be submitted and approved in writing by the Local Planning Authority.

The Public Open Space Scheme (excluding equipped children’s play space) shall be based on the areas shown as open space/ landscaping on the Parameters Plan 1820_35 Rev A and the approved phasing plan for the site.

The Public Open Space Scheme shall be in accordance with the standards set out in the Open Space Audit 2016 and the Planning Obligations Supplementary Planning Document (2017) (or any replacement documents). It shall include the quantum of area, technical specification, design and layout of the works to be carried out in relation to the public open space (excluding sports pitch provision) on each phase of the development and shall specify the location on Locally Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs) throughout the development.”

Proposed Open Space Provision

The development at Peel Hall proposes the building of 1,200 new dwellings with an additional population of 2,753 based on 2.24 persons per dwelling. Notwithstanding the current open space and play provision, based on the Local Plan open space requirement figures Open Space requirements will be required as follows: -

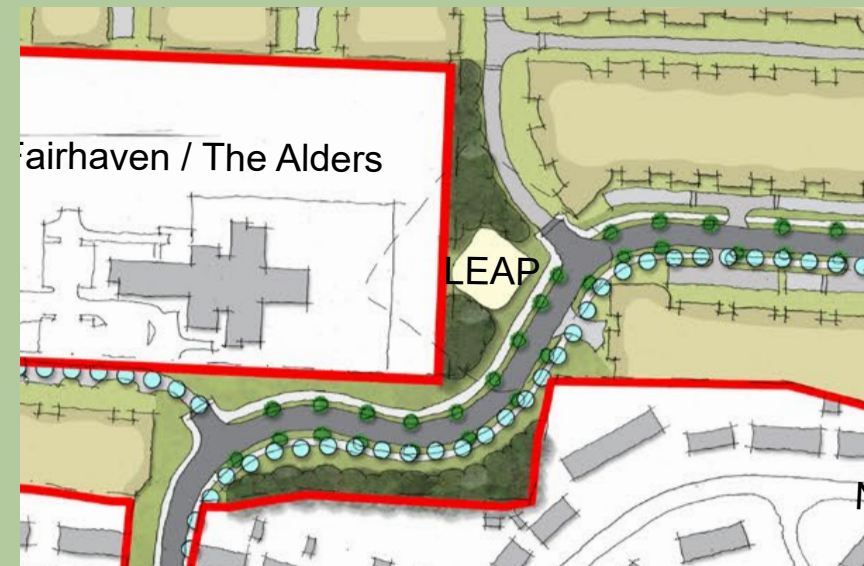
- Natural and Semi-Natural Greenspace – 5.51 hectares
- Amenity Greenspace/ Informal Space – 1.51 hectares
- Formal equipped play areas – 0.69 hectares
- Allotments – 0.19 hectares

Based on the current Masterplan Proposals the development will deliver the following quantum of area: -

- Natural and Semi-Natural Greenspace – 5.1 hectares
- Additional semi-natural green space in the form of SUDS, attenuation ponds and blue infrastructure – 0.68 hectares
- Amenity Greenspace/ Informal Space – 3.28 hectares
- Formal equipped play areas – 3no. LEAPs and 1no. NEAP (0.22 ha)
- Allotments – 0.25 hectares

Formal Equipped Play Areas (LEAP)

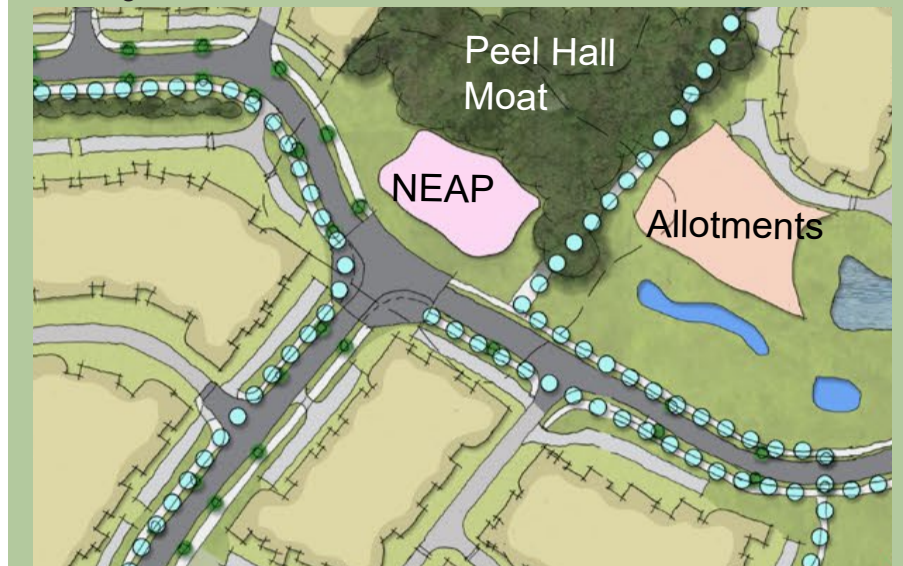
Equipped play areas will be located within the accessibility of the majority of dwellings and wherever possible accessible from firm hard surface pedestrian routes without having to cross main roads. Whilst there will be a need for visual separation from dwellings to avoid disturbance and visual intrusions, the siting of play areas will be visible from nearby dwellings and/or pedestrian routes in order to provide informal surveillance. A buffer zone of 10 metres minimum depth will be required to separate the activity zone from the boundary of the nearest dwelling and 20m metres is required between the activity zone and the habitable room façade of the nearest dwelling.



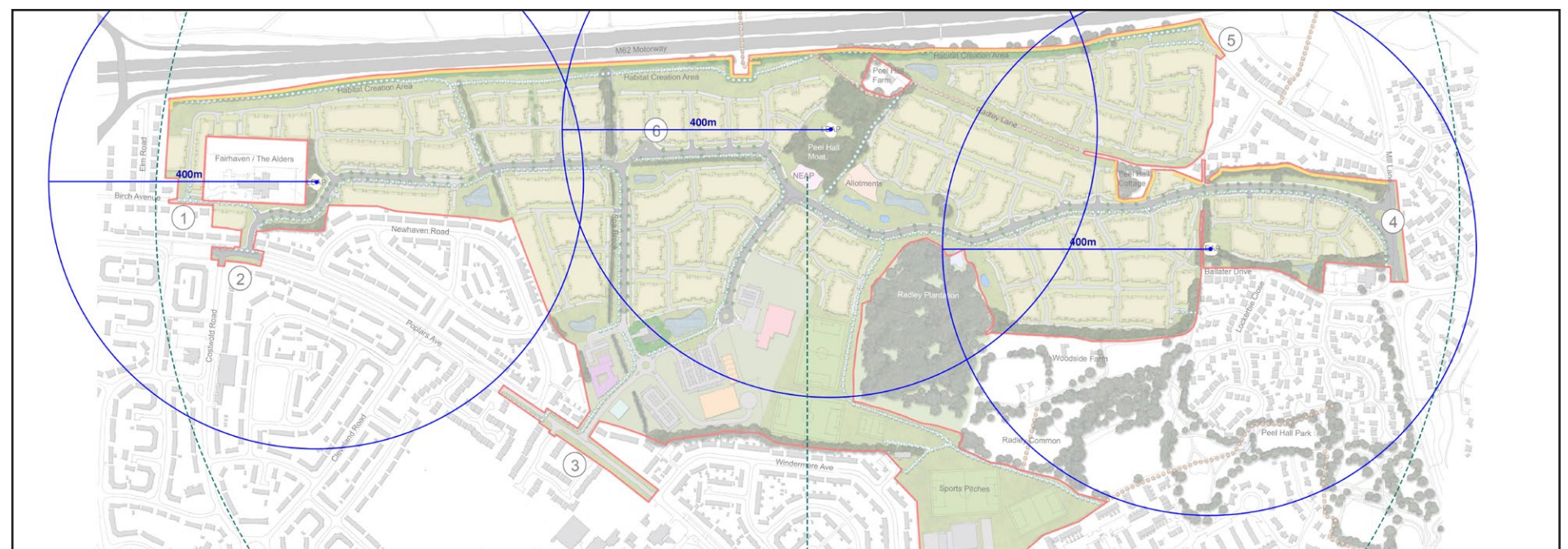
Above: LEAPs are located centrally within Public Open Space areas for easy access from residential districts with a 20m standoff to building frontages.

Neighbourhood Equipped Play Areas (NEAP)

NEAPs are intended primarily for the use by older children of relative independence and who are able to utilise these areas unaccompanied by adults. The provision at Peel Hall will occupy a well-drained land on a fairly central position, with both grass and hard surfaced areas, together with impact absorbing surfaces beneath and around play equipment or structures as appropriate. The recommended minimum activity zone is 1000 m², comprising an area for a minimum number of nine pieces of play equipment and structures, and a hard-surfaced area of at least 465 m² (the minimum needed to play 5-a-side football). A buffer zone of 30 metres minimum depth will be required to separate the activity zone and the boundary of the nearest property containing a dwelling.



Above: the NEAP will be located as centrally to the development as possible, within the Public Open Space near to public transport links along the spine road. A 30m standoff will be provided to plot boundaries.



The catchment radii of the NEAP (1000m) and LEAPs (400m) provide coverage for the entire development

Playlink Design Principles

The Public Open Space scheme will adhere to the Playlink design principles:

- Each space is different, not only physically, but also in its wider social, cultural and economic context. How the principles find expression, therefore, will vary from location to location.
- There is a presumption in favour of integrating play, children and teenagers into the wider communal and public realm.
- Every design should aim to create and enhance the genius loci – the spirit and uniqueness - of each individual place.
- There is a presumption against the fencing of designated play spaces, though there will be circumstances where fencing or other forms of boundary will be appropriate.
- Boundaries, where thought necessary, need not be formed by fencing.
- Provision should maximise the range of play opportunities. The provision should therefore extend the choice and control children and teenagers have over their play, the freedom they enjoy and the satisfaction they gain from it by 'designing in' a capacity to change and be changed by users.
- Playable space should be designed for children and teenagers of all ages, abilities and disabilities. Only in particular circumstances should specific areas be designed with a bias towards a particular age range. It is a social good that different age groups mix with each other.
- Teenagers should be provided for - this is not to be understood as an automatic requirement for ball courts and wheel parks, still less for what is known as Youth Shelters.
- Teenagers like to socialise together. This can be accommodated by forming intimate and aesthetically pleasing settings. This is not to suggest bounded-off teenage places.
- Worth a reiteration in relation to No. 7 above structures known as 'Youth Shelters' should in general be avoided.
- The needs and wants of parents and carers that necessarily accompany very young children should be considered. For example, outdoor playable space should offer seating and 'slack spaces' where people – children, teenagers, and adults - can congregate and linger.
- Particularly for 'destination' parks and play spaces, toilets should be provided. This is particularly significant for very young users, their carers, and for some disabled people. The provision of toilets will encourage longer periods of 'dwell time' by space users.
- Outdoor playable space should be biased towards the formation of 'natural' environments. Planting, landform, the use of 'natural' materials, and enhancing bio-diversity, all contribute to the creation of rich, ever-evolving, dynamic environments which change with the seasons.

- Designs should aim for sustainable methods of landscape construction such as making use of local materials, sustainable drainage methods, the use of reclaimed materials and the reduction of waste and resources as far as is possible to the extent that this supports or enhances the overarching design objectives.
- Designs should aim to enhance bio-diversity, both for the benefit of wildlife and for people's greater contact with nature.
- There is a presumption that high-quality materials will be used, except where they are specifically designed in as 'consumables'.
- There is no presumption that playable space requires play equipment. Where play equipment is used, it should form an integral part of the total design.
- Playable spaces should include access to 'loose parts'.
- 'Slack space' is an important aspect of playable space. Slack space is a space with no predefined function, it allows for change and evolution, in particular by the space user.
- There is a presumption in favour of providing for water and sand play. This need not be either elaborate or expensive.
- Outdoor playable space should offer shelter and shade. This may be provided by, for example, existing tree cover.

Disability

- Places for play should be accessible to all children and young people. This does not mean that everything within a play set has to be accessible to every child. One key aim is that disabled children and young people should be able to engage socially - as distinct from being able to 'do' everything - with others.
- Making judgments about what form accessibility should take in any particular case is about striking a balance between, for example:

different objectives: Balancing the aim to create challenging environments against the desire to make spaces widely accessible

providing for different forms of disability: What may be beneficial for a person with one form of disability may not be good for a person with another. Note, that some children and teenagers have multiple disabilities.

- Where play equipment is used there is a presumption against the use of specialist equipment for disabled children and teenagers. Basket swings, hammocks, and wide slides can be used by a wide range of children and teenagers; they also allow carers, friends and siblings to assist the disabled user (see also No. 25 below).

- In addressing disability it's worth a quick look at the UK statistics. For disabled children, the most common impairments are in respect of communication, memory, learning, concentration, mobility and recognising danger. The majority of impairments are not visible - less than 8% of disabled people use wheelchairs. Only 28% of wheelchair users are under the age of 60. This brief overview of the prevalence of disability and the forms it takes should act as an antidote to the tendency to equate disability primarily with wheelchair use at the same time as acknowledging that problems with mobility, in general, are more common.

Risk

- Provision should aim to manage the balance between children and young people's needs and want to take risks and the need to keep them from being exposed to unacceptable risks of death or serious injury. In meeting this principle, designers should ensure that provision recognises children and teenagers' wish and need to freely undertake actions and involve themselves in situations that push against the boundaries of their own capacities. This process fosters the development of skills and is broadly educative in that it allows children to learn through experience what cannot be taught, and what they have to find out for themselves. It is also often fun.
- Children and young people with disabilities want and need to engage in risk-taking. Designs must aim to accommodate this.
- Risk-benefit assessment (RBA) is a key, necessary process for making judgments about what constitutes an acceptable risk level of risk.
- Play equipment standards are not mandatory in the UK PLAYLINK will use the RBA process to determine when and if it is beneficial to adhere to them in any particular case.
- Decisions about whether or not impact absorbing surface (IAS) is required, and if so, which type, will be made on the basis of a Risk-Benefit Assessment.
- There is a presumption against the use of a 'wet pour' or rubberised tile impact absorbing surface. Sand, grit, bark and grass are preferred surfaces. As stated, decisions will be based on Risk-Benefit Assessment. Throughout PLAYLINK's design work, from schools to the public realm, we have yet to find it necessary or beneficial to create rubber surfaces.
- An HSE report 'Risks, Benefits and Choices' by Professor David Ball, Middlesex University School of Health & Social Sciences Centre for Decision Analysis & Risk Management, has significant things to say about Impact Absorbing Surfaces. It can be found here: https://www.hse.gov.uk/research/crr_htm/crr02426.htm

Maintenance

- In order to ensure the continued quality and usability of the space, maintenance plans should be developed as part of the design process of every new playable space. This is also in recognition that an ever-evolving landscape necessitates continual care and intervention i.e. good 'gardening'.

SECTION
CONCLUSION 08

8.1 Conclusion

This document has outlined the parameters, principles and design concepts necessary to allow a coherent development of 1200 dwellings to take place across multiple phases. Each element has been broken down and analysed to ensure synchronous delivery of each element parcel by parcel.

Character areas will be established, identified and the typologies, design cues and architectural features allow future Designers to deliver parcels throughout each character area without diluting the design ethos or the character of the development.

The development will provide community facilities such as a school, community centre, shops and on-site play facilities including sports pitches and changing facilities.

The residential development will be developed and designed with consideration to the surrounding residential grain, which will be integrated into the development through the use of character areas and materials palettes.

A robust hard and soft landscaping strategy will be implemented throughout the development, including the creation of landscaped focal spaces, informal greenspaces and formalised public open space. The existing green assets will be retained and utilised where possible to integrate the development into the local vernacular and provide a sense of maturity and permanence. Biodiversity and conservation features will be included in the form of a network of managed attenuation basins and a large area of un-managed Habitat Creation space to the north of the site.

Additionally, a network of vehicular, pedestrian and cyclist circulation routes will also be implemented throughout the design phase and a robust strategy for delivering this network throughout all character areas and phases will be provided in accordance with the established Access Limits imposed upon the site.



Indicative aerial view of the development site

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