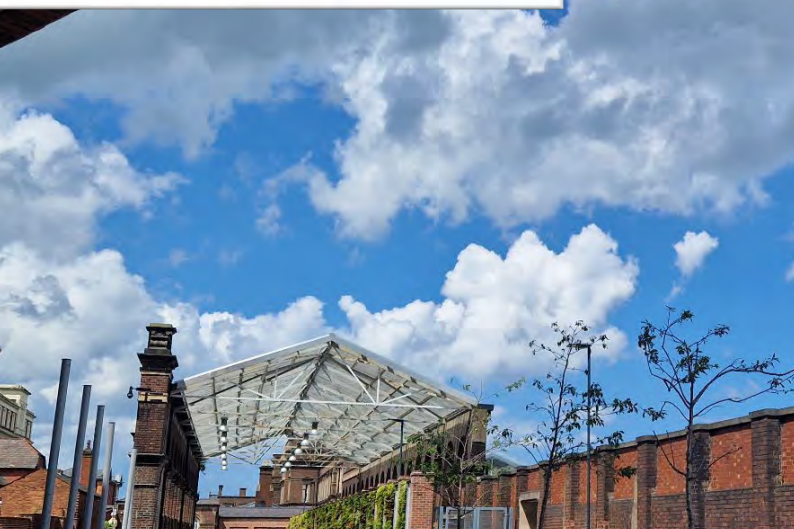
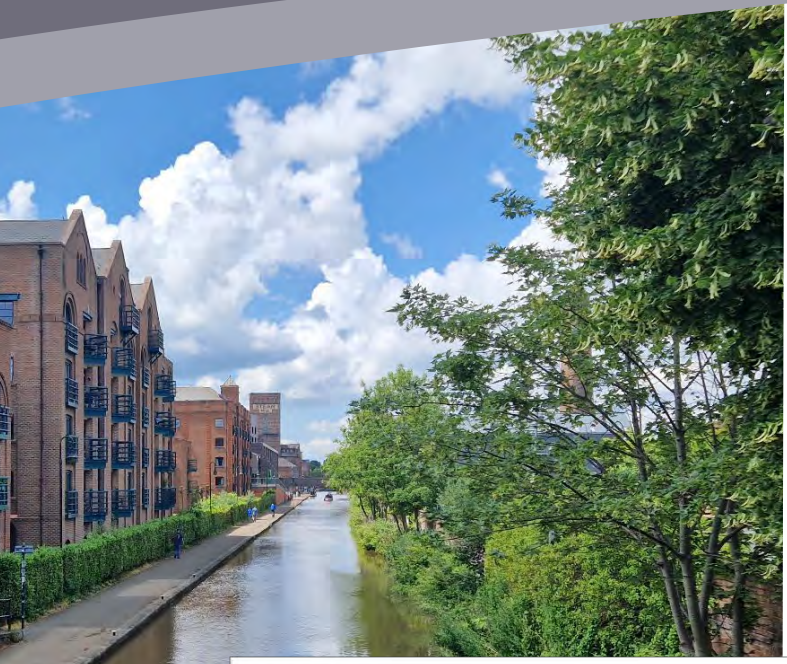


Development Brief - Chester Business Quarter
December 2024

Cheshire West and Chester Council



Development Brief - Chester Business Quarter (December 2024)

1	Introduction	3
2	Chester Business Quarter and surroundings	4
3	Planning policy and supporting evidence	8
4	Planning history	12
5	Constraints and opportunities	14
6	Design principles	19

Appendices

A	Local Plan policies	30
B	Planning application requirements	32

1 Introduction

1.1 This development brief provides guidance for new development around the Chester Business Quarter (CBQ). The area is a key location for Chester identified in the Cheshire West and Chester Local Plan and allocated for regeneration and employment-led redevelopment. The purpose of the Brief is to ensure that a comprehensive approach is taken to new developments, to establish a series of design principles which improve the connectivity and accessibility with the surrounding area. It seeks to ensure any development is of high architectural quality and sensitive to the surrounding area. Key movement routes provide links to Chester Railway station, City Road and with the Shropshire Union canal.

1.2 The Development Brief is to inform applicants, developers and decision makers on the Council's policies for development proposals within the CBQ area.

2 Chester Business Quarter and surroundings

2.1 The Chester Business Quarter is identified in the adopted Local Plan as a broad location for mixed use and employment led regeneration to the east of the city centre. It is located to the north-east of Chester city centre with Shropshire Union Canal bordering the south and the Chester mainline railway line in the north. The area is accessible from main transport routes including City Road to the west, Hoole Lane/Westminster Road to the east and the A51 to the south. This is identified in Figure 2.1 'Location map within Cheshire West and Chester' and Figure 2.2 'Location of CBQ within Chester Urban Area'

Figure 2.1 Location map within Cheshire West and Chester

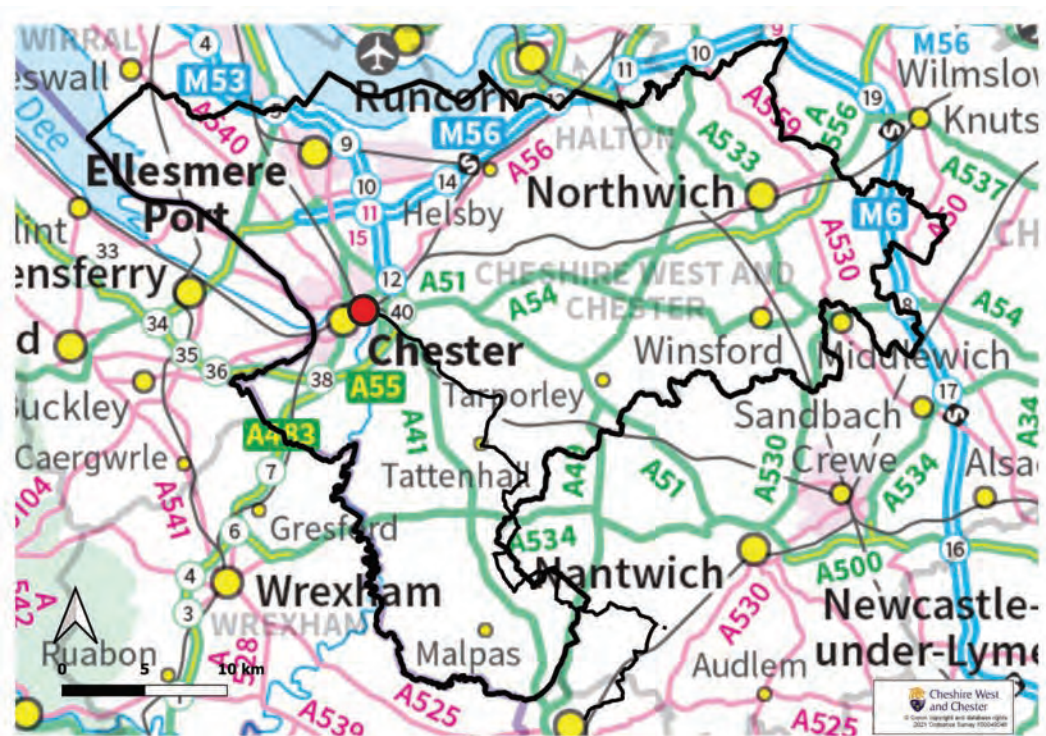


Figure 2.2 Location of CBQ within Chester Urban Area

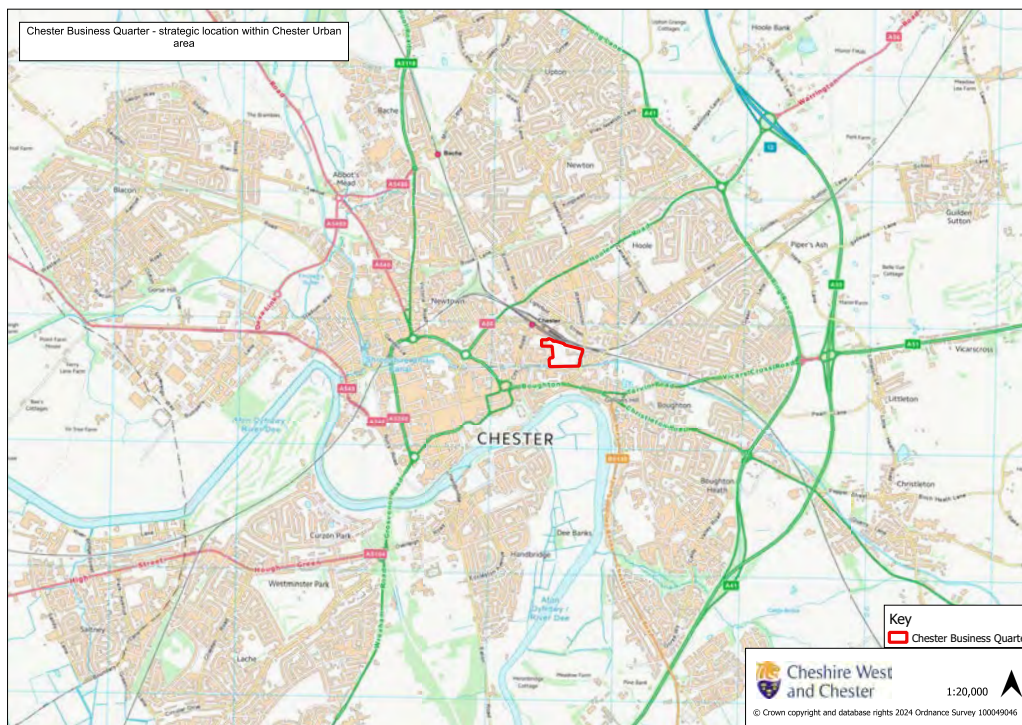


Figure 2.3 CBQ location plan

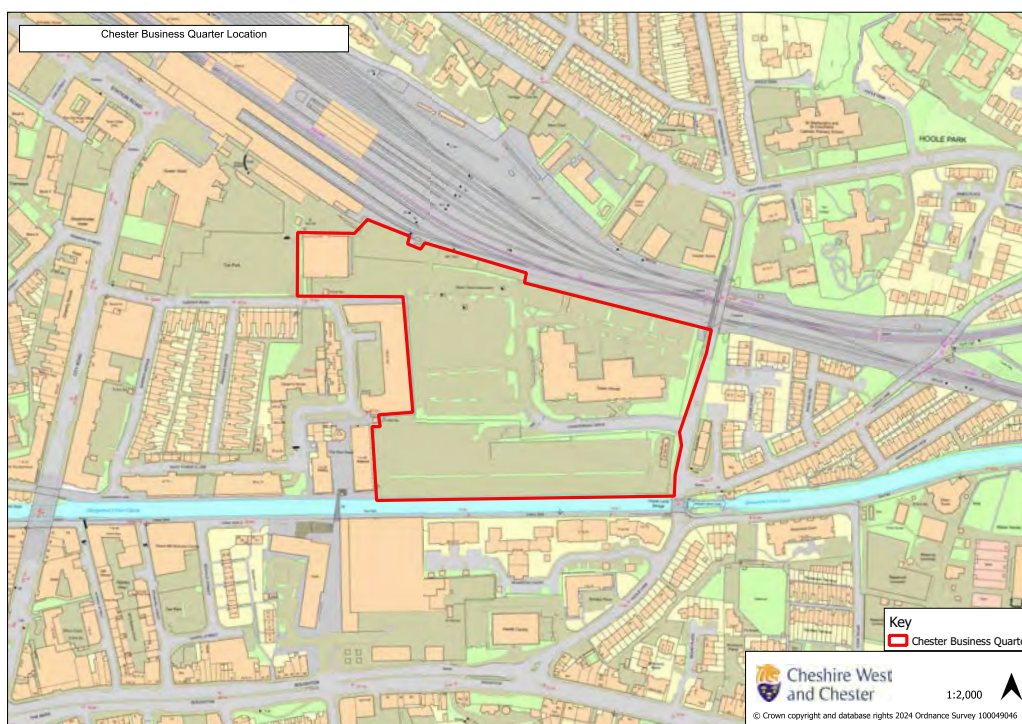
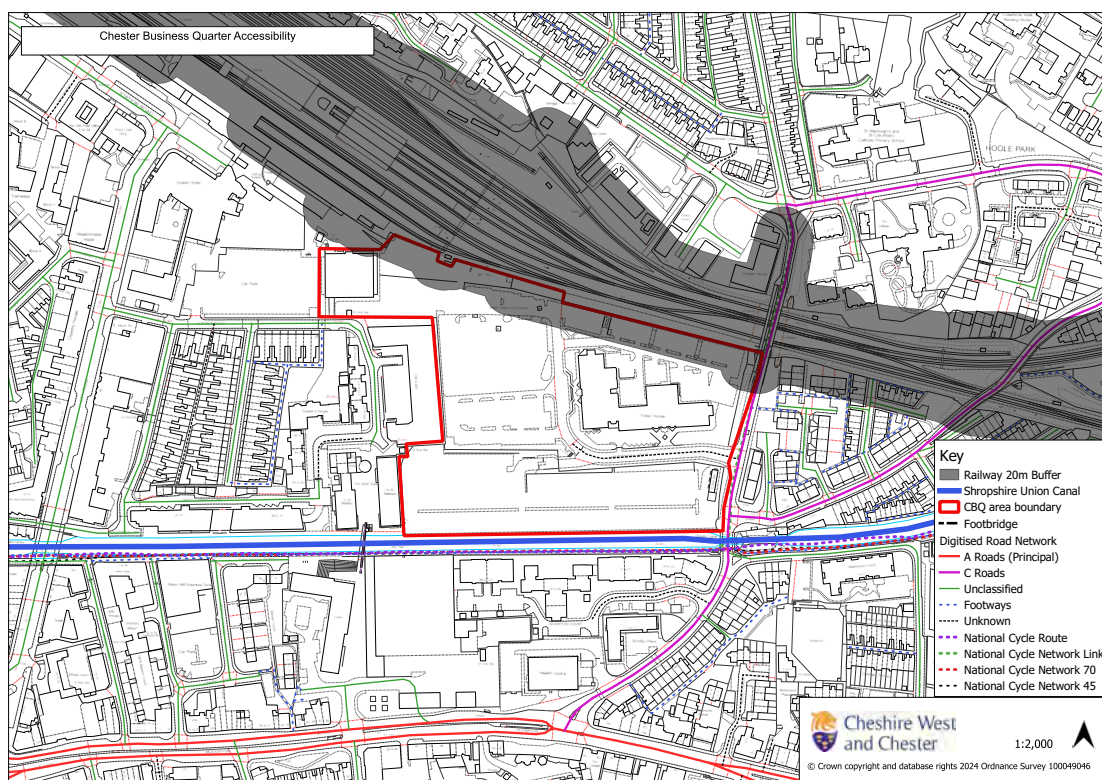


Figure 2.4 CBQ Accessibility Plan



2.2 One City Place was the first phase of office development to take place, a six storey grade A office space which was constructed in 2016. This provides 6495sqm office floorspace built to BREEAM 'Excellent' standard. Residential development has taken place adjacent to the Shot Tower. A footbridge crosses the Shropshire Union Canal, to link to the Waitrose supermarket and Moxy Hotel to the south. As part of the Chester Business Quarter development, there is planning permission for further residential development to south of the area adjacent to the Shropshire Union Canal (133 units and retired living accommodation). There is also planning permission for a new 200 bedroom Hotel to the north of the CBQ, adjacent to One City Place. These are shown on Figure 2.5 'Existing Buildings and permissions'

2.3 Further phases of office development have yet to take place. The majority of the area is vacant previously developed land, currently used for surface car parking. Charterhall House and Tower House are two large interlinked vacant office buildings built during the 1980s, to the eastern edge of the area. These comprise approximately 9800sqm of vacant floorspace and provide an opportunity for refurbishment or redevelopment. Further information on these development opportunities is set out at section 5 'Constraints and opportunities'.

2.4 Figure 2.5 'Existing Buildings and permissions' shows the existing buildings and planning permissions within the area, as at November 2023.

Figure 2.5 Existing Buildings and permissions

Existing Buildings and Permissions



3 Planning policy and supporting evidence

3.1 The adopted development plan is the Cheshire West and Chester Local Plan (Part One) Strategic Policies and Local Plan (Part Two) Land Allocations and Detailed Policies. The Plans contain a suite of policies, and are relevant to the determination of planning applications within the CBQ. In addition, the CBQ area is recognised through the Council's One City Plan 2012-2027 as a key location for new regeneration and development. The refresh of the Chester One City Plan 2022-2045, sets out a vision for Chester with one of the key themes of the strategy being connectivity and accessibility:

Chester One City Plan 2022-2045

"Proud of its history and confident about its future, Chester is a unique city that prioritises inclusivity and sustainability to ensure a healthier, greener and fairer future for all its people."

"Chester will be accessible for all city users, with seamless transportation links that provide safe passage in and around the city for all modes of transport, improving accessibility and quality of life for its communities to achieve the city's vision of a healthier, greener and fairer city."

Further information on the Chester One City Plan is available at: [Home | One City Plan](#)

3.2 The Chester City Gateway is large regeneration programme proposed for the area around Chester Station. It occupies a pivotal location between the city centre to the south west and Hoole to the north east. There is an opportunity for development proposals within the CBQ to integrate within the wider context, improving pedestrian and cycle connectivity to the railway station.

Chester City Gateway

"Together, we will create a beautiful Gateway to the City Centre, where residents and visitors can easily reach all that Chester and its Cheshire region have to offer. Underpinned by the Gateway's heritage and its excellent transport connectivity, new infrastructure investment and development will transform underutilised brownfield land for public benefit".

[Chester City Gateway | Cheshire West and Chester Council](#)

The vision sets out the overarching principles for Chester City Gateway, to attract new investment to the area. It supports new homes, active ground floor uses, high quality public realm, improvements to Chester Railway Station, new active travel routes, new trees and opportunities for biodiversity net gain and enhanced business opportunities and workspaces.

3.3 Within this context, the key local plan policies which provide a framework for decision making in the CBQ are set out below and in Figure 3.1 'CBQ Local Plan policy'.

Local Plan (Part One) Strategic Policies

[Cheshire West and Chester Local Plan \(Part One\) Strategic Policies](#)

- Local Plan (Part One) policies STRAT 3 Chester; ECON 1 economic growth employment and enterprise; STRAT 10 Transport and accessibility; ENV 6 Design and Sustainable Construction

Proposals for new development should be located close to local services and facilities and accessible by a range of transport modes. The Plan encourages new transport infrastructure that supports economic growth; takes steps to adapt to climate change; promotes safe and secure transport and forms of transport beneficial to health; improves accessibility to jobs and services and helps improve quality of life and enhance the local environment. The CBQ is ideally located close to Chester Railway Station and with opportunities to connect to the City Centre and local retail centres of Boughton, Brook Street and Hoole through new connections including walking and cycling routes. The Local Plan promotes high quality design and sustainable construction; new development is expected to be appropriate to the character and context of the surrounding environment.

Local Plan (Part Two) Land Allocations and Detailed Policies

[Cheshire West and Chester Local Plan \(Part Two\) Land Allocations and Detailed Policies](#)

- Local Plan (Part Two) policies CH 2 and CH 2.A; CH 3.B and CH 3.D Employment land provision in Chester; DM 4 Sustainable construction; CH 6 Chester key views, landmarks and gateways and historic skyline

Development must be of a high quality and, where possible, improve the road and pedestrian accessibility into and out of the city from Hoole Road. Proposals that incorporate the following will be supported:

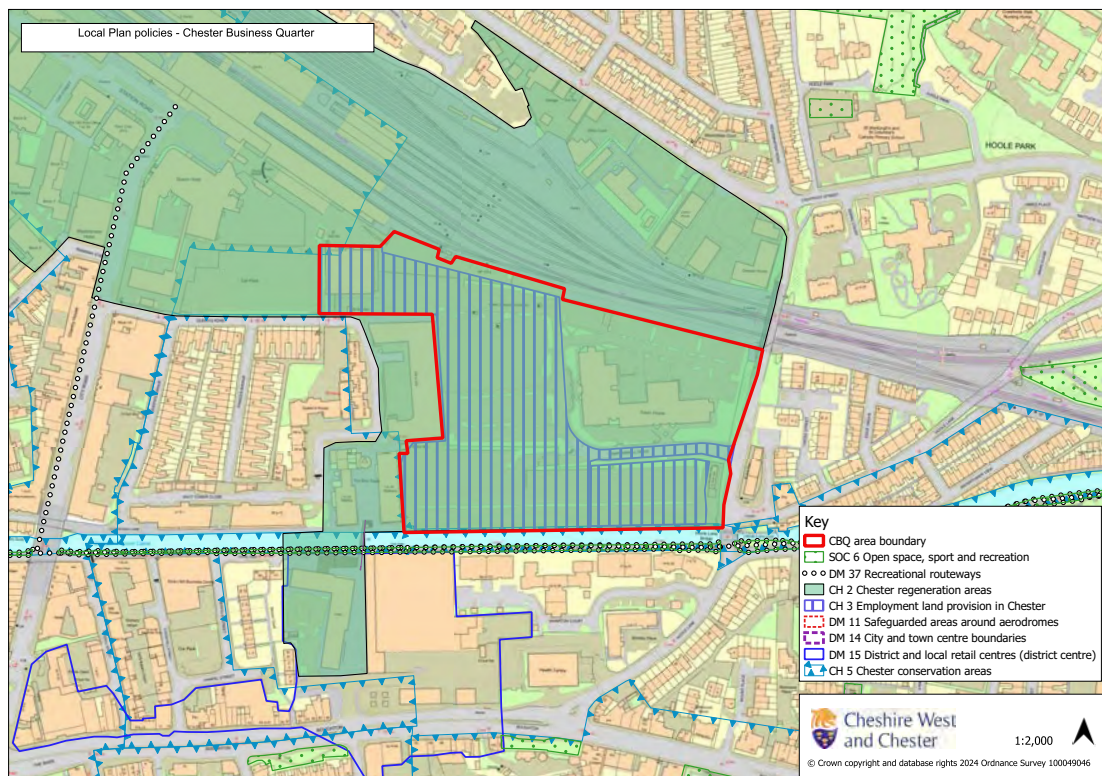
- improvements to the level and quality of station car parking;
- high grade office development;
- a mix of high quality affordable and market housing on suitable sites;

Higher density development where compatible with conservation / design policies Non-domestic buildings will be expected to achieve a BREEAM rating of 'Excellent', unless it can be demonstrated that this is not technically or financially viable. Policy DM 4 seeks to secure sustainable design features to maximise resilience and adaptation to climate change

Landmark buildings, structures and notable landscape features are identified in the surrounding area. This includes the Shot Tower, Steam Mill and the Shropshire Union Canal.

3.4 The Local Plan also contains other relevant policies including and not limited to design, transport, landscaping, biodiversity, amenity, that would also apply to future planning application. Appendix A 'Local Plan policies' provides further information.

Figure 3.1 CBQ Local Plan policy



3.5 The National Planning Policy Framework (December 2024) advises that planning policies and decisions should promote an effective use of land for homes and other uses, whilst safeguarding and improving the environment. They should take into account a range of factors including;

- the identified need for different types of development,
- local market conditions and viability, the availability
- capacity of infrastructure, both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- the desirability of maintaining an area's character and setting, promoting regeneration and change, and
- the importance of securing well designed, attractive and healthy places.

3.6 It sets out that the creation of high quality, beautiful and sustainable buildings is fundamental to planning. NPPF states that when considering development proposals;

- sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

- b. safe and suitable access to the site can be achieved for all users
- c. the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code.
- d. significant impacts on the transport network or highway network can be cost effectively mitigated to an acceptable degree through a vision-led approach

3.7 NPPF states all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

[National Planning Policy Framework - GOV.UK](#)

[National design guide - GOV.UK \(www.gov.uk\)](#)

[National Model Design Code - GOV.UK \(www.gov.uk\)](#)

4 Planning history

4.1 The development of the Chester Business Quarter is monitored through the Council's Annual Monitoring Report, as it is a key site identified in the Local Plan (Part One) for Chester. The main planning history since 2010 is provided below and illustrated on Figure 4.2 'Planning history'.

- April 2014 - Planning permission [12/04895/FUL](#) was a hybrid planning application. It provided full planning permission for the first office building and outline planning permission for further mixed use development on the remainder of the Chester Business Quarter. An indicative masterplan was provided to guide the future development of the area (further detail is provided in Figure 4.1 'CBQ phasing plan (source: 14/01798/DIS on condition 6 of 12/04895/FUL, RHWL Architects and Muse Developments)' below).
- September 2014 - [14/03317/REM](#) approved, office building 1 (One City Place).
- February 2016 – development completed on first office building (One City Place).
- October 2018 - Demolition works 2018 to Premier house, to prepare the site for phase 2 of the Business Quarter development.
- October 2020 - [20/01823/FUL](#) related to phase 2 of the outline masterplan provided under 12/04895/FUL. The proposal is for the erection of a hotel with ground floor restaurant/retail uses and associated infrastructure and landscaping (a departure from the original office/commercial use for this plot).
- February 2023 - [22/02572/REM](#)- Erection of a seven-storey apartment building comprising 133 no. units including associated access, parking and landscaping works – approved 15 February 2023 (phases 8 & 9).
- July 2023 - [23/00344/REM](#)- Reserved matters application for the erection of Retirement Living Housing (Category II type accommodation) with associated communal facilities, landscaping and car parking (phase 10).

4.2 Application 12/04895/FUL provided an indicative 'masterplan' layout, which provided for phased development over a 10 year period as shown in Figure 4.1 'CBQ phasing plan (source: 14/01798/DIS on condition 6 of 12/04895/FUL, RHWL Architects and Muse Developments)'. The following phases are therefore either completed, or have planning commitments for new development: phases 1, 2, 8, 9, 10. The 10 year time limit for reserved matters applications in hybrid permission 12/04895/FUL expired on 24 April 2024. Therefore development of phases 3-7 would be dependant new separate planning applications for these plots.

4.3 This development brief therefore aims to carry forward the over-riding principles for accessibility, connectivity and design on these remaining development parcels (phases 3-7). The CBQ's current constraints and opportunities are summarised in section 5 'Constraints and opportunities' below.

Figure 4.1 CBQ phasing plan (source: 14/01798/DIS on condition 6 of 12/04895/FUL, RHWL Architects and Muse Developments)

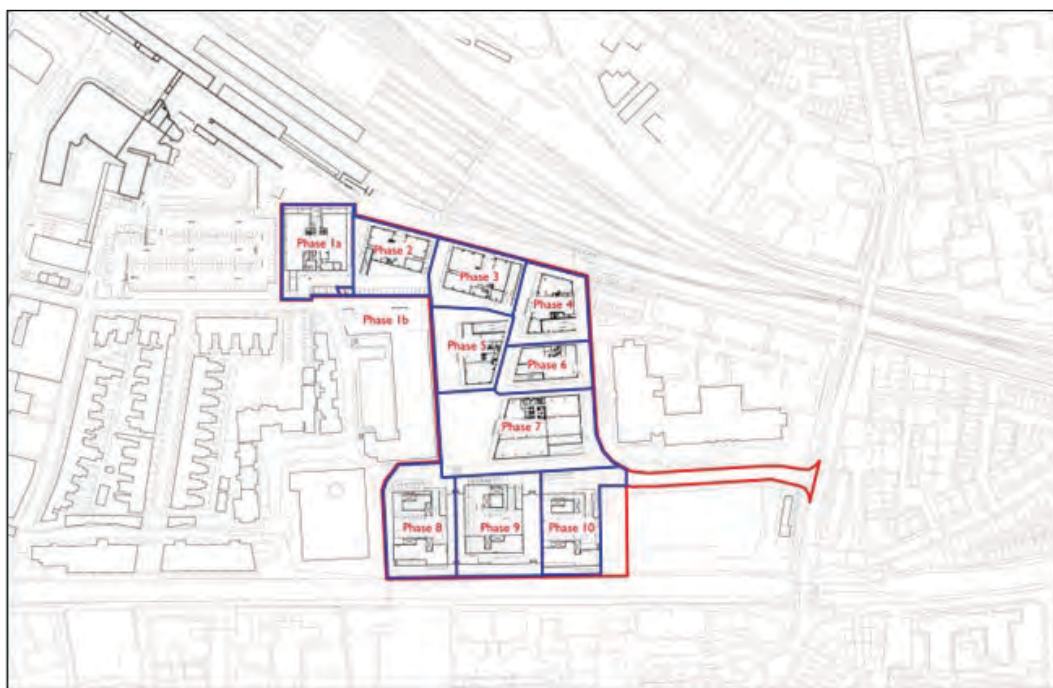
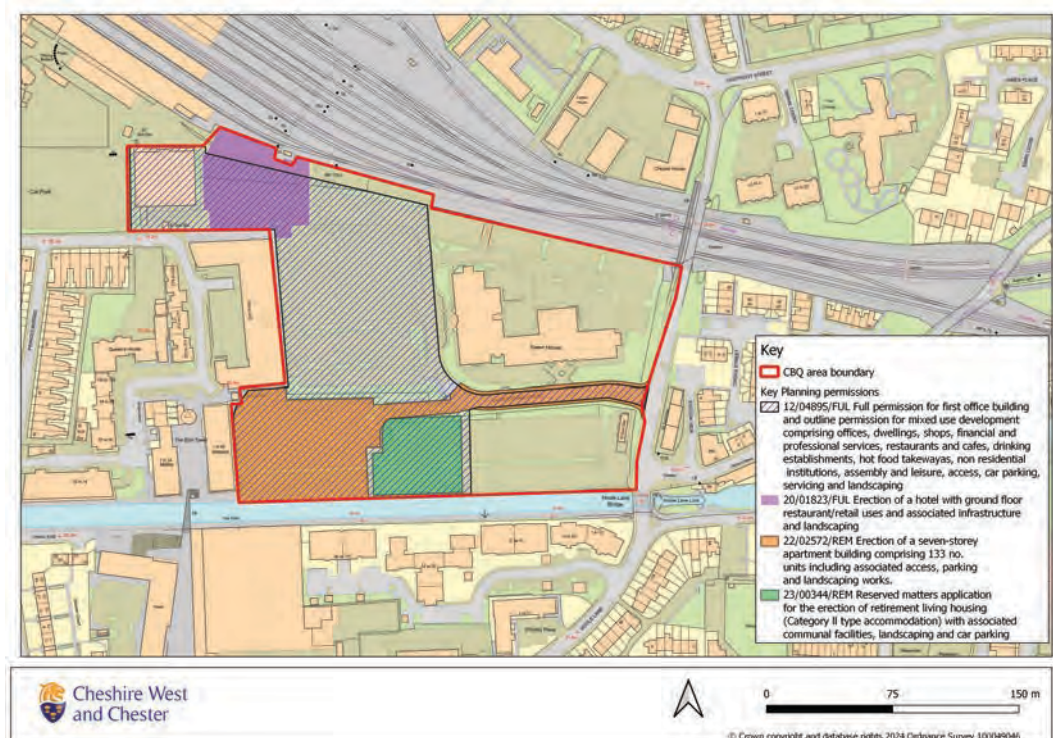


Figure 4.2 Planning history



5 Constraints and opportunities

5.1 Figure 5.1 'CBQ Constraints Plan' and Figure 5.2 'CBQ Planning Constraints' show the planning constraints within the CBQ and surrounding area.

Figure 5.1 CBQ Constraints Plan

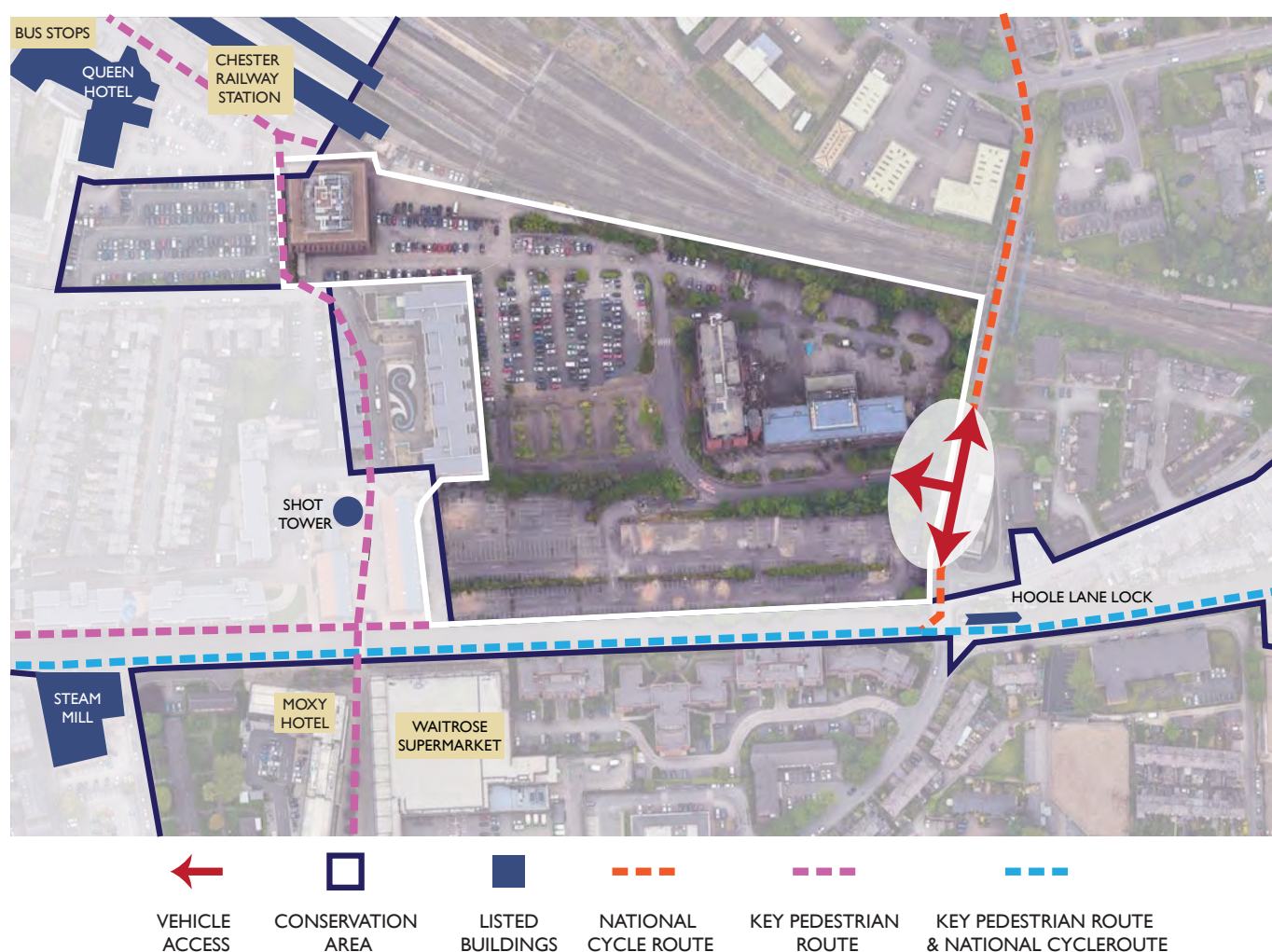
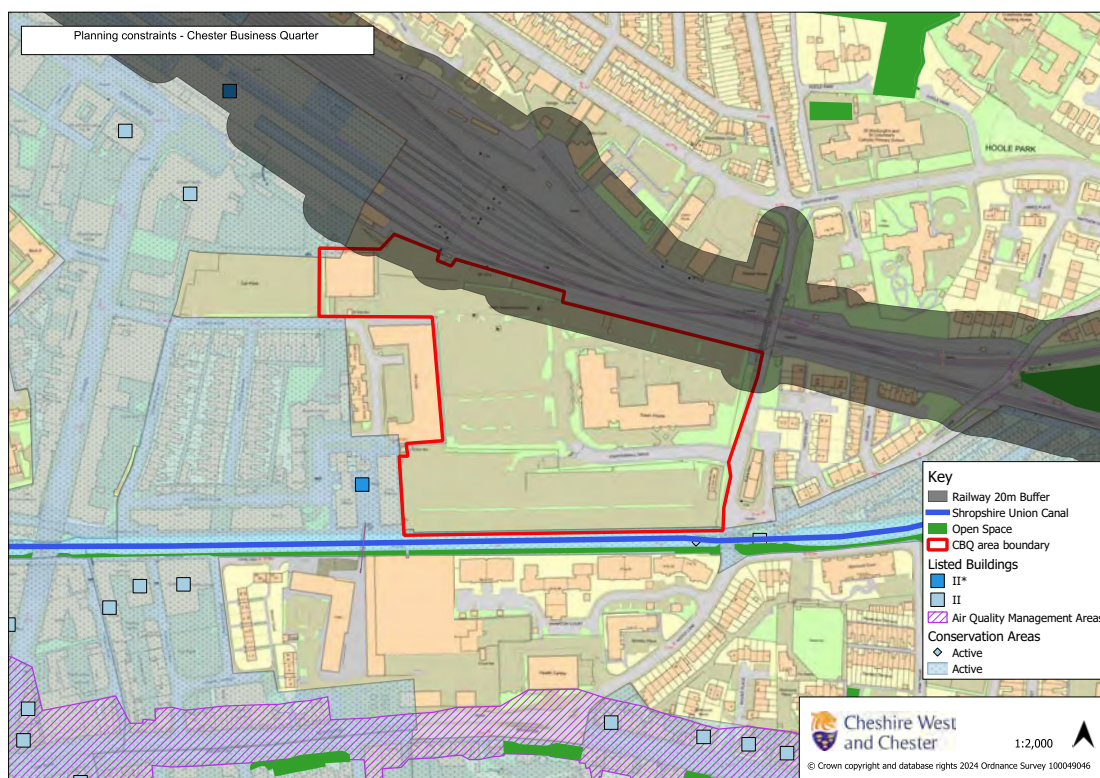


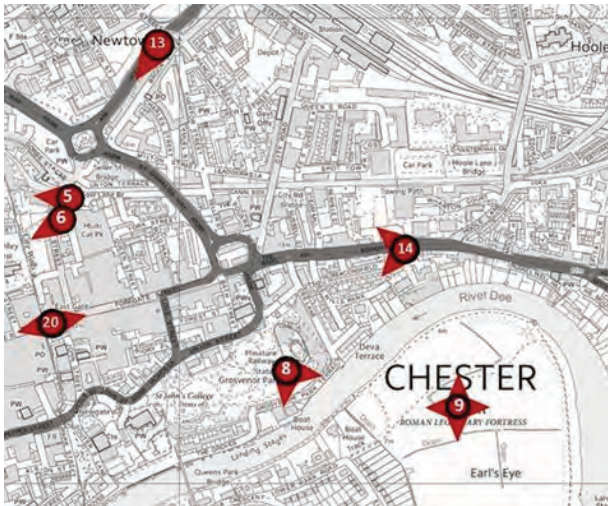

Figure 5.2 CBQ Planning Constraints



5.2 This part of Chester was an area of change during the industrial revolution. Historic assets are important to the context of the CBQ area. Listed Buildings or structures include Chester Leadworks and Shot Tower, Chester Railway Station, Queens Hotel, Hoole Lane Lock. The surrounding area includes the Chester Canal Conservation Area (West) and City Centre (Chester) Conservation Area, and areas of archaeological importance. The Local Plan (Part Two) Appendix A⁽ⁱ⁾ identifies the key views and landmark buildings in Chester and the wider area, with the following relevant; (H) Leadshot tower, (R) steam mill, (T) water tower Boughton, (V) canal.

5.3 The Local Plan identifies landmark buildings and features which provide orientation within Chester from long reaching and local viewpoints. These are shown in Figure 5.3 'Chester key views in the CBQ area (CH 6)' and Figure 5.4 'Landmark buildings, structures and notable features (CH 6)' below.

Table 5.1 Local Plan (Part Two) policy CH 6

Key views, landmark buildings and features (CH 6)	Description
<p>Figure 5.3 Chester key views in the CBQ area (CH 6)</p> 	<p>5. Cow Lane Bridge along canal corridor</p> <p>6. Frodsham Street / Victoria Place, to Kaleyards</p> <p>8. Grosvenor Park to the Meadows and Dee Banks / Sandy Lane</p> <p>9. The Meadows to the city centre, Boughton and Dee Banks</p> <p>13. Cathedral and city from Hoole Way</p> <p>14. Cathedral and city from Boughton</p> <p>20. Eastgate Clock</p>
<p>Figure 5.4 Landmark buildings, structures and notable features (CH 6)</p> 	<p>H. Lead Shot Tower</p> <p>V. The Canal</p> <p>R. The Steam Mill</p> <p>W. The River Dee</p> <p>Q. St Paul's Church, Boughton</p>

5.4 In addition, Figure 5.6 'Key views within the CBQ' Photo Plan identifies key viewpoints from within the CBQ area, which includes;

1. View from Charterhall Drive entrance, looking west into the CBQ.
2. Central view looking south towards the Shropshire Union Canal and Waitrose.
3. Central view looking north towards Chester Railway Station and Carriage Sheds.
4. Enclosed view to the rear of Charterhall/Tower House vacant office buildings.
5. View looking west from the CBQ towards One City Place (Phase 1).
6. View from the Shropshire Union Canal footbridge, looking north-east towards the south of the CBQ, Charterhall House and Tower House.

Figure 5.5 Chester Carriage Shed



5.5 Within the CBQ area, there are mature trees and public open space, footpaths and cycleways alongside the Shropshire Union Canal. To the North, Chester Railway station and railway line are adjacent the site. The Chester carriage shed adjacent to the Station has been transformed into a new public space and hosts various events throughout the year. There is an opportunity for high quality public realm, landscaping and open space to be integrated within future development of the CBQ.

5.6 Demolition of the former Premier House office building took place in 2018. This has resulted in a large area of vacant previously developed land to the central

area, currently used for surface level car parking. Charterhall House and Tower House office buildings to the east are currently vacant and marketed as a redevelopment opportunity. The buildings are in poor condition with evidence of graffiti and vandalism. The adjacent car park is allocated for employment development in the Local Plan and provides a further opportunity for new development to take place. The table below summarises the development opportunities as at April 2024. Future development of these plots will be informed by the development brief.

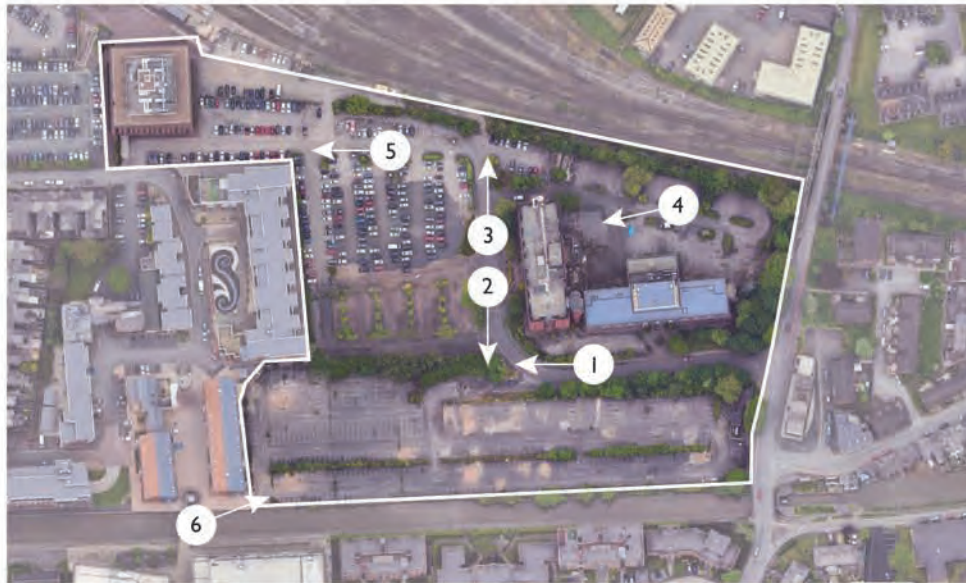
Table 5.2 CBQ remaining development opportunity areas

Phase / Location	Area (ha)	Planning status (Jan 2024)
CBQ phases 3-7 (central area)	1.1	Local Plan allocation CH3.B, outline permission for office development due to expire April 2024.
Charterhall House and Tower House	1.4	Vacant office premises and refurbishment/redevelopment opportunity
Vacant car parking adjacent Charterhall House and Tower House	0.4	Local Plan allocation CH3.D, development opportunity site

5.7 The Chester Central Development Framework (2010) provided a more detailed analysis of the CBQ area in the context of the surrounding urban area, historical development, character areas and future design aspirations (See Appendix 2 available as a supporting document). This Study provides background information and remains relevant to future design principles in the area.

Figure 5.6 Key views within the CBQ

Photo Plan



6 Design principles

6.1 In line with paragraphs 114 of the NPPF, all development within Chester Business Quarter should consider the principles set out in the National Design Guide and National Model Design Code. This applies from the strategic, site wide masterplan scale down to detailed design – for example the design of a roof/wall interface. Furthermore, the principles advocated by ‘Buildings for a Healthy Life’ and ‘Streets for a Healthy Life’ should be incorporated into all development proposals. Cheshire West and Chester are also producing a Design Code, which will also apply to relevant development proposals in this area.

6.2 Paragraph 139 of the NPPF states that ‘Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design’. National and Local guidance should therefore be followed at all stages of the design and development process.

National Policy and Guidance

- Building for a Healthy Life:
<https://www.gov.uk/government/collections/building-healthy-places>
- National Design Guide:
<https://www.gov.uk/government/publications/national-design-guide>
- National Model Design Code:
<https://www.gov.uk/government/publications/national-model-design-code>
- Active Travel:
<https://www.healthypacemaking.co.uk/healthy-place-making-and-the-national-model-design-code-securing-health/>
- Active Design:
<https://www.healthypacemaking.co.uk/wp-content/uploads/2021/05/Active-Design-FINAL-May-2023-1.pdf>

Cheshire West and Chester Supplementary Planning Documents

- Revised Parking Standards SPD [Revised Parking Standards SPD - Updated February 2022 - Details - Keystone](#)
- Travel Planning Guidance SPD [Travel Planning Guidance SPD - Details - Keystone](#)

Cheshire West and Chester Guidance Notes

- Sustainable construction and checklist:
https://my.cheshirewestandchester.gov.uk/service/sustainable_construction_information_requirements
- Health impact information:
https://my.cheshirewestandchester.gov.uk/service/health_impact_information_requirements
- Biodiversity net gain guidance and checklist:
[biodiversity net gain](#)

Guiding Principles

6.3 While detailed master planning of the site is beyond the scope of this Development Brief, it does seek to lay out certain guiding principles for any development proposals that could come forward within the site. A common element of the existing framework documents and the extant planning applications of the area is comprehensiveness, connectivity, and linkages, with overarching goals being to make the site more permeable to pedestrians, improve public realm and increase legibility. While Tower House and Charterhall are large pre-existing buildings, it would be environmentally beneficial to refurbish and retrofit these structures to increase energy efficiency and functionality. The existing surface car parks provide a large area for sensitive redevelopment.

6.4 While some planning permissions have not commenced, it is important that the general layout and aspirations of the approved developments are incorporated into any future proposals brought forward at this site. The Characterisation Study for the City acknowledges that the area generally fails to have a positive impact, recognising that great care is required to ensure that any future development compliments the established character of the City, respects the setting of key listed buildings, and fully develops the potential to create key routes and nodes such as the canal corridor and the Station Square and City Road.

6.5 The masterplan approved under application no. 12/04895/FUL included 8 high-level guiding principles for the site. Although both socio-economic circumstances and the block structure of the Chester Business Quarter (CBQ) have evolved somewhat since the original masterplan was formulated, 6 of these principles relate directly to urban design and remain highly valid as principles to underpin the design response to both the overall site and individual plots ⁽ⁱⁱ⁾. These principles are:

- **Connect People.** Reference is made to the creation of inviting and high-quality open spaces to encourage users of the site to communicate.
- **Activate the Edge.** Active frontages and mixed commercial uses at ground-floor are encouraged to create a lively quarter of the city.
- **Make People Feel Big.** To ensure the CBQ does not end up dominated by large built forms that are inhuman in scale, the block structure should be more than one block deep in all cases.
- **Exploit Urban Resources;** The site is currently highly isolated from its surrounding city context and measures should be taken to remedy this. These include: highways design details that respond to human perception; crossings driven by pedestrian movement (not car movement); No 'back of house' or service yards fronting onto external perimeter streets; reduced visibility splays; and urbanised road alignment.

ii 12/04895/FUL, referenced on page 20 of the Design and Access statement

- Space to Think (Bring the Public into the Private): Beautiful outdoor spaces in which people can freely move around are encouraged, to provide areas for individual and collaborative thought.
- Create a Public Space Network (Avoid Single Desire Lines). A range of routes and public spaces through which to dwell within and walk, wheel and cycle through the CPD should be integral to the layout of both individual sites and the overall masterplan. This will ensure richness, flexibility and variety of experience are created within the new urban environment.

Permeability

Relevant Local Plan policies:

- Local Plan (Part One) STRAT 1, STRAT 10, SOC 5.
- Local Plan (Part Two) CH 1, CH 2, CH 6, T 5, DM 37, DM 38

6.6 Being bounded by the canal to the South, the railway to the North and impermeable residential development to the West, the site is highly isolated from its immediate and wider city context and suffers from severe urban fragmentation. Its Westerly boundary treatment (illustrated below) is highly defensive, contributing further to this highly central site's inaccessibility and perceived separation. This boundary, and all others on its perimeter, should be open and permeable to encourage interaction and engagement beyond the redline boundary.

6.7 Many of the principles outlined above relate to permeability, a concept that will be fundamental to the successful amalgamation of the CBQ with its urban surroundings. A human-scaled block structure and an approach to street and highways design that encourages walking, wheeling and cycling, and that provides a choice of direct routes through the site, will enable the new quarter to integrate positively with the city. Figure 6.2 'Permeability and movement' illustrates key routes that relate to a central landscaped public space and key areas where access should be pursued to facilitate East-West movement through the site. The site is in very close proximity to sustainable modes of transport and any proposal should ensure this is taken advantage of through permeable and pedestrian friendly urbanism. Creating attractive and accessible routes through the site will have the dual benefit of encouraging users of buildings and spaces within CBQ to make use of public transport, along with residents of and visitors to other places in Chester.

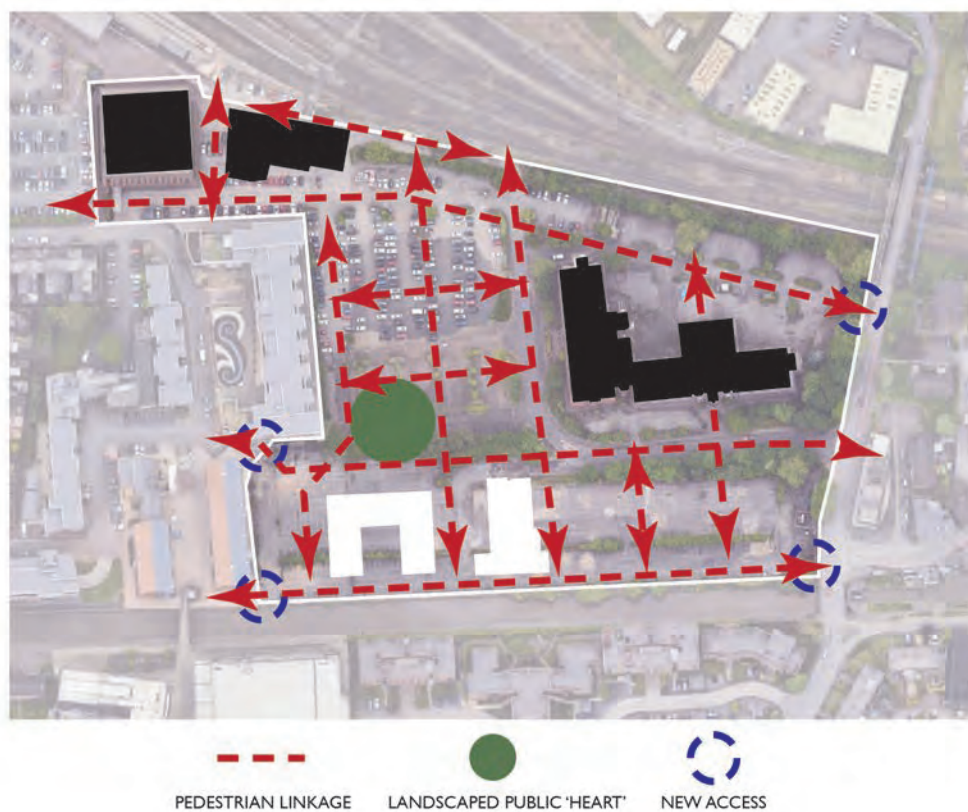
6.8 The Council encourages sustainable travel to the CBQ. In line with Local Plan policy STRAT10 developers and NPPF (2024) sustainable transport modes should be prioritised taking account of the vision for the site. Development proposals should include improved pedestrian and cycle connectivity to the rail station. Connectivity in parallel to the rail line between Chester Railway Station and Westminster Road is identified as a key link in the Local Cycling and Walking Infrastructure Plan. There is an opportunity to maximise the use of existing crossings over the canal at Shot Tower and Hoole Lane. Development proposals should consider the wider site context and permeability to and from the site. Pedestrian/cycle access over the railway bridge on Westminster Road bridge is a long-standing issue which the Council would like to see improved. Local Plan policy STRAT 10 recognises the need

for Transport Assessments and Travel Plans where development is likely to generate significant amounts of movement.

Figure 6.1 Westminster Road, eastern boundary to the CBQ



Figure 6.2 Permeability and movement



Density and Built Form

Relevant Local Plan policies:

- Local Plan (Part One) STRAT 3, ECON 1, ECON 3.
- Local Plan (Part Two) CH 1, CH 2, CH 3, CH 5, DM 1, DM 2, DM 3, DM 46, DM 47, DM 48, DM 50.

6.9 The site benefits from a highly sustainable urban location adjacent to a mainline railway station and other facilities. It is therefore a prime example of a site within the district of Cheshire West and Chester whereby a considered approach to high density design can reduce car-dependence. There are numerous other sustainability benefits associated with high-density design, whilst such an approach offers an opportunity to create a mixed-use community with vitality, diversity, and a strong sense of place.

6.10 Whilst the above benefits of high-density design are significant, it requires a sensitive and context driven approach to ensure high standards of residential amenity are provided and that the public realm is intimate and human scaled. Building heights, and the placement and form of new built volumes within

the site, (and their relationship with existing buildings), should therefore be carefully considered to create a high-quality urban environment. The masterplan approved under application no. 12/04895/FUL set out (approximate) maximum building heights to ensure sensitive development. Unless it can be explicitly demonstrated that buildings with storey heights beyond those specified can be designed to respect their surroundings, these limitations remain valid. The massing and urban grain of existing buildings in the site's immediate surroundings is varied, meaning a specific approach to the design of all new built forms is required to ensure they have a positive relationship with their surroundings. Local Plan (Part Two) policy CH 6 Chester key views, landmarks and gateways and historic skyline sets the policy framework for assessing proposals for taller buildings in Chester, which should be contextually appropriate in that locality or townscape setting, and sit comfortably within the topography of the area.

6.11 The Local Plan allows for mixed use, employment led regeneration within the CBQ area. The former planning permission 12/04895/FUL allowed for undercroft car parking for all buildings. This site is considered to be sustainably located given its proximity to the rail and bus services, and its accessibility to established walking and cycling routes to the city centre.

Building Design and Identity

Relevant Local Plan policies:

- Local Plan (Part One) SOC 5, ENV 5.
- Local Plan (Part Two) CH 1, CH 2, CH 5, DM 1, DM 2, DM 3, DM 4, DM 5, DM 19, DM 20, DM 29, DM 30, DM 31, DM 46, DM 47, DM 48, DM 50.

6.12 The site's immediate surroundings vary in character, with a mix in architectural styles. The residential buildings to the South and the Shot Tower development to the Southwest have a strong identity that is appropriate to their canal side location and should serve as drivers for the design of any new buildings facing the canal. Moreover, heritage assets such as the Former Mills Seeds Warehouse, Steam Mill Public House and Offices and the Old Harker's Arms located further West along the canal offer valuable architectural precedents from which to draw inspiration. The Canal Corridor Character Area Assessment includes valuable principles for design along the canal, which should be referred to in all instances. The completed One City Place building and the Marriot Hotel (currently under construction) are more contemporary in terms of their façade design and solid-void ratios. This side of the site therefore has a different urban character, meaning buildings within the central and Northerly part of the site should seek to form a positive transition between these character areas through their architectural design. Buildings within CBQ may exhibit an industrial character appropriate to their context without resorting to pastiche, as demonstrated by interventions at Wapping Wharf in Bristol and the Warehaus development in Ancoats, Manchester (both pictured below).

6.13 Whilst the buildings covered by extant and implemented planning permissions have begun to establish a new architectural language for the site, it currently lacks a coherent identity. The remaining sites therefore offer an opportunity to build on the language of materials, forms, and architectural features already established within and adjacent to the site to give Chester Business Quarter a distinctive

identity. The National Design Guide states that ‘Design decisions at all levels and scales shape the character of a new place or building and help to create a memorable sense of place’. This principle should underpin the design of all buildings on the site.

6.14 A detailed Townscape Assessment, Landscape Analysis and Heritage Impact Assessment should inform and accompany all development proposals, along with a comprehensive Design and Access Statement to explain the design process and rationale. 3d models of the site and CGI images showing development proposals from key viewpoints, and in the context of existing buildings, should also be provided.

6.15 The Local Plan allocates the land for office-led mixed use redevelopment. Regardless of the principal use of any building, its ground floor should incorporate active frontages with clearly defined entrances and large amounts of glazing which could contribute to the vitality of the area. The mix of uses and detailed parameters are to be determined through the planning application process - the extant planning approval (12/04895/FUL) restricts ancillary retail uses to less than 2000sqm across the remaining undeveloped plots, with each individual unit restricted to a maximum of 500sqm floorspace. It is expected that future proposals should be of a similar nature, in order that the scale, character and function would not prejudice the vitality and viability of existing centres (such as Chester City centre and the district and local retail centres).

Figure 6.3 Building character in the surrounding area



Figure 6.4 Wapping Wharf Bristol



Figure 6.5 Warehouse Apartments, Manchester



Sustainable Design and Construction

Relevant Local Plan policies:

- Local Plan (Part One) STRAT 11, ENV 6.
- Local Plan (Part Two) DM 4, DM 29.
- Sustainable Construction Guidance Note and checklist.

6.16 The Council unanimously declared, on 21 May 2019, that the borough is in a Climate Emergency. Sustainable design and construction offer the opportunity to reduce the environmental impacts of development. As noted in the National Design Guide, well-designed places and buildings conserve natural resources including land, water, energy, and materials. Their design responds to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050.

6.17 In line with Local Plan (Part One) policy ENV 6, Local Plan (Part 2) Policy DM 4 states that all development proposals (including changes of use) will be expected to achieve the highest levels of energy and water efficiency that is practical and viable, and to maximise opportunities to incorporate sustainable design features where feasible.

6.18 New dwellings will be required to meet the optional higher National Housing Standard for water consumption of 110 litres per person per day. Non-domestic buildings will be expected to achieve a BREEAM rating of 'Excellent', unless it can be demonstrated that this is not technically or financially viable.

6.19 In line with the above policy, innovative sustainable design solutions for energy efficiency and low carbon energy generation and use over and above Building Regulations and/or National Housing Standards will be supported on all forthcoming applications within Chester Business Quarter.

Public space and landscaping

Relevant Local Plan policies:

- Local Plan (Part One) SOC 5, SOC 6, ENV 2, ENV 3.
- Local Plan (Part Two) CH 1, CH 2, CH 6, DM 35, DM 36, DM 38.
- Health Impact Information requirements guidance note.

6.20 In line with the Local Plan, open space provision must be accommodated on site for larger development proposals. The National Design Guide suggests that the design of a public space encompasses its siting and integration into the wider network of routes as well as its various elements.

6.21 The Shropshire Union Canal is a multi-functional asset for the city, providing a corridor of open space, water infrastructure, and a sustainable transport route. The opportunity to create high-quality, public space along the Southern side of this piece of blue infrastructure should be taken advantage of along the extents of the pedestrian route. Larger public spaces that relate to this route should also be provided, for example between buildings in the Southwest corner of the site.

6.22 The Design and Access statement for application no. 12/04895/FUL stated that the site currently has 'No heart of Sense of Place'. An area of landscaped public space is therefore provided in the Westerly centre of the site under the approved outline masterplan, which must be retained and integrated into any proposals for this area of the site. This, and all other public space within the CBQ, should include natural elements and high-quality landscaping and street furniture. They should also actively engage with surrounding buildings to provide vitality and natural surveillance.

6.23 The National Design Guide recommends the provision of a network of high quality, green open spaces with a variety of landscapes and activities, including play. Any development proposals within the CBQ should therefore include green open spaces that relate to the pedestrian routes through the site. Existing vegetation around the North and Eastern edges of the site and around Charterhall Drive should be integrated into any landscaping schemes that come forward for the site. Distinctive, high-quality hard landscaping materials should be used consistently across the CBQ to give its public realm a sense of cohesiveness and contribute to the quarter's distinctive identity.

6.24 It is important the public realm, landscape, green and blue infrastructure, movement, connectivity, active travel, and placemaking are considered at an early stage in the design development proposals. The design should demonstrate an iterative process where the impacts (Landscape, Visual and Townscape) are considered collectively to provide a positive outcome.

Biodiversity

Relevant Local Plan policies:

- Local Plan (Part One) ENV 3, ENV 4, STRAT 11.
- Local Plan (Part Two) DM 38, DM 44, DM 45.
- Biodiversity Net Gain Guidance Note and checklist.

6.25 Since the original masterplan was prepared for the CBQ, biodiversity net gain (BNG) is now mandatory. Any future developer will be asked to evidence the mitigation hierarchy, with the preference being to provide at least 10% BNG on site. The national Planning Practice Guidance gives guidance on how BNG should be integrated into the process early in the design stages and the information the LPA requires prior to determination of the application.

6.26 The Leadworks Shot Tower has wildlife associated with it that will require careful consideration for any new development, in terms of building heights and working methodologies.

6.27 The adjacent Canal has a Local Wildlife Site associated with it and is a bat foraging corridor. Any adjacent new development should have minimal lighting and lighting should be directed away from the Canal, along with standard pollution prevention measures during works.

Planning application requirements

6.28 To ensure the above design principles can be met and to maintain that the CBQ is comprehensively planned, supporting information is required to be submitted with any future planning application. This is detailed in Appendix B 'Planning application requirements'.

A Local Plan policies

Table A.1 Local Plan (Part One) Strategic Policies

STRAT 1	Sustainable Development
STRAT 2	Strategic Development
STRAT 3	Chester
STRAT 10	Transport and accessibility
STRAT 11	Infrastructure
ECON 1	Economic growth, employment and enterprise
ECON 3	Visitor Economy
SOC 1	Affordable Housing
SOC 3	Housing mix and type
SOC 5	Health and well being
SOC 6	Open space, sport and recreation
ENV 3	Green Infrastructure
ENV 6	High quality sustainable design and construction

Table A.2 Local Plan (Part Two) Land Allocations and Detailed Policies

CH 1	Chester Settlement area
CH2	Chester regeneration areas
CH2.A	Chester Northern Gateway
CH3 (CH3.B and CH3.D)	Employment land provision in Chester - Northern Gateway Chester Business Quarter; Northern Gateway Hoole Lane Boughton
CH 6	Chester key views, landmarks and gateways and historic skyline
T 5	Parking and access
DM 1	Development of previously developed land
DM 3	Design, character and visual amenity
DM 4	Sustainable construction
DM 11	Safeguarded areas around aerodromes (Hawarden airport)
DM 15	District retail centre - Boughton
DM 35	Open space in new development

DM 38	Waterways and mooring facilities
DM 37	Recreational routeways
DM 44	Protecting and enhancing the natural environment

B Planning application requirements

Depending on the location and extents of the application site in question, submission requirements are likely to include:

- Completed application forms.
- Completed CIL forms.
- Location Plan.
- Topographical Survey.
- Existing Site Plans, Floor Plans, Elevations, Sections.
- Proposed Site Plans, Floor Plans, Elevations, Sections.
- Design & Access Statement (D&A).
- Planning Statement.
- Heritage Impact Assessment (HIA).
- Archaeology Assessment.
- Biodiversity Net Gain Assessment (BNG).
- Preliminary Ecological Appraisal.
- Peregrine Mitigation Strategy
- Tree Survey (If applicable)
- Transport Assessment.
- Travel Plan
- Construction Traffic Plan.
- Contaminated Land Desktop Study.
- Flood Risk Assessment.
- Drainage Strategy.
- Sustainable Construction Checklist.
- Employment Land/Marketing Report (if loss of employment land or buildings is proposed).
- Fire Safety Statement (for residential or educational buildings of 7 or more storeys or 18 metres or more in height).
- Noise Survey.
- Housing Mix Statement (if residential proposed)
- Open Space Statement (if residential proposed).
- Health Impact Statement.
- Information Connection Networks Statement.
- Light Assessment (if new external lighting proposed).
- Specification of any new external plant, including noise rating (if new external plant is proposed).
- Details of waste storage.
- Details of cycle parking.
- Details of electric vehicle parking

Please note that this list is not exhaustive and any further supporting documents will be requested during the process of assessing a given development proposal.

Accessing Cheshire West and Chester Council information and services

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如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

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