

Cheshire West & Chester Council

Winsford Station Quarter

Development Brief March 2016



Cheshire West
and Chester

Tibbalds Planning and Urban Design
19 Maltings Place
169 Tower Bridge Road
London SE1 3JB

Telephone
020 7089 2121

mail@tibbalds.co.uk
www.tibbalds.co.uk

Contents

1	Introduction	2	4	Overall Design Principles	18
2	Site Analysis and Context	4		Access	18
	Site History	4		Land Uses and a new Neighbourhood Centre	18
	Land Use and Character	5		Open Space Distribution within the Site	18
	Land Ownership	6		Design Consistency	20
	Access and Movement	6		Development Concept	20
	Landscape and Open Space	8	5	Development Framework	22
	Overall Site Constraints	9		Movement and Access	22
	Opportunities	10		Landscape and Open Space	24
3	Planning Policy Context	12		Land Use and Density	25
	Principle of Development and Site Allocation	12		Urban Design	26
	Open Space and Recreation	14	6	Phasing and Delivery	28
	Mixed Uses	14		Indicative Phasing	28
	Dwelling Mix	16		Infrastructure requirements and Contributions	30
	Access and Movement	16			
	Design Quality	16			
	Landscape and Visual Impact	17			
	Site Specific Designations	17			

1 Introduction

1.1 The proposed Station Quarter Urban Extension (SQUE) is an area of land in the south-eastern part of the town of Winsford allocated for mixed-use development. It is currently in agricultural use.

1.2 The Station Quarter is allocated in the Winsford Neighbourhood Plan as an important component in the development and regeneration of the town. Key requirements of the allocation include the delivery of public open space adjacent to Bottom Flash; and improving the station and access to it. The Cheshire West and Chester (CWaCC) Local Plan followed on from the Neighbourhood Plan, and includes an allocation for the Station Quarter that reflects the requirements of the Neighbourhood Plan.

1.3 Both Local Plan and Neighbourhood Plan policy require that the Station Quarter is developed following a comprehensively planned approach. This Development Brief is a key document supporting Policy STRAT6 of the Local Plan. This document has been produced by Cheshire West and Chester Council. Consultation on the draft Development Brief was undertaken during autumn 2015. Winsford Town Council, local residents, landowners, developers and other stakeholders were asked for their views on the document. In light of comments made during consultation, the document has been amended prior to its final approval by Cheshire West and Chester Council. This document forms the agreed Development Brief with which all planning applications in the Station Quarter will be assessed.

1.4 This brief has been prepared following submission of an application and consequently an appeal in relation to parcels S2 and part of S3 of the Station Quarter allocation - essentially phase 1. As such phase 1 has had separate negotiations in advance of the approval of this brief. The appeal was

allowed and outline planning permission granted for up to 215 dwellings, but the approach to subsequent submissions and phases is expected to follow the principles set out in this brief.

1.5 This Development Brief is a high-level document that has not been subject to detailed input on issues such as the design and precise location of highway access, ecological reports, tree surveys and other technical reports. However, the principles in the Development Brief are informed by experience of masterplans for similar sites and incorporate sufficient flexibility to allow for appropriate designs at the detailed stage. For example, existing hedgerows and significant groups of trees are accommodated within open space.

1.6 The remainder of this Development Brief is structured as follows:

Chapter 2: Site Analysis and Context provides an analysis of the site and its wider context in terms of landscape, townscape, movement and surrounding land uses, and identifies the key opportunities and constraints.

Chapter 3: Planning Policy Context sets out the planning policies that will inform the development.

Chapter 4: Overall Design Principles provides an overall design approach to the Station Quarter as a whole.

Chapter 5: Development Framework provides detailed principles based on Chapter 4 that must underpin the design and development of the Station Quarter.

Chapter 6: Phasing and Delivery. The site is in several land ownerships and will be developed on a phased basis. This chapter sets out phasing and delivery requirements that will ensure the development of the Station Quarter delivers the open space, community, social and other infrastructure requirements.



Figure 1.1: View northwards from Rilshaw Lane



Figure 1.2: View west along Rilshaw Lane



Figure 1.3: View from existing public open space

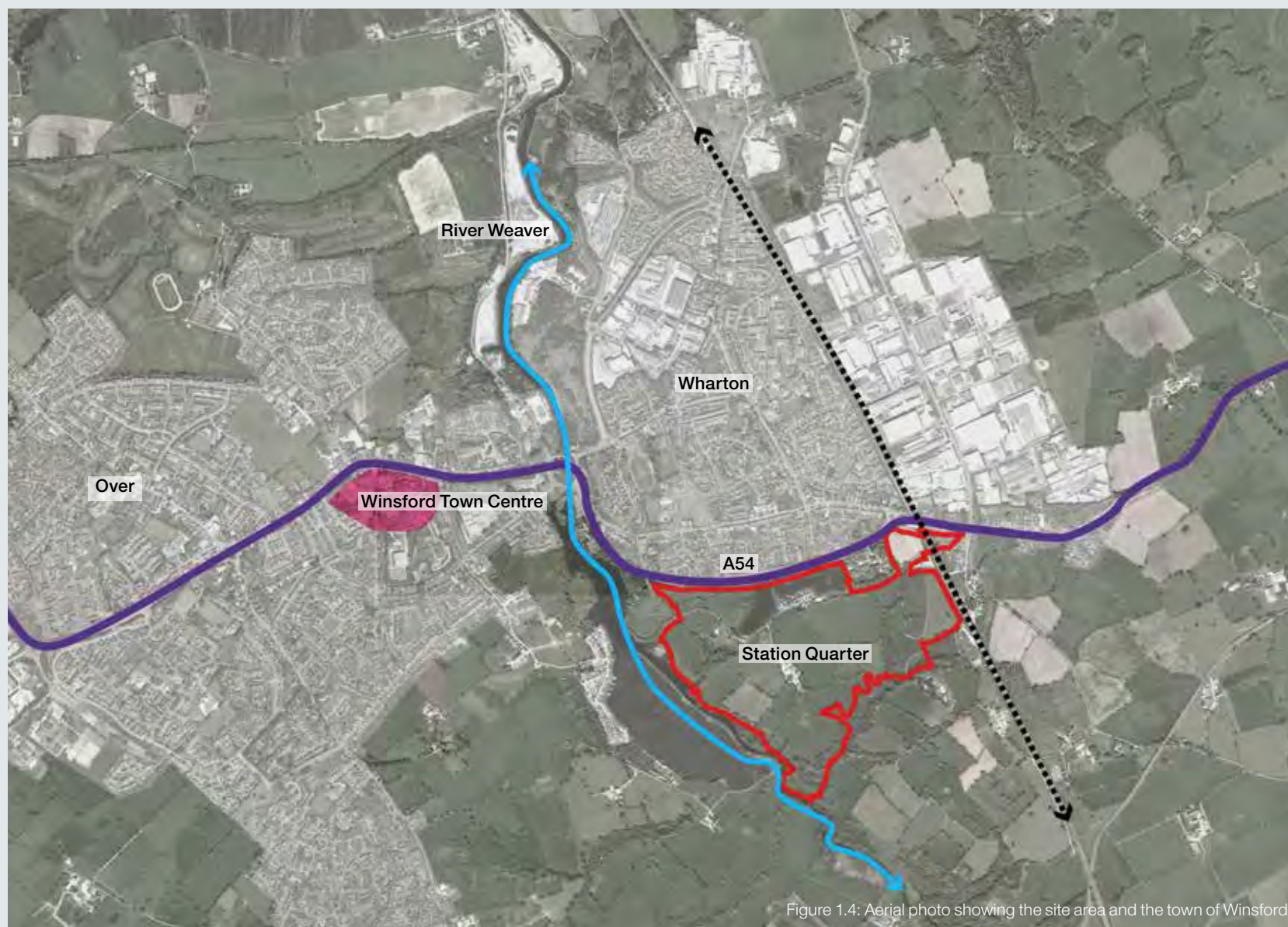


Figure 1.4: Aerial photo showing the site area and the town of Winsford

2 Site Analysis and Context

2.1 This section provides an analysis of the site and its wider context. The issues, opportunities and constraints have informed the design approach and development framework in this brief. The analysis is structured under the following headings:

- site history;
- land use and character;
- land ownership;
- access and movement; and
- landscape and open space

Site History

2.2 The plans opposite show the site in series of historic maps. These essentially demonstrate that - whilst the town of Winsford has grown substantially over time - the Station Quarter site has remained largely unchanged, with the exception of a small amount of residential development along Rilshaw Lane. The hedgerow pattern seen on site today dates back many years, and is an important landscape feature of the site that should be sensitively integrated into the new development.

2.3 Rilshaw Lane can be seen on the 1843 map, and its alignment remains unchanged. For the most part, it is narrow and has an attractive 'green' character with hedgerows and trees enclosing it. However, it widens to two lanes in the north-west of the site and is lit by street lights as it crosses over the A54 to connect with Station Road. Rilshaw Lane's attractive, green character is an important characteristic of the site, and should be maintained in the new development.



Figure 2.1: 1970s view of Bottom Flash from the north
photo from: winsfordhistory.co.uk



1843 - 1893



1904 - 1939



1891 - 1912



2015

Figure 2.2: Historical mapping

Land Use and Character

2.4 The site adjoins the southern eastern edge of Winsford which is currently defined by the A54, with suburban housing and a landscape belt backing onto it. The town's railway station is in the north east corner of the site. To the south and east is open countryside and farmland, and to the west is Bottom Flash, an open expanse of water along the River Weaver caused by the historic salt mining processes.

2.5 The site is visually separate from the residential area to the north of A54. This area comprises a mix of dwelling types, with older red brick properties in the original settlement of Wharton and more recent (1960s-1980s) two-storey suburban and Radburn style development in the majority of the area. There are a number of dwellings along Rilshaw lane in the heart of the allocated area. These vary in style, but are predominantly two-storey semi detached dwellings constructed of red brick. The pair of dwellings forming The Woodlands date from 1909, and their attractive brick detailing makes them stand out from the plainer architecture of most of the dwellings. There is an opportunity for new development at the Station Quarter to relate sensitively to the character of these existing buildings and - at the same time - create a distinctive new part of Winsford.

2.6 There are two primary schools within the area, both surrounded by a cluster of local community and sports uses. Wharton C of E junior school is within 300m of the northern boundary of the site, and is clustered with Barton Stadium football ground, tennis and bowling facilities, a youth centre and doctors surgery and Wharton Recreation Ground. Further north (around 750m from the northern boundary of the site) is Willow Wood Nursery and Infant School and Community Primary School, and Wharton Children's Centre, clustered with a church, library and primary health care centre. There is an opportunity to locate new community activities within the Station Quarter where they can serve both existing and new residents.

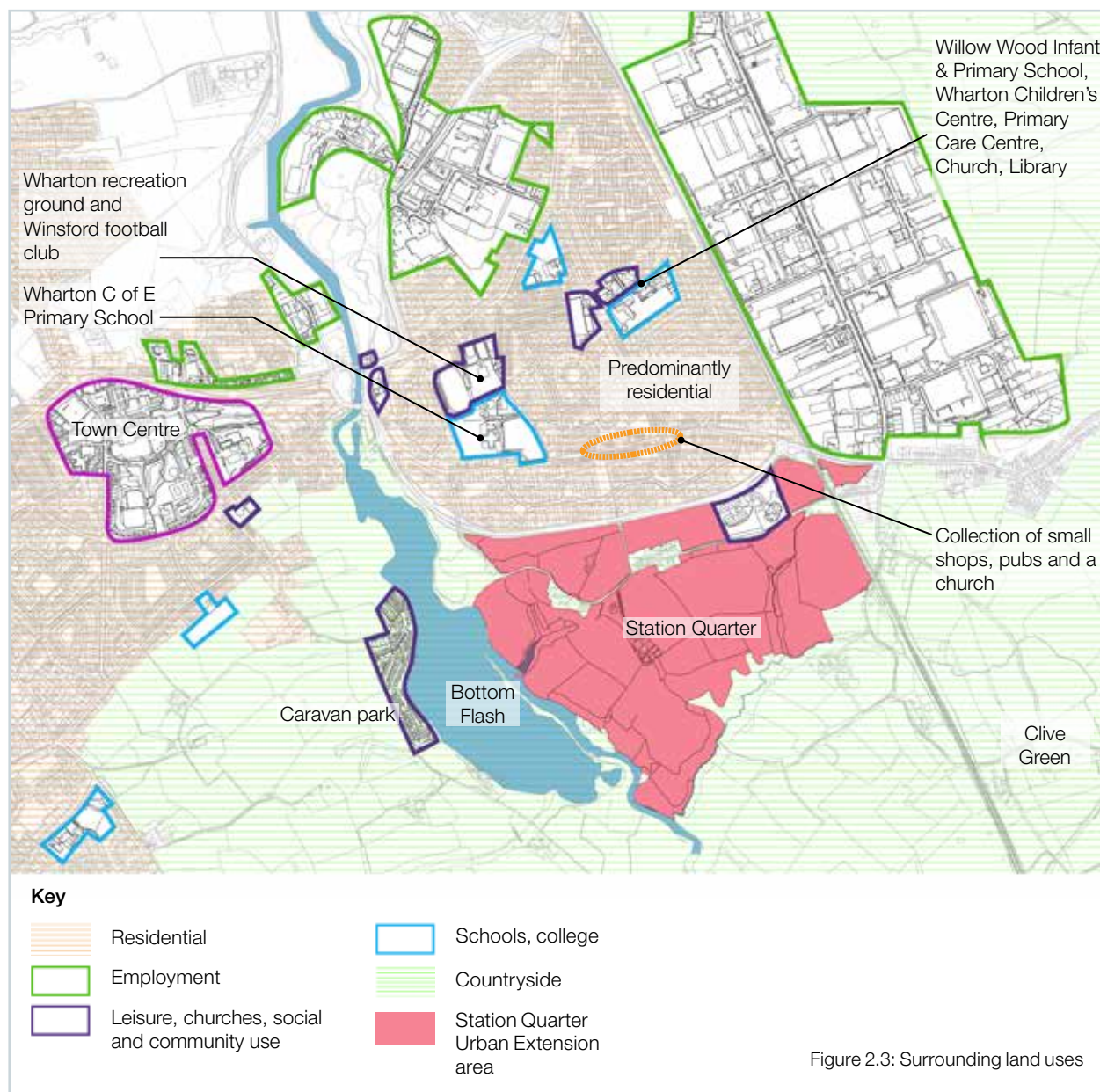


Figure 2.3: Surrounding land uses

Land Ownership

2.7 Figure 2.4 opposite shows the five parcels (S1 - S5) from the Winsford Neighbourhood Plan allocation together with land ownership. The site is currently within multiple ownership. There are three majority land owners across S1,2,3 and 4 with a large area to the east of S1 classed as 'unregistered'. There is a long narrow strip of land along Rilshaw Lane that is in separate ownership and an another unregistered strip of land alongside the railway in S4. Ownership of S5 is in Council ownership (subject to agricultural tenancy).

2.8 In order to harness the benefits of open space adjacent to Bottom Flash, improvements to the station and provision of community facilities (including a primary school, Neighbourhood Centre and open space) a comprehensive approach is needed, that acknowledges the constraints of land ownership. The role of this brief is to set key principles so that sites can be brought forward on an individual basis yet form part of a coordinated approach to development.

2.9 Chapter 6, Phasing and Delivery, sets out the requirements for a coordinated approach.

Access and Movement

2.10 The Station Quarter is about 2km from the town centre of Winsford. Winsford station is at the north eastern corner of the site and the railway runs along the northern half of the eastern edge of the allocated site.

2.11 The site sits to the south of the A54, a by-pass style route from the east and Middlewich into the town centre. There is no frontage along this road, no bus routes and limited junctions off it. The width of the A54 varies from two to three lanes, and the national speed limit (60 mph) applies for the majority of its length in the vicinity of the site. Station Road directly to the north (and parallel with the A54) connects with the station and the town centre and has 2 bus routes along it.

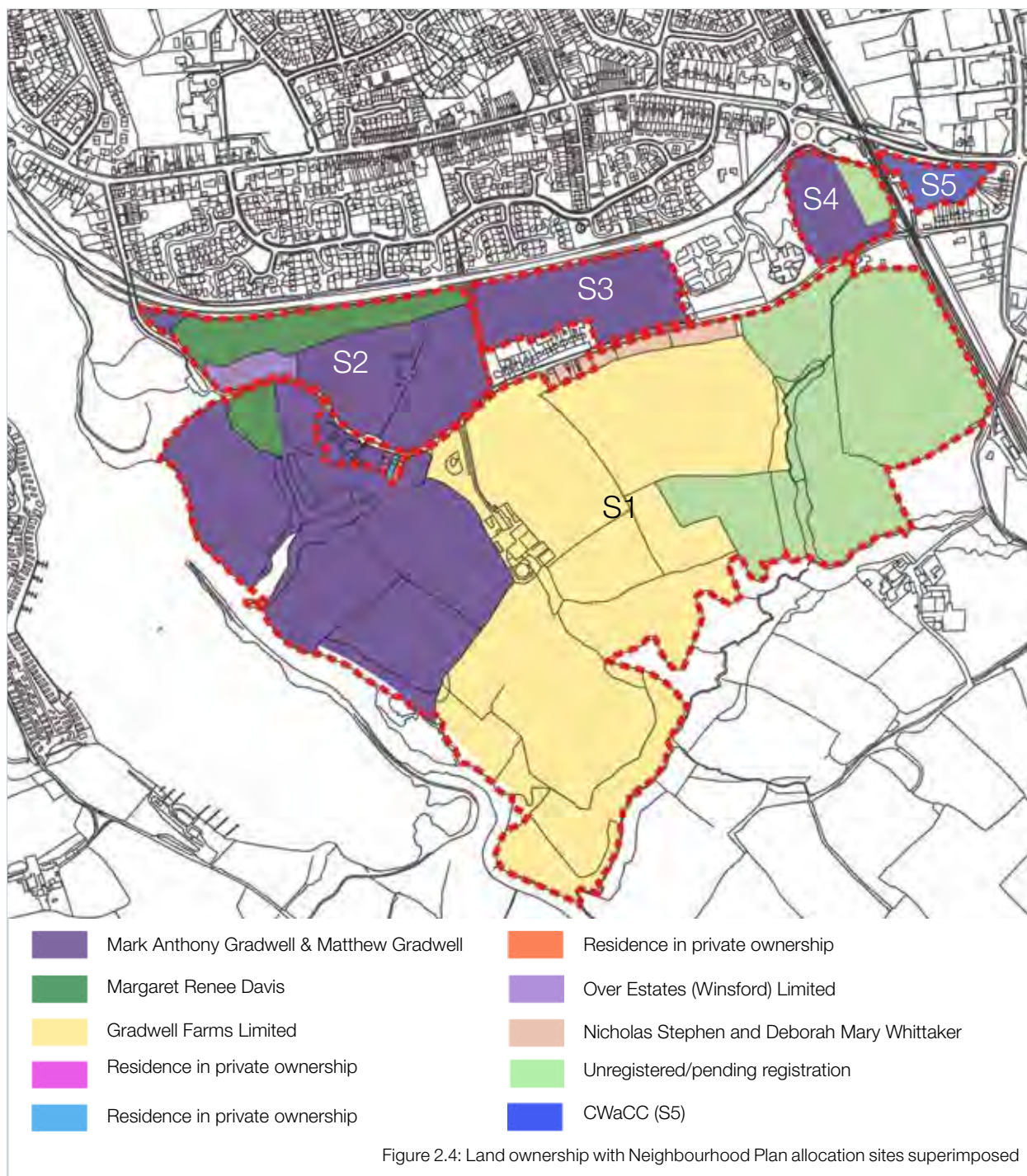


Figure 2.4: Land ownership with Neighbourhood Plan allocation sites superimposed

2.12 Rilshaw Lane runs east west through the middle of the site from Station Road in the north, over the A54 and back up to the A54 via Clive Lane. At its western end, Rilshaw Lane is a two lane road and gives access to a small car park for visitors to the open space and picnic area onto Bottom Flash. Beyond to the east it is a narrow country lane in character, and is very narrow where it passes under the railway line.

2.13 A public footpath runs north south across the site and connects from an underpass under the A54 to Clive Lane. Rilshaw Lane is also part of national cycle route 5 - a long distance route that connects Reading to Holyhead via Chester.

2.14 The Winsford Neighbourhood Plan requires two vehicular access points to the Station Quarter Development: one via the western end of Rilshaw Lane and one directly from the A54, likely to be midway along the frontage of parcel S3. The exact access requirements are still subject to more detailed testing, but the new access should be in place by 350 houses, and both this and a secondary access point should be in place by 400 houses. The secondary access will need to include any junction improvements at Station Road/Rilshaw Lane. The Neighbourhood Plan does not specify a precise alignment or requirement, but it envisages that the Station Quarter will ultimately provide a bus link to the rail station. The Neighbourhood Plan is clear that Rilshaw Lane should not be used to provide vehicular access to new residential development. However, it will form part of the wider pedestrian and cycle network whilst maintaining vehicular access to the existing properties. Vehicular access to through traffic on Rilshaw Lane will need to be restricted. A key requirement of the Neighbourhood Plan is integration of the Station Quarter and the existing communities - this can be achieved by providing physical linkages and shared facilities, such as open space, social and community uses, and the local Neighbourhood Centre. The proposed movement network must ensure that there is a legible, coherent layout that is easy for people to navigate - as such, the movement network for each development parcel must be considered in the context of the development as a whole.

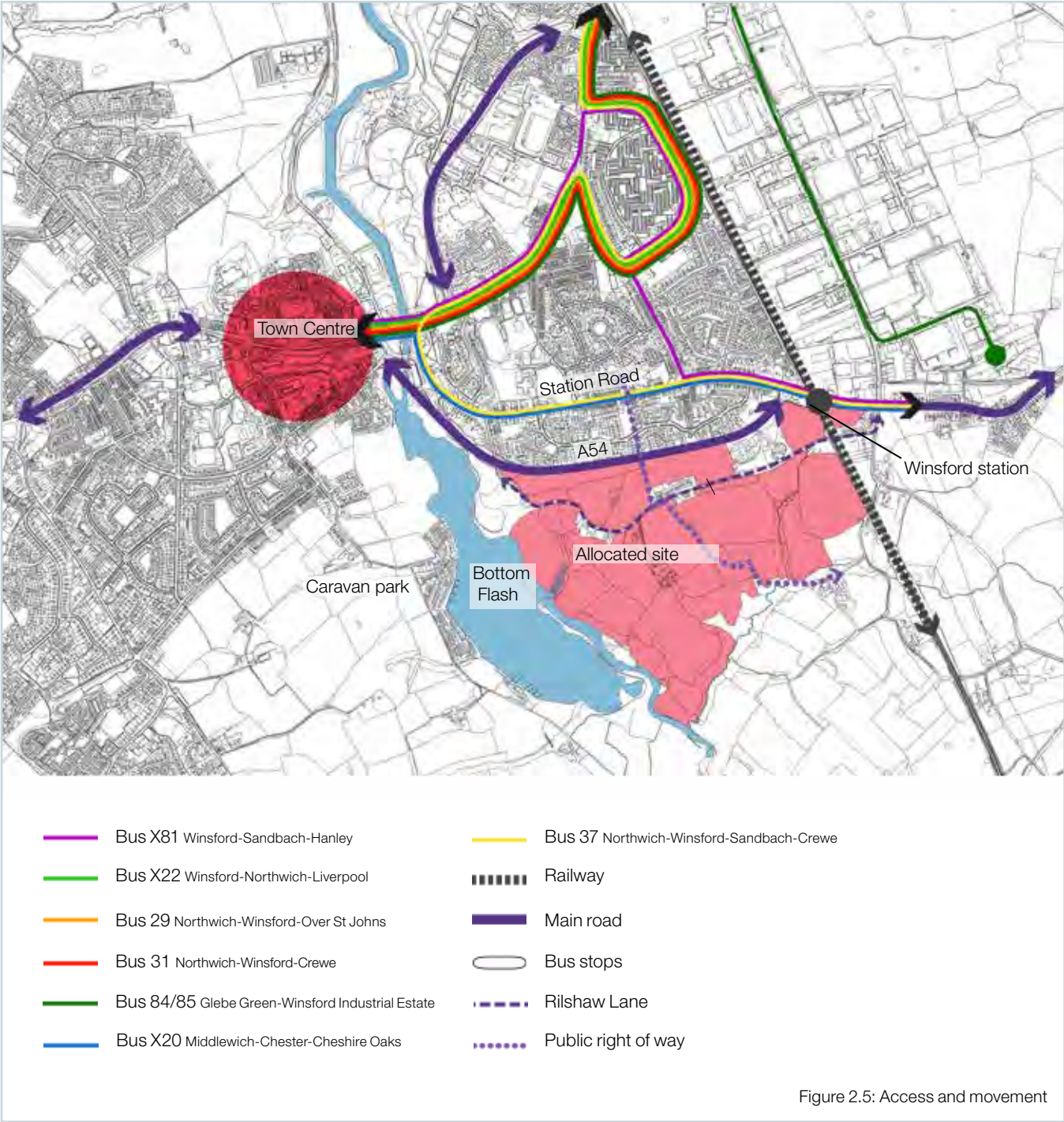


Figure 2.5: Access and movement

Landscape and Open Space

2.15 The Station Quarter site comprises of a number of fields to the south east of Winsford. Figure 2.6 illustrates the landscape character and topography of the site and its context.

2.16 The open water at Bottom Flash and the River Weaver form a very attractive outlook to the west of the site. The water bodies have flood zone 3 areas and wildlife sites associated with them and along the southern boundary but this does not extend into the part of the site allocated for building. Small tributaries run to the river from the site and there are two small ponds.

2.17 Within the site the topography is quite pronounced and ranges from high points of around +40m AOD down to the +20m AOD next to the river edge. The main central developable part of the site is more gently sloping however with the main falls along the river edge, with the highest points in the very centre of the site running south from the A54. Rilshaw Lane has a highpoint where it crosses above the A54, and the A54 falls down to the river edge. The Station Quarter is quite open and visible along the A54 frontage.

2.18 The western edge of the site has areas of woodland along the river edge and Double wood runs from the south west along the southern boundary and up into the site, with river tributaries within it. Double Wood is a Local Wildlife Site and is also ancient and semi-mature woodland; due to this access through it is likely to be restricted for formal footpaths and cycleways but could be adjacent to it.

2.19 There are strongly defined field boundaries with hedgerows and trees. These are an important characteristic of the site, and must be sensitively integrated into the development.

2.20 The Station Quarter is quite open and visible along the A54 frontage. The River Weaver flows alongside the site, widening into Bottom Flash as it does so. The river is navigable up to the A54 High Street bridge before it passes into Bottom Flash. The proximity of the river and the adjacent towpath



Figure 2.6: Landscape and open space

provides opportunities for residents of the Station Quarter area to access leisure and recreational opportunities as well as providing a link to the national canal network. The Town Council and Weaver Navigation Society are working to create a connection between the river and the Shropshire

Union canal in the vicinity of Bottom Flash, with a canal spur to the Shropshire Union Canal. This connection, which would take the form of an 'inclined plane', 'Falkirk Wheel' or similar construction, would complete the Cheshire waterways 'ring' and open up Winsford as a waterways destination.

Overall Site Constraints

2.21 The site is relatively free from significant constraints as it is open farmland, and open space is allocated adjacent to the sensitive area of Bottom Flash. However those that do exist will influence the form and development of the site and include:

- The whole development depends on a new vehicular access point off the A54. The location of this access is likely to be midway along the frontage of parcel S3 east of the existing houses on Rilshaw Lane, and timing of the new access points is subject to the housing number limits set out in 2.14.
- Rilshaw Lane must not be a vehicular access for new development, but must be integrated into the new proposals and the pedestrian and cycle routes maintained.
- New development will have to respond to its position next to the railway line in the eastern part of the site and noise/vibrations etc. must be considered.
- The A54 is currently a major barrier and fast moving road, with development turns it's back on it. Proposals for development will need to address potential impacts of noise and vibration from the road.
- The undulating topography of the site is both an opportunity and a constraint, however development on the higher ground must be carefully designed, in particular in relation to the roof forms, as it will be highly visible from the surrounding countryside and across the river.
- The existing field boundaries and hedgerow should be retained and sensitively accommodated within the development. Whilst this will add to the character of the area it will also potentially restrict development in some areas.

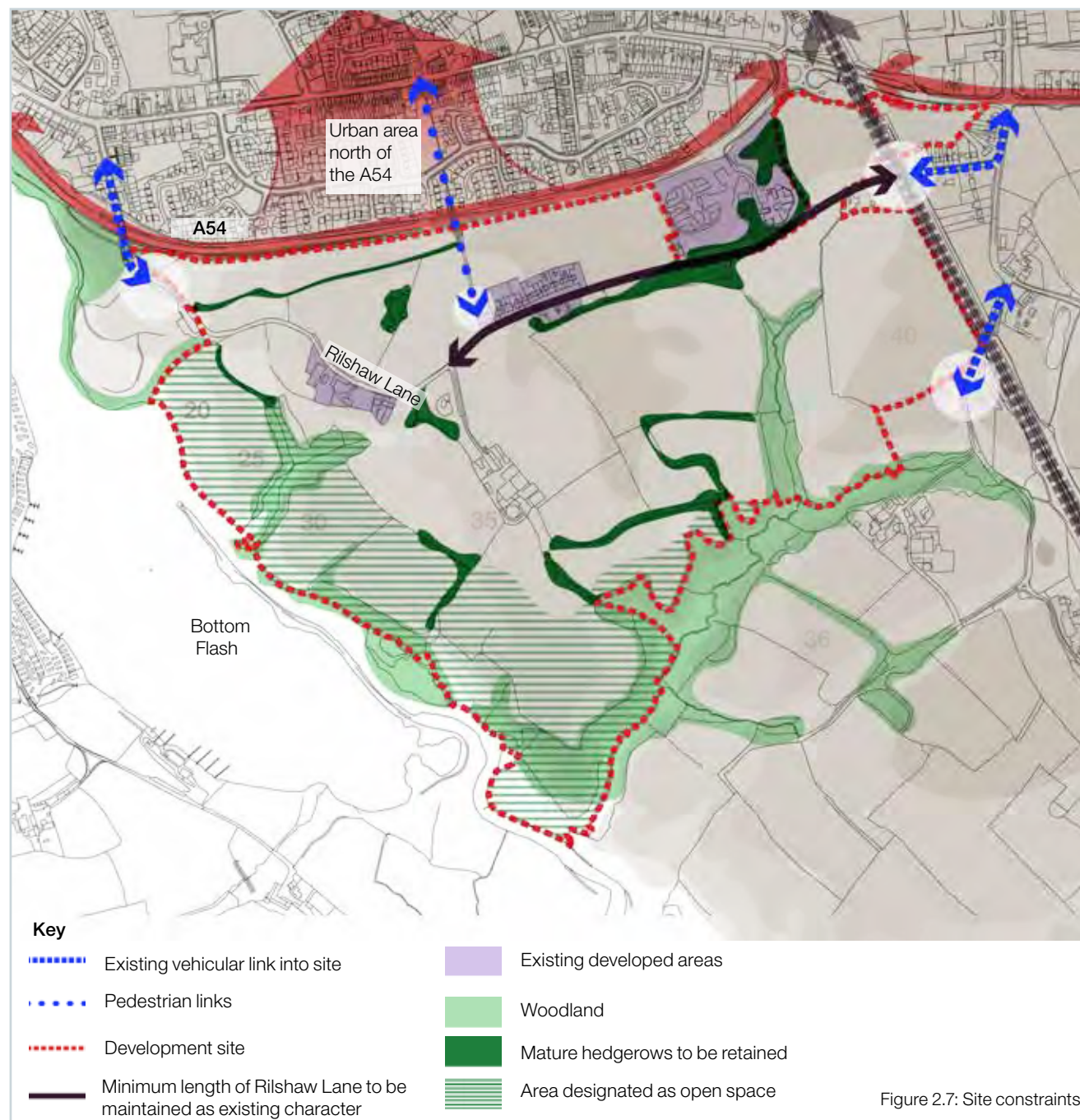


Figure 2.7: Site constraints

Opportunities

2.22 Equally there are a number of key opportunities, mostly relating to the landscape quality and character of the site:

- The opportunity to take advantage of long views and an edge that overlooks a country park and open water of the Flashes. The Flashes country park should be linked to the wider area and the station by extended footpaths to make it an integrated and well used open space for the whole of the town.
- Sensitively integrating existing hedgerows, trees and woodland areas to create a rich and characterful development which contributes positively to the wider network of green infrastructure and protects and enhances the ancient woodland at Double Wood.
- A new access point off the A54 gives the opportunity to improve the environment of the main distributor road and improve connections across it;
- Connections to the station are a key opportunity for the development, both to provide access to the station for new residents and to provide better access for the town as a whole.
- A new local centre and a primary school will give a focal central point to the new development, and provide facilities that can serve both new and existing residents. The school and local centre should be in close proximity to each other and should be located both along a main route through the development and with easy links to the residential area to the north.
- There is an opportunity to enhance connections to the canal network and complete the Cheshire Waterways 'ring' through a navigable waterway connection in the vicinity of Bottom Flash.
- Providing a link from the development area to the towpath adjoining the River Weaver, would provide leisure and recreation opportunities and enable easy access to the wider canal network



Figure 2.8: Opportunities

3 Planning Policy Context

3.1 The local planning policy context for the Station Quarter is provided by:

- the Cheshire West and Chester Council Local Plan (Part One) Strategic Policies (adopted 29 January 2015). The Local Plan (Part Two) Land Allocations and Detailed Policies will follow;
- the Winsford Neighbourhood Plan (made 19 November 2014); and
- the saved policies of the Vale Royal Borough Local Plan First Alteration (2006).

This chapter of the Station Quarter Development Brief sets out the planning policy context under the following headings:

- Principle of development and site allocation
- Open space and recreation
- Mixed-uses
- Dwelling mix
- Access and movement
- Landscape and visual impact

Principle of Development and Site Allocation

3.2 The Local Plan sets out policies specific to Winsford in Policy STRAT 6. This policy identifies Winsford as a key focus for development. In particular, it sets out a key proposal for an urban extension at the Station Quarter. The policy states that the urban extension should “include mixed-use development of in the region of 1000 new dwellings (775 in the plan period), new open space linked to the Flashes,

a local neighbourhood centre, primary school, leisure, social and community facilities. This should be achieved through a comprehensively planned approach in line with an agreed development brief.”

3.3 Figure 3.1 shows the site allocation as shown on the Local Plan Policies Map.

3.4 Policy STRAT 6 reflects Policies S1-S3, S1, S2, S3, S4 and S5 of the Winsford Neighbourhood Plan, which allocate the land for development in accordance with the Station Quarter Area Objectives set out in the Neighbourhood Plan. The Area Objectives state the following:

3.5 “This area will be a new urban extension to Winsford and create a new residential quarter reaching from the station down to the Flashes. Prior to development, a comprehensive masterplan covering the Station Quarter must be agreed with the Council to avoid piecemeal consideration of schemes and to ensure sites are able to provide maximum community benefit. Combined, this area must deliver the following key opportunities:

- Public access to the Flashes in the form of a new open space, leisure routes for pedestrian and cyclists and leisure and play facilities. These routes must be connected to the existing and



Figure 3.1: Extract from the new CWaCC Local Plan

6.4 Station Quarter Sites

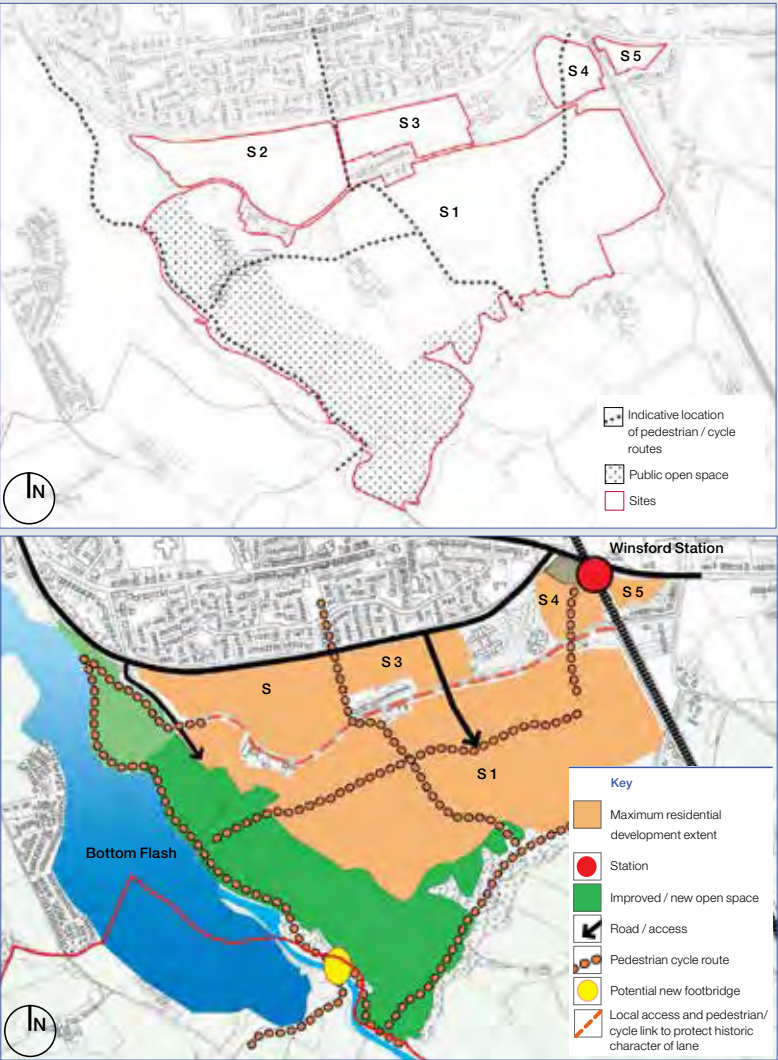


Figure 3.2: Extract from the Winsford Neighbourhood Plan

future network providing a link across the river.

- A new local centre including a small scale food store of a size appropriate for a local centre that is easily accessible to the existing residents of Winsford.
- Improvements to the station, improved car parking facilities and investigate and actively promote improved bus links.
- Provide a new Primary School.
- Protect historic character of Rilshaw Lane.
- A maximum level of integration between the Station Quarter and the existing communities should be delivered. This can be achieved by providing physical linkages and shared facilities, such as open space, social and community uses and the local Neighbourhood Centre.
- Provide 0.44 ha of new allotments required for all development in Wharton and the Station Quarter.

3.6 The allocations are shown in the table opposite, as follows:

Site	Allocation
S1	<ul style="list-style-type: none">■ around 665 residential units at a density of 25 u/ha taking into account visually sensitivities and existing ecology;■ a local neighbourhood centre, primary school, leisure, social and community uses; and■ 21.8ha of new public open space adjacent to the Flashes.
S2	The site is allocated for around 224 units at a density of 35 u/ha and with an element of mix of uses, including a local neighbourhood centre, social and community uses and open space.
S3	The site is allocated for around 101 units at a density of 35 u/ha and with an element of mix of uses, including a local neighbourhood centre, social and community uses and open space.
S4	The site is allocated for around 34 units at a density of 35 u/ha and / or commercial uses and improvements to the station in the form of an expanded car park.
S5	The site is allocated for around 27 units at a density of 35 u/ha and / or commercial uses and improvements to the station.

3.7 The principle of a mixed-use urban extension with open space adjacent to Bottom Flash is therefore clearly established by policy. However, it is important to note that – in order to deliver the benefits of open space, mixed-uses and social and community facilities – policy requires a comprehensive approach across the allocated area.

In addition to the site specific requirements of the allocation policies, any development of the site will need to accord with other policies. The key policy themes are set out below.

Open Space and Recreation

3.8 Local Plan Policy ENV 3: Green Infrastructure sets high level policy for green infrastructure, supporting the creation, enhancement, protection and management of a network of high quality multi-functional Green Infrastructure. The policy states that this will be achieved by:

- development incorporating new and/or enhanced Green Infrastructure of an appropriate type, standard and size or contributing to alternative provision elsewhere.
- increased planting of trees and woodlands, particularly in urban areas and the urban fringe.

3.9 Local Plan Policy SOC 6: Open Space, sport and Recreation sets policy relating to the management and enhancement of existing open spaces to provide a network of diverse, multifunctional open spaces.

3.10 Saved Policy RT3 sets out the requirements for recreation and open space in new developments. For residential developments of one or more dwellings the requirements are for:

- play space and informal amenity open space; and
- formal recreation space.

3.11 However, these requirements are superseded by Supplementary Planning Document (SPD) 3: Developer Contributions – Topic Paper 6: Recreation and Open Space. This sets out the following requirements:

- for informal open space; and
- for formal open space.

3.12 In addition to informal and formal open space, SPD3 requires large housing developments to provide playing pitches where there will be a significant adverse impact on the existing playing pitch provision. This has been superseded by the Cheshire West and Chester Playing Pitch Strategy 2012

3.13 Council strategy is currently to focus pitch provision in existing sports areas, avoiding smaller and more isolated sports provision. Off-site contributions to improvements at Knights Grange are preferred to on-site sports pitch provision, however this position may change throughout the development of the urban extension area.

3.14 The playing pitch strategy has recently been reviewed and Part Two of the Local Plan will further detail open space requirements. It is expected that all proposals should comply with the latest policy requirements.

3.15 Clearly, the allocations in the Winsford Neighbourhood Plan require the development of the Station Quarter to deliver far more than the minimum amount of open space required by CWaCC policy. The delivery of public open space adjacent to Bottom Flash is a key reason for allocating land at the Station Quarter, and must be an integral part of the development. Informal open space, play areas and formal open space must be provided within the built area of the development, so that an attractive residential environment is created and open space is within easy walking distance of people's homes.

3.16 The supporting text to Saved Policy RT3 sets out a number of principles that should be taken into account in designing and locating open space, and these include:

- open space should be well integrated within the development and not simply be left-over or hard to develop areas; and
- open space, particularly children's play space, should be designed and located to optimise passive surveillance from surrounding houses to minimise the incidence and fear of crime.

Mixed Uses

3.17 Local Plan Policy STRAT 6 states that the Station Quarter Urban Extension is identified for 'mixed use development'. In addition to around 1,000 homes, the SQUE has the potential and is expected to deliver:

- a local neighbourhood centre;
- primary school; and
- leisure, social and community facilities.

3.18 Neither Policy STRAT 6 nor the Neighbourhood Plan allocations specify where in the Station Quarter these mixed-uses should be located and precisely what should be included in a local neighbourhood centre. Developers will be expected to liaise with NHS England to assess the impacts of proposed development on local health facilities. Provision should be made within proposals for addressing identified impacts, either on or off site.

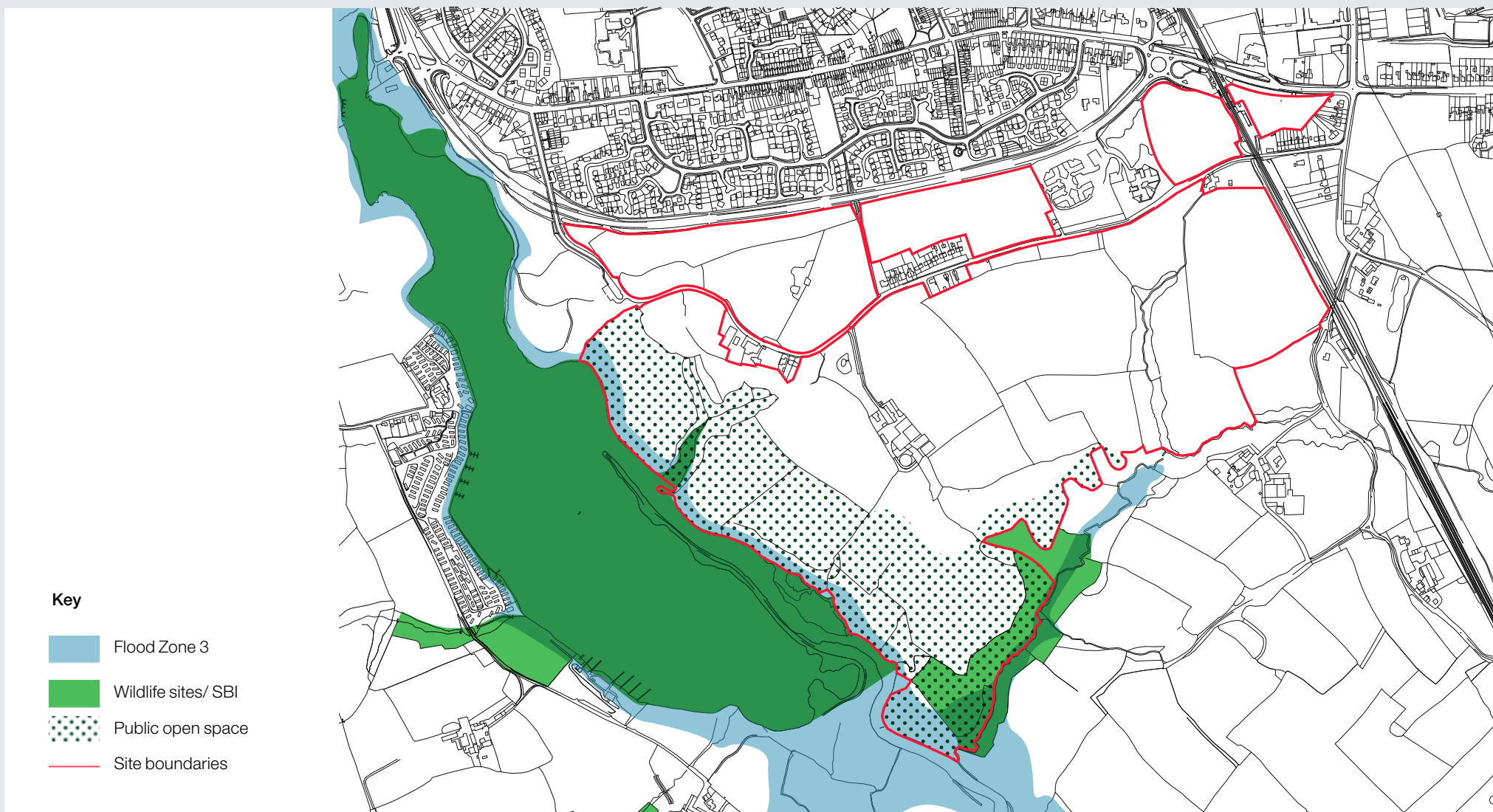


Figure 3.3: CWaCC policies with the Neighbourhood Plan allocation sites superimposed

Dwelling Mix

3.19 The allocation of the Station Quarter seeks the provision of around 1,000 new homes. As set out in Local Plan Policy SOC 1, affordable homes will be sought within all new residential development. The Council will seek to achieve an average of 30% affordable housing across the whole of the Station Quarter. It is recognised that some parcels of the development area have increased infrastructure delivery requirements, and the council will consider viability appraisals. Developers must however have regard to future phases of development and the impact on the proportion of affordable housing on the overall development, bearing in mind the principle of securing 30% affordable housing across the site as a whole.

3.20 Affordable housing must be dispersed throughout the site unless there are specific circumstances or benefits that warrant otherwise. Market and affordable homes should be indistinguishable and achieve the same high quality sustainable design.

3.21 For the Station Quarter to be a balanced and sustainable community, it needs to provide a mix of housing types, tenures and sizes for both market and affordable housing. Local Plan Policy SOC 3 requires new housing to take account of the needs of the particular area, including the provision of small family homes to assist households into home ownership and for older people who may wish to downsize, and the provision of a range of accommodation types to meet the long-term needs of older people. This reflects Policy H3 of the Neighbourhood Plan, which expects each development site to provide a mix of different dwelling types and a range of tenures.

Access and Movement

3.22 The Winsford Neighbourhood Plan sets out specific objectives for access and movement for the Station Quarter, and these are:

- Public access to the Flashes in the form of a new open space, leisure routes for pedestrians and cyclists ... These routes must be connected to the existing and future network providing a link across the river.
- A new local centre ... that is easily accessible to the existing residents of Winsford.
- Improvements to the station, improved car parking facilities and investigate and actively promote improved bus links.
- Protect historic character of Rilshaw Lane.
- A maximum level of integration between the Station Quarter and the existing communities should be delivered. This can be achieved by providing physical linkages and shared facilities.

3.23 The individual site allocations in the Neighbourhood Plan set out specific policy requirements and these are:

- Site S1 requires: public access to the water edge including a pedestrian / cycle route; and improvements to pedestrian access to the countryside.
- Site S4 requires a pedestrian / cycle link between the station, Rilshaw Lane and the wider Station Quarter.

3.24 The policy diagram accompanying the written policies shows:

- two vehicular access points: one from Rilshaw Lane in the north-west of the site and one from the A54 into Site S3;
- pedestrian/cycle routes along the water's edge, through Double Wood, along the existing footpath connecting roughly north-south through the Station Quarter; and an east-west route through the built area of the development connecting to the route adjacent to Bottom Flash and onwards to the station;
- Rilshaw Lane's historic character being protected by allowing local access and pedestrian / cycle use only. Vehicular access will be restricted in sections to prevent through traffic.

Design Quality

3.25 Local Plan Policy ENV6 states that the Local Plan will promote sustainable, high quality design and construction. Where appropriate, it requires development to achieve a number of principles, including:

- respecting local character and achieve a sense of place through appropriate layout and design;
- providing high quality public realm;
- being sympathetic to heritage, environmental and landscape assets;
- ensuring ease of movement and legibility, with priority for pedestrians and cyclists;
- promoting diversity and a mix of uses; and
- meeting applicable nationally described standards for design and construction.

3.26 The Neighbourhood Plan places a strong emphasis of securing high quality design that has a positive and distinctive character. The key policies are:

- Policy H4, which requires new residential developments to be designed to positively integrate with the wider town;
- Policy H5, which requires development to be designed to have a positive and distinctive character by designing development to respond to site features and introducing memorable 'one-off' streets and spaces at key locations within the development; and
- Policy H6, which seeks a network of different street types, encourages the design of streets and buildings together, and designing car parking positively as an integral part of the development.

3.27 Chapter 5 of this Development Brief sets out specific site-wide principles that will help deliver the requirements of the above policies.

Landscape and Visual Impact

3.28 The Station Quarter site is located within Area 4e, East Winsford Undulating Enclosed Farmland, as identified in the Vale Royal Landscape Character Assessment and adjacent to Area 8a, the Upper Weaver Valley.

3.29 Area 4e's visual sensitivity as described in the Assessment may be summarised as follows: Since this is a comparatively low lying landscape it doesn't have a strong skyline from a distance. The undulating nature of the landscape means the low lying areas are hidden while ridge tops are open and visually more sensitive. The presence of undulating topography, hedgerows, hedgerow trees and woodland means

there is some potential for mitigating visual impact of low lying features without the mitigation measures in themselves having an adverse effect on the character of the landscape.

3.30 Area 8a is much more visually sensitive as the landform of the valley means the floodplain is highly visible from the valley sides and, conversely, the valley sides are highly visible from the valley bottom. The crests of the valley sides form a skyline. There are few opportunities for mitigating visual impacts.

3.31 Local Plan Policy ENV 2 Landscape requires development to:

- Take full account of the characteristics of the development site, its relationship with its surrounding and where appropriate views into, over and out of the site.
- Recognise, retain and incorporate features of landscape quality into the design.

3.32 Policy ENV 3 states that the Local Plan will support the creation, enhancement, protection and management of a network of high quality, multi-functional Green Infrastructure. The development of the Station Quarter is an opportunity to create green spaces that integrate with the wider network of open spaces, adding to the publicly accessible Green Infrastructure of Winsford. This green infrastructure can also play an important role in completing links in the national ecological network and managing environmental risks such as flooding and heatwaves.

3.33 The Station Quarter site is characterised by hedgerows, groups of trees and woodland. It is important that as many of these features are retained and sensitively integrated into the development as possible, in order to create a development that relates positively to the landscape character of the site and creates opportunities for enhancing biodiversity.

3.34 In order to respond to views to the prominent valley sides, development overlooking the proposed County Park must be sensitively designed. This means avoiding a 'hard' edge of built development and instead combing buildings and landscape to create a soft, green interface.

Site Specific Designations

3.35 Parts of the western edge of the site immediately adjacent to Bottom Flash are identified as being within Flood Risk Zone 3a. Bottom Flash itself is identified as being within Flood Risk Zone 3b. These areas are located within the area designated as open space in the Winsford Neighbourhood Plan. The area allocated for built development is within Flood Risk Zone 1, and flooding does not therefore present a constraint to development. The Station Quarter therefore accords with Local Plan Policy ENV 1, Flood risk and water management, which seeks to direct new development to the areas at the lowest risk of flooding.

3.36 Bottom Flash and Double Wood are designated as Local Wildlife Sites. Local Plan Policy ENV 4, Biodiversity and Geodiversity, seeks to protect such sites. The Winsford Neighbourhood Plan's allocation of open space adjacent to Bottom Flash and Double Wood is the starting point for protecting these Local Wildlife Sites. The ecological and landscape importance of the ancient woodland at Double Wood is recognised and the brief seeks to ensure its protection and conservation. The local planning authority will take account of standing advice issued by Natural England and the Forestry Commission when determining applications.

4 Overall Design Principles

4.1 From the policy context set out in chapter 2 and the summary of the site opportunities and constraints there are some key issues that need to be established before detailed designs can come forward, as follows:

- the location of vehicular access points to the site and a potential link between the station and the development;
- the location of the local centre and community facilities, including the primary school;
- the approach to open space; and
- design consistency.

Access

4.2 A minimum of two vehicular access points are required to serve the development: one from the western end of Rilshaw Lane and one from a new junction from the A54. As detailed previously the timing of the delivery of the access points is still subject to further testing, but a new access from the A54 needs to be in place by the time 350 houses have been completed, and both access points in fully place by the time 400 houses have been completed.

4.3 The new junction on the A54 is likely to be in the form of a roundabout but is still subject to further testing. The exact location has not been established, but the preferred location is to the east of the existing houses on Rilshaw Lane, with the potential for pedestrian connections via Dierden Street up to Station Road and beyond. This location would provide links up to the existing residential areas with its facilities and bus links, and the potential to connect directly with the centre of the site with a well located neighbourhood centre and community facilities, which

in turn will then become accessible to the proposed and existing residential neighbourhoods.

4.4 However should land ownership situations make the delivery of this access point with a connection directly to parcel S1 impossible to achieve, the location of the local centre and school may have to be rethought in order to achieve the aims set out below in point 4.8.

4.5 There is the potential for a new east-west vehicular route from Rilshaw Lane in the west to the station in the east, connecting to the local centre and primary school. Such a route would provide a legible 'main street' for the development as well as a potential bus route.

4.6 Rilshaw Lane should be downgraded to the point that it provides access for existing properties only, through vehicular traffic is restricted in certain locations and access is provided for cyclists and pedestrians.

Land Uses and a new Neighbourhood Centre

4.7 The site is allocated for residential uses and a number of community uses including a one form entry primary school, a community hall/space, and local centre retail uses. The local centre is also the preferred location for a new GP surgery.

4.8 The neighbourhood centre should be located where it is accessible both to residents of the new Station Quarter and to existing residents in the wider area. It must be accessible both by vehicle and on foot and by cycle. The preferred location is directly adjacent to the new vehicular access from the A54 and on a main east-west route as described. The final choice of location of the neighbourhood

centre needs to be supported by an appraisal of the suitability of the site in relation to market viability and attractiveness to secure an appropriate mix of uses.

Open Space Distribution within the Site

4.9 A key design issue is how the open space that is generated by the development of over 1000 new homes is distributed. The Neighbourhood Plan requires that 21ha of the riverside edge should not be developed and be set aside as the Flashes country park. The development itself generates over 2.5ha of informal and formal open space that should be accessible to the new residents.

4.10 The assumption is that the new Flashes country park should remain as an informal open space with the introduction of footpaths to connect new and existing routes. It should not be a formal landscape however should accommodate a NEAP or adventure play facility, as detailed in the Winsford Neighbourhood Plan.

4.11 The main 'formal' open spaces generated by the main development should be accessible and could potentially be located along the east west spine where there are already significant landscape features.

4.12 The development also generates a playing pitch provision and it is advised that this could be provided off site in the form of improvements to existing facilities in the local area. The school will be expected to provide additional shared sports facilities and a formal community use agreement set up.



Fig 4.1: Development concept

Design Consistency

4.13 The scale of the development means that it will be developed over a period of several years by different developers. Ensuring a coherent urban design approach will be important to securing high quality development. This Development Brief sets out site-wide principles that will help to ensure that the layout of each phase forms part of a coherent whole, particularly in terms of access and movement. However, more detailed principles are needed to guide the detailed design of streets, spaces and buildings across the development as a whole - the Design and Access statements for each phase should set the quality benchmark. Whilst policies H4, H5 and H6 of the Winsford Neighbourhood Plan provide guidance on creating high quality development, they are not specific to the Station Quarter. There is an opportunity for the first phases of development to set the standard for the Station Quarter as a whole by developing specific street types and a coherent architectural approach that can be reflected in later phases of development.

Development Concept

4.14 The development concept on the previous page sets out the key principles that should inform the development. These are:

- The new access point off the A54 should be located so as to create direct connections between the development and the existing residential area.
- A new east-west spine link through the development connecting the station to the town centre via the Station Road/Rilshaw Lane access, and the downgrading of Rilshaw Lane itself.
- Formal open spaces should be distributed through the development, incorporating existing landscape features.
- The Flashes Country Park should provide new connecting footpath links and bridges that connect through the woodland back up to the station and the exiting PROW that runs north - south across the site. A management scheme is needed to assess the impacts of any footpaths adjacent to Double Wood, and formal footpaths and cycleways should not be located within the ancient woodland. For the Country Park the developer is expected to produce a management plan and make arrangements (including an appropriate commuted sum towards future management/maintenance) for the long term management responsibility of the Country Park. It is envisaged that Winsford Town Council would be party to such arrangements.

- The neighbourhood centre and primary school should be sited where there is likely to be the most passing trade and best access not only from the new development but also to the wider area. This point is shown at the intersection between the east - west route and the north - south link to the A54.

5 Development Framework

5.1 This section sets out a framework for the general arrangement of the site in response to the primary issues of movement, landscape and open space, land use and density and urban design. The key principles are set out as a series of diagrams that represent the 'layers' of the framework.

5.2 The framework layers are not intended to be a rigid blueprint for how the site should be developed. Instead, they set high level principles that guide the detailed design of individual phases by developers and their design teams.

Movement and Access

5.3 General Requirements:

- a new access point from the A54;
- new vehicular east west 'spine' to intersect with the new access point from the A54 and connect the development sites with the station and the town centre;
- improved existing vehicular access points via a link to the station and the Rilshaw Lane/Station Road junction;
- Rilshaw Lane downgraded and through vehicular traffic restricted in parts. Retained as a key pedestrian and cycle link and as access to existing properties;
- a new station 'square' with improved and enlarged station parking for 200 spaces in either site S4 or S5;
- Existing PROW running from Station Road/Rookery Rise to Clive Lane retained and possibly diverted to pass through the new neighbourhood square and alongside Double Wood to connect to a wider network of footpaths and routes; and
- a new riverside footpath linked to new footpaths alongside Double wood to provide a series of circular routes and a connection from the station to the Flashes country park.

5.4 A new access point from the A54 is required to access the site. The location should be broadly as show on fig 5.1. The junction should be a roundabout or signalised junction and needs further testing.

5.5 As the site is allocated for around 1000 units there will need to be secondary access points via the Rilshaw Lane Bridge and potentially via the station.

5.6 An east west spine route is proposed to link from the station to the Rilshaw Lane Bridge, essentially becoming the 'new' Rilshaw Lane. This should be designed to facilitate becoming a bus loop that connects the station to the town centre via the new development. The north-south access from the A54 should connect to the east west spine.

5.7 A new network of footpaths and pedestrian routes are proposed that give access to the Flashes country park and the woodland, and provide a series of walking circuits that connect to existing footpaths and the wider area, including the station and the town centre.



Fig 5.1: Framework layers: Movement and Access

Landscape and Open Space

5.8 General Requirements:

- The provision of land to accommodate a 21ha Flashes country park with footpaths to connect to existing routes to the north. A NEAP level adventure play facility to be accommodated within the park.
- Distribution of 'formal' and 'informal' open spaces (including equipped play spaces, kick-about areas and amenity space) that relate to the development and are distributed so that they are accessible to new residents and form the focus of the development.
- The provision new sports pitches - potentially to be provided as a contribution to the improvement of existing local pitches - to be reviewed alongside the current Playing Pitch Strategy at the time of application.
- A series of focal spaces provided along the east west spine that link either to existing important landscaped areas or to the function of the location (e.g. station square and neighbourhood centre).
- Potential for landscape buffer planting along the western section of the A54 and along the railway to be strengthened where necessary.
- Sensitive integration of key hedgerows and trees into the development. A full survey should be undertaken to inform which hedgerows and trees are worthy of retention.
- Appropriate mitigation for wildlife will be required across the site, with management schemes put in place to protect and enhance Double Wood and Bottom Flash.
- Applications for development should include a Landscape and Visual Impact Assessment to demonstrate how development will successfully assimilate into the immediate and wider context of the landscape and townscape.
- Developers will be expected to present detailed phasing proposals for the delivery of landscape and open space.

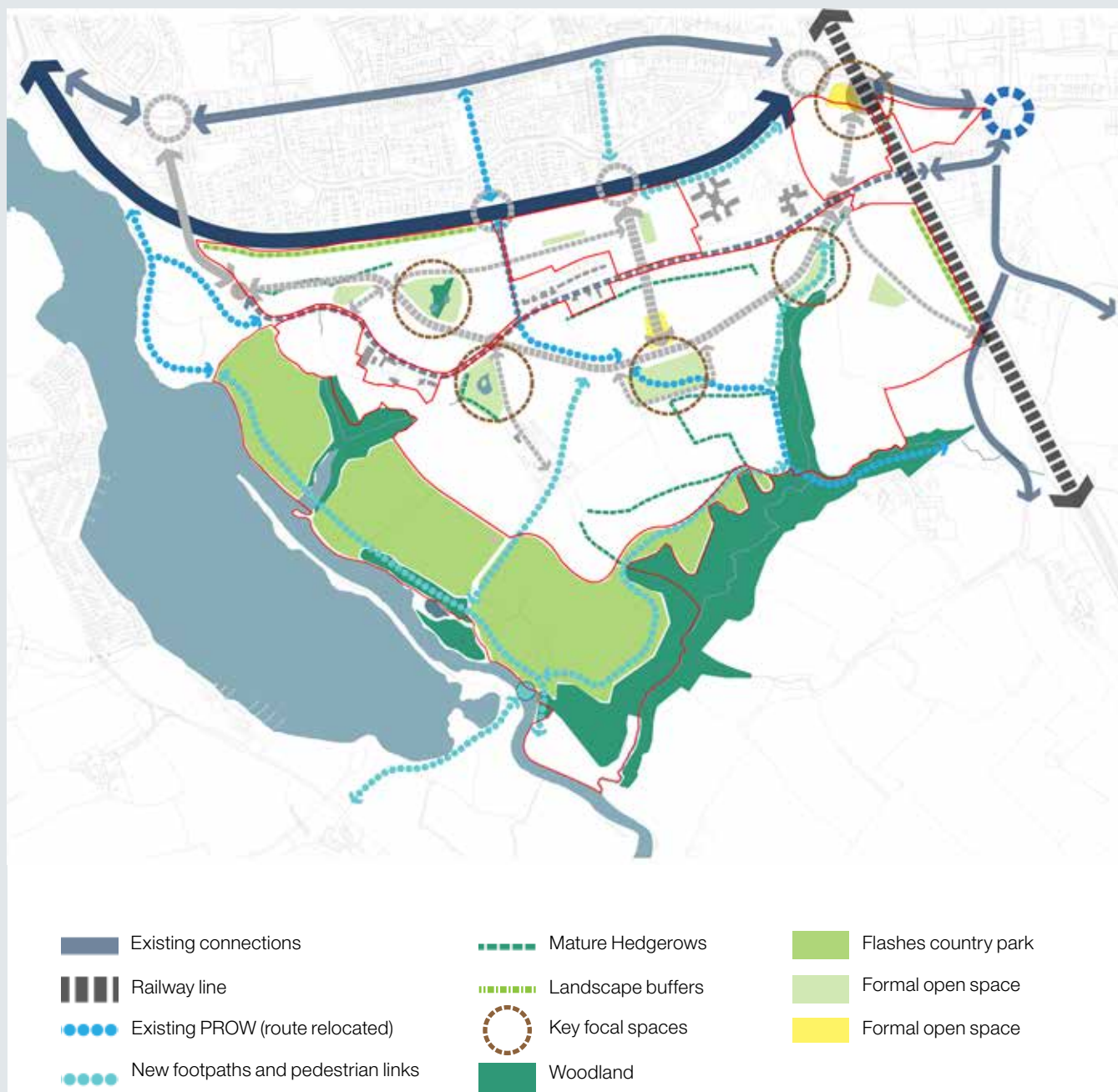


Fig 5.2: Framework layers: Landscape and Open Space

Land Use and Density

5.9 General Requirements:

- around 1000 residential units;
- 30% affordable housing;
- a local neighbourhood centre incorporating
 - local shops
 - a Primary Care Facility with 5-7 rooms; and
 - leisure, social and community facilities.
- Commercial facilities associated with the railway station and new station car park.

5.10 Affordable housing should be distributed throughout the development in order to encourage a mixed and balanced community. There should be an average of 30% affordable housing units across the development.

5.11 The local centre should include local shopping facilities, which could comprise a convenience store (approximately 300 sqm) and three or four additional retail units (approximately 100-120 sqm each). The local centre should be situated either adjacent to the primary school and other community facilities or in a prominent position with good road frontage (i.e. at the junction with the A54 or on the new east-west spine route). Good road frontage and associated passing trade will potentially attract retailers and a commercial developer for the local centre at an earlier point in the development. Developers should submit a viability appraisal/market testing for the optimum location for the local centre as part of any reserved matters application or prior to the development of Parcel S3.

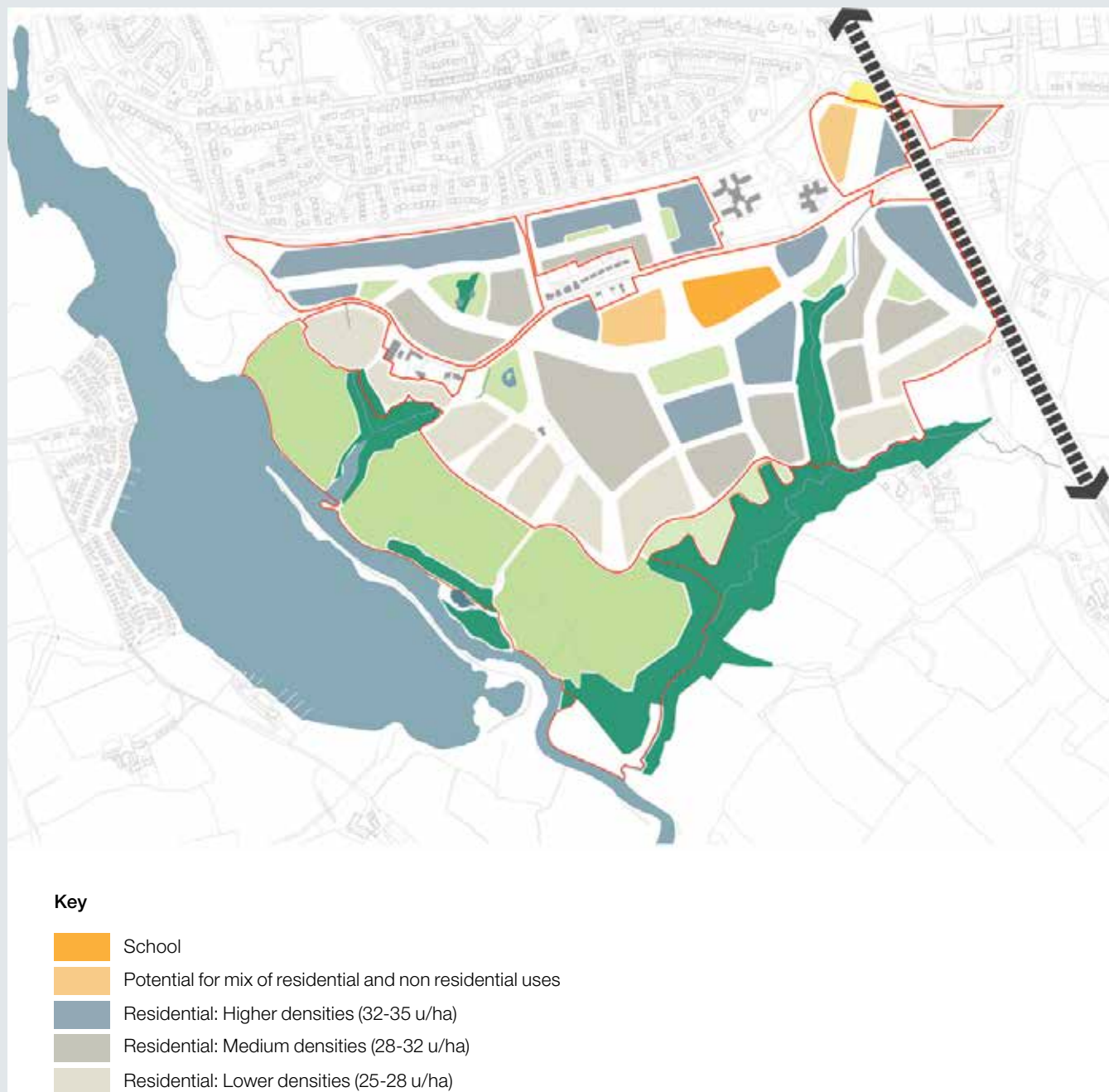


Fig 5.3: Framework layers: Land use and density

5.12 The site is allocated for around 1000 new residential units. The development proposals will need to include a range of densities across the site which should respond to the form and tenure and the location in terms of the urban design strategy. Densities are likely to range between 25-35 units per hectare but could be higher in some areas around the local centre or station where there is the potential for some apartments and/or specialised housing such as elderly care. Fig 5.3 shows how land use and density should respond to the site. It should be noted that outline planning permission has been granted for the development of 215 dwellings on site S2/part of S3. This development is at a lower density to that expected in the Neighbourhood Plan and Fig 5.3. Higher densities will be encouraged on site S2 and S3 in any future applications.

5.13 There will also be a range of scales of development which will relate to the density framework plan. Lower rise and lower density development should be located around the edges of the site to relate to the landscape and more rural settings, whilst higher densities and taller buildings (3-4 storeys) should be associated with the local centre, station area and the more urban edges along the A54.

5.14 The site is undulating and the massing and roof forms will be very visible from the countryside around and in particular from across the river. The massing and roof forms of the new development will have to be carefully considered to relate to the context and long views into the site.

5.15 The design of new development overlooking the country park requires an especially sensitive, high quality approach. Buildings and landscape should be combined to create a soft green edge to the development avoiding a 'hard' line of buildings.

Urban Design

5.16 General requirements:

- High quality proposals in terms of urban design and a clear and legible design approach that provides a sense of consistency throughout the site, though it may be developed out by different developers at different times. Areas of the site should have distinct characters appropriate to their locations and context and should be brought forward in line with urban design good practice .
- A legible pattern of streets and spaces with frontage development onto all key streets and a perimeter block development is encouraged.
- A network of useable open spaces that become focal points for the development and take advantage of the existing landscape features of the site. High quality landscaping will be required throughout the development, with 'green links' along the road and footpath accesses to the Flashes, Double Wood and the local centre;
- Good quality building design that considers the composition of groups of buildings and streets as well as individual buildings.
- A range of relationships appropriate to the existing surrounding uses, such as the existing housing to the north, the riverside edge to the west and the woodland edges to the south and centre of the site.
- Sensitive treatment of Rilshaw Lane will be required, with the overall aim being to maintain its existing 'country lane' character. It is expected that new development will address and face Rilshaw Lane, avoiding rear fences along the road frontage. Development may be set back

from the road with landscape buffers. Suburban style house types should be avoided along Rilshaw Lane and new development on the wider site should be designed sympathetically. New development should respect the amenity of existing properties on Rilshaw Lane through sensitive layout and design.

5.17 The urban design framework plan (Fig 5.4) sets out the arrangement of development in relation to key routes and spaces. It suggests a hierarchy for the major streets and connections based on the east west spine link and connection from the A54. It also shows the key 'edge' types and development blocks and the location of key landmark opportunities where the design of buildings should be carefully considered.

Key




-  Existing access points
-  New/improved junction
-  Intersections with Rilshaw Lane
-  Main connections
-  Secondary connections
-  Existing footpaths
-  New footpaths and pedestrian links
-  Mature Hedgerows
-  Development areas
-  Woodland
-  Flashes country park
-  Local Neighbourhood facilities
-  Formal open space
-  Strong building frontages
-  Fragmented building frontages
-  Landscape buffer
-  Potential landmark buildings
-  Views out of the development



Fig 5.4: Framework layers: Urban Design

6 Phasing and Delivery

Introduction

6.1 This site will be developed out by private developers, potentially in association with affordable housing providers. The site is in multiple ownership, and will come forward in a number of phases and subject to separate planning applications. It is important that with each phase of development the necessary infrastructure and open space is provided in a timely way to ensure that individual applications contribute to the comprehensive development of the site as a whole. This section sets out:

- indicative phasing, along with a schedule of dwelling numbers and the key physical infrastructure provided within each phase; and
- a table of infrastructure requirements with guidelines on contributions.

6.2 The Council will expect applicants to agree a methodology to deliver the infrastructure appropriate to their phase (and to contribute towards future phases as appropriate) through the Council's pre-application process. The timing and nature / amount of the contributions will be controlled via conditions attached to any planning consent and/or S106 Agreement. These contributions will be negotiated with each individual planning application and will be based on the following principles:

- the contributions shall help secure the coordinated and comprehensive development of the Station Quarter as a whole;
- the contributions shall be fair and proportionate for each phase, having regard to the infrastructure requirements in each phase (and the expectation of developers/landowners co-operation referred to below); and
- each developer must provide the key physical, on-site contributions identified in table 6.1 opposite.

Phase	Parcel Number/s	Area	Approx Number of Units	Infrastructure (physical provision)
1a 1b	1a - S2 and part of S3 (as per outline planning permission) 1b - Remaining part of S3	11.6ha	1a - 215 1b - 30	Highways works to allow 2no access points to serve the whole development (ie new access from the A54 and improvements to allow secondary access from Station Road/Rilshaw Lane);
2	S1 (western part)	24.3ha (excluding Flashes country park)	400	1FE Primary School with 26 place nursery facility; Primary Care Facility; Convenience Store and 3/4 retail units; 21ha Flashes Country Park
3	S1 (eastern part)	13.7ha	265	Management of Double Wood
4	S4 and S5	3.05ha	90	Improvements to allow access from existing roundabout and provide bus link to Station Quarter; New or enlarged station car park for 200 spaces. Note that this phase is not reliant on other parcels being developed so could come forward at any time.

Table 6.1: Key physical infrastructure requirements

6.3 The Council will work flexibly with developers to secure the comprehensive development of the Station Quarter. The Council expects developers to work cooperatively with both the Council and with other developers and landowners within the Station Quarter area to deliver comprehensive, coordinated development. One of the key examples of the need for such co-operation between landowners/developers is the requirement that infrastructure, such as the Country Park and the Primary School, will be delivered about half way through the overall development, and to achieve this developer contributions will need to be 'front loaded' in terms of the phases of development. The preference is for the submission of an overarching outline planning application for the remaining phases of the development, with associated planning obligations, providing the necessary co-ordination of infrastructure delivery

Indicative Phasing

6.4 The phasing diagrams opposite shows one way in which the development of the site could be phased. Table 6.1 above sets out the area of each phase, the approximate number of dwellings, and the key physical elements of infrastructure provided in each phase. This is not the only infrastructure that will be required - for example, each parcel will be expected to provide on-site amenity space. However, the table identifies the key infrastructure that is required in each phase to deliver a comprehensive and coherent urban extension. It should be noted that if an alternative phasing is delivered from that set out, infrastructure requirements may need to be brought forward differently from that shown in the table.

- **Phase 1a and 1b:** Parcels S2 and S3 adjacent to the A54 deliver the first phase of development, providing two vehicular access points to serve the later development of S1. The internal street network is set up so that - in the long term - there is a clear east-west link towards the rail station.

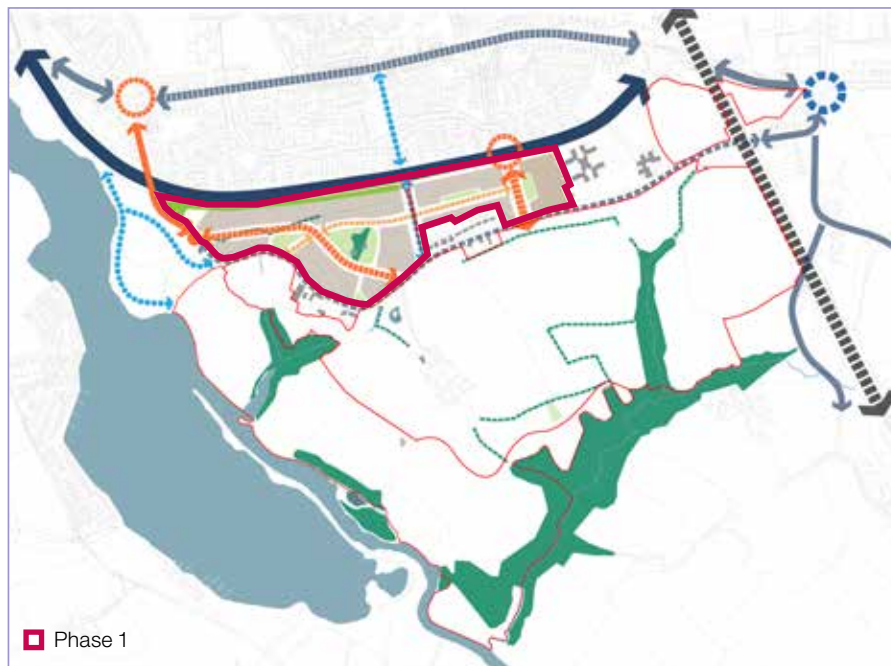


Fig 6.1: Indicative phasing strategy

- **Phase 2:** The delivery of the western part of Parcel S1 unlocks the open space next to Bottom Flash, delivering a Country Park for the benefit of the town as a whole. This phase is critical to the development as a whole, as it also delivers the primary school and neighbourhood centre. Phase 2 continues the east-west link set up by Phase 1.

- **Phase 3:** This phase delivers the eastern part of S1, continuing the east-west link through to the eastern end of Rilshaw Lane so allowing connection with S4 and S5 around the Rail Station.

- **Phase 4** brings forward S4 and S5 at the Rail Station and completes the east-west link. These parcels are not reliant on other parcels in the Station Quarter, and so may come forward at any point.

6.5 Each Phase illustrated previously on p.29 may include sub-phases within them. Each phase will be required to demonstrate provision of access to serve subsequent phases.

Infrastructure Requirements and Contributions

6.6 The table opposite and continued overleaf sets out:

- the **Infrastructure** required, along with **details** providing further explanation;
- the **phasing** of the infrastructure in relation to housing numbers;

- the **location** of the infrastructure referenced by Winsford Neighbourhood Plan site allocation number;

- where relevant, the public sector **stakeholder** involved is identified;

- the estimated **cost** of the infrastructure as of the second quarter of 2015 is provided;

- **developer contributions** are not necessarily expected to fund all of the infrastructure in its entirety. Where developers are not expected to provide 100% funding, this is explained in this column;

- Whilst this brief was being prepared, outline planning permission was granted for 215 units on site S2 and part of S3 (phase 1a). The indicative layout for the permitted scheme is shown on the plan (see page 33). Whilst the approved road layout does differ somewhat from that shown on the other plans within this brief, it is expected that any reserved matters application should respond to the principles set out in this brief, as far as possible; and

- the last column sets out the anticipated **phasing of contributions** following on from Phase 1.

6.7 Where details for expected infrastructure costs (eg the new access from the A54) are unknown, the infrastructure requirements have been detailed and where possible the trigger for completion also indicated.

6.8 In order to ensure that the impacts of construction activity are minimised, particularly for existing residents in the area, developers will be expected to produce a construction management plan as part of any planning application. This will need to cover issues such as hours of work and

measures for minimising noise, dust and vibration from plant and vehicles. Construction management plans will need to be agreed in writing by the local planning authority prior to the commencement of work on site.

6.9 United Utilities have advised that the local water supply network may require reinforcement and applicants are encouraged to discuss their proposals with UU at an early stage. To minimise the impact of development on water and wastewater infrastructure, developers are strongly encouraged to incorporate measures to conserve water, including water recycling techniques in new buildings. All new development will be required to manage surface water in the most sustainable, effective and appropriate way. Developers will be required to provide details of the design, construction and ongoing maintenance regime of any sustainable urban drainage schemes which must be carefully defined as part of a site-specific Flood Risk Assessment.

6.10 It will be necessary to ensure drainage infrastructure is delivered in a holistic and coordinated manner as part of an overall strategy between phases of development and between developers. Due to the extent of development proposed, it is prudent that landowners/developers keep United Utilities informed of realistic and achievable delivery timescales for development; and approach water and wastewater infrastructure in a coordinated manner.

Table 6.2: Infrastructure Delivery

Infrastructure	Details	Phasing	Location (Parcel WNP)	Stakeholder Responsibility	Estimated Construction Costs	Developer Contribution (100% unless stated) (including land required)	Phase 1a (Parcels S2/Part S3) contribution	Phasing of contribution (post Phase 1a)
Downgrading of Rillshaw Lane restricting through vehicular access in sections	Surfacing, Closure of Sections to through vehicular traffic, landscaping	Before occupation of S1		CWACC	Integrated into Development proposals (£500,000)			Before occupation of S1
Primary School	1FE (210 Pupils) plus 26 place maintained nursery (1.3ha site)	400-500 dwellings	S1	CWACC	£2.3m - £2.5m	Overall contribution circa 52% of total cost of construction	circa 20-22% of overall contribution expected	Phase 2 (Parcels (Part S3/S1) - remainder of contribution prior to 400th dwelling
Primary Care Facility	5-7 Clinical Rooms (site area - tbc) (Note: possibility of off-site alternative scheme)	400-500 dwellings	S1	NHS	£1.5-£1.7m	Overall contribution circa 65% of total cost of construction (and land)		Phase 1b and 2 (Parcels (Part S3/S1) - remainder of contribution prior to 500th dwelling
Flashes Country Park	21.8 ha of public open space, adjacent to the Flash, leisure use, play ground (NEAP level or adventure play area) and pedestrian / cycle route, pedestrian bridges /paths/SuDS - signposting / viewing platforms / public art (as per WNP Delivery Strategy Theme - Weaver Valley)	Scheme to be submitted with Reserved Matters for Parcel S1 for a 2 stage Implementation Strategy for Country Park - Stage 1 of Park Implementation to be complete by 300 dwellings (on Parcel S1)	S1	CWACC/Winsford TC		Subject to further details	s106 contribution secured.	Stage 1 expected to deliver footpaths/ SuDS / 1 of 2 pedestrian bridges
Flashes Country Park (cont'd)	Scheme for Implementation of Country Park to be submitted with 1st reserved matters for Parcel S1 - Scheme to provide programme for implementation in 2 phases/stages (The scheme may propose delivery of Country Park in stages in terms of area covered as well as works carried out)	Stage 2 of Park Implementation to be complete by 450-500 dwellings (on Parcel S1)	S1	CWACC/Winsford TC	Subject to further testing			Stage 2 expected to deliver play equipment and 2 of 2 pedestrian bridges
Flashes Country Park Management	Scheme of Management of Country Park to be submitted	Scheme of Management to be submitted with 1st Reserved Matters for Parcel S1	S1	Winsford Town Council	Commutated Sum equivalent to 10 years management	Commutated Sum equivalent to 10 years management	Pro rata contribution from phase 1	Payment staged to match Stages of Implementation of Country Park - i.e. 1st commuted sum on 300 dwellings (within S1) and 2nd sum on 450-500 units
Woodland Belt (mainly east of FP47) leading to Double Wood (Local Wildlife Site) to south west	Scheme for Nature Conservation and pedestrian/cycle access adjacent to Double wood - paths/fencing/bird boxes etc (route shown on page 65 of WNP - top map)		S1/S4	CWACC	Subject to further testing		n/a	Works to be completed as part of works on S1 and S4 development - detailed phasing at Reserved Matters submission
Informal Open Space	On-site provision as per LPA standards	Completion within parcel	All parcels	CWACC			as per LPA std	as per LPA std
Formal Play	On-site provision as per LPA standards	Completion within parcel	All parcels	CWACC			as per LPA std	as per LPA std
Allotments	0.44ha		S1	CWACC	tbc			Works to be completed on S1 prior to 400 dwellings on parcel S1
Playing Pitches	off-site contribution (possible alternative for additional pitches to 1FE school) - subject to review of Playing Pitch Strategy	all phases	Off-site (or Parcel S1)	CWACC	Subject to further testing	circa £210 per dwelling (Or to conform with latest version of the Playing Pitches strategy)	circa £210 per dwelling (Or to conform with latest version of the Playing Pitches strategy)	circa £210 per dwelling (Or to conform with latest version of the Playing Pitches strategy)

Table 6.2:
Infrastructure Delivery

Infrastructure	Details	Phasing	Location (Parcel WNP)	Stakeholder Responsibility	Estimated Construction Costs	Developer Contribution (100% unless stated) (including land required)	Phase 1a (Parcels S2/Part S3) contribution	Phasing of contribution (post Phase 1a)
Local Neighbourhood Centre	Market Led Retail Element; Development of 'Square' focal area to be integrated to development - site to be identified in the first application on parcel S1 for Parcel S1 (expected within 200 units on Parcel S1)	400-500 dwellings	S1/ Possible S3 if access arrangements to S1 are not achievable	CWACC	£480,000		n/a	Market led - Works as part of Parcel S1
Community Centre/Hall	Scheme to be part of local Neighbourhood Centre (possible alternative is additional facility as part of 1FE school) (circa 280sqm)	400-500 dwellings	S1	CWACC	circa £370,000		circa 20-22% of overall contribution expected	Phase 2 (Parcels (Part S3/S1) - remainder of contribution prior to 400-500th dwelling
Affordable housing	30% affordable housing in total - provided in 3 phases across 1000 units - (comment: later 3rd phase has higher target reflecting the level of other contributions from earlier phases)	Three phases - (1st) 215 units/ (2nd) 300 units/ (3rd) 485 units	Across all parcels	CWACC	n/a		30% AF Phase 1 (215 dwellings) (circa 64 units)	30% average across phases - subject to viability appraisal
Rail Station Related Improvements (Car Parking etc)	Improvements to Station Facilities (including parking (200 spaces), covered cycle storage)	(i) Contribution to cycle provision from S1 (and S4/S5 if not already provided) (ii) Parking Proposals (S1/S4/S5)	S4/S5	CWACC	Subject to further testing	Developer Contributions / Investigate Potential Partnership with Network Rail		Contributions from S1 Parcel - payments on each 100 dwellings provided - or delivery from S4/S5 Development (if earlier)
Public Transport	Provision for bus route (including stops/shelters) - provision at local Neighbourhood centre and station	Across all phases	Across all phases	CWACC	(i) Integrated into Development proposals (ii) stops/shelters			S1 - at time of Local Neighbourhood Centre (or 400-500 dwellings of total dwellings)
Public Transport (Part of WNP Delivery Strategy)	Enhancement of bus services (service from Winsford to Railway /increase frequencies)	Post implementation of Bus Route - Part of Travel Plan - to be provided in conjunction with Reserved Matters for Parcel S1 (over 500 dwellings)	S1/S4/S5	CWACC	funding of increase in frequency for five years (circa £600K)			Contributions expected for latter part of development (post 600 dwellings)
Footpath Improvements	Re-surfacing of Footpath FP47 to Suit Urban Environment (increased usage) and associated works / Potential new footpath links to countryside	A54-Rilshaw Lane to be completed by completion of S2	S1,S2,S3,S4	CWACC			Improvements to Footpath/Cycle routes (along A54) and FP47	Expand as per brief for other public footpaths
Access from A54 (to Parcel S3)	Provision of main access	No more than 350 dwellings	S3	CWACC	Integrated into Development proposals			Prior to 350 units
Junction improvements to Rilshaw Lane / Station Road	Provision of secondary access to serve housing (extent of works not known at this stage - needs TA)	No more than 400 dwellings	off-site	CWACC	Subject to further testing			Prior to 400 units
Vehicular/ Pedestrian / Cycle Link from station to Rilshaw Lane	Policy S4B - of WNP - requires ped/cycle works - vehicle access part of Development Brief proposal	Prior to occupation of residential or commercial units in S4 (or alternative programme)	S4	CWACC	Integrated into Development proposals		n/a	Prior to occupation of residential or commercial units in S4 (or alternative programme)
Footbridge to River Weaver	Within the overall development of the Country Park	By completion of S1	S1	Winsford Town Council / Weaver Valley Partnership (tbc)	Subject to further testing	Developer Contributions / Investigate Potential for Other Funding		Between 775 and 1000 dwelling

Table 6.2:
Infrastructure Delivery (cont.)



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Gladman Developments Ltd
Rilshaw Lane
Winsford

FRAMEWORK PLAN

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masterplanning +
environmental assessment +
landscape design +
urban design +
ecology +
architectural +
fpcr
fpcr Environment and Design Ltd
Lockington Hall
Lockington
Cheshire DE14 2BN
t: 01526 672772
e: mail@fpcr.co.uk
w: www.fpcr.co.uk

Fig 6.2 - Indicative layout plan for phase 1a (planning permission reference 14/01266/OUT)

