

APPENDIX 1



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Planning. Design. Economics.

**Wrexham Road
Strategic Allocation
Development Brief**

April 2017

40812/11/MW/MWBOC

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Final Draft

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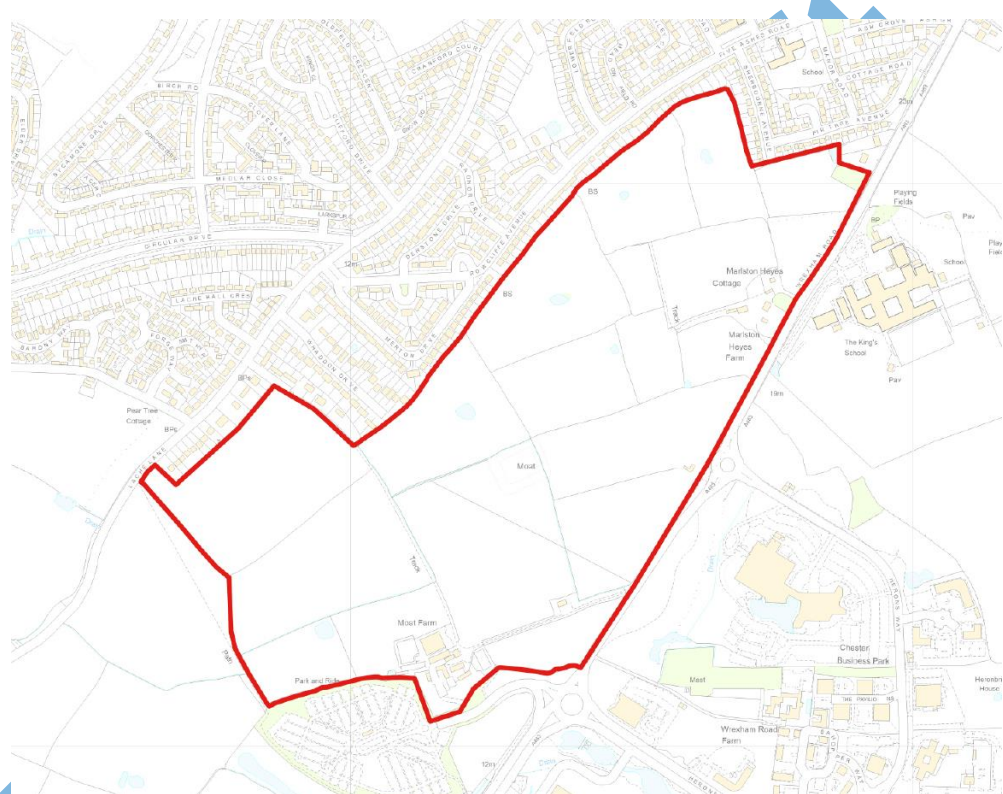
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Introduction

Introduction

This Development Brief seeks to guide the development of the Wrexham Road Strategic Allocation [Policy STRAT 3] (see Figure 1.1). Cheshire West & Chester Council [CWaC] has high aspirations that development of this site can help secure the Council's aims of delivering housing that meets future needs.

Figure 1.1 Site Location



Purpose and Scope of the Brief

The purpose of this document is to provide planning and design guidance for the development of the Strategic Allocation. This will aid the development process, by allowing developers to submit informed proposals that respond to the Council's expectations for the Strategic Allocation and respect the requirements of CWaC planning policy.

The Development Brief has been prepared to accord with current planning policy and expand on the guidance provided by the Local Plan. Once approved, the guidance contained within the Development Brief will be a material consideration in helping determine planning applications for the Strategic Allocation.

Structure of Brief

1.4

The Brief is divided into five sections:

- 1 Section 1 outlines the purpose of the Brief, its location and ownership and other administrative information for developers.
- 2 Section 2 describes the planning policy context of the site.
- 3 Section 3 provides a site analysis of the site itself and the surrounding area. A thorough understanding of this will have an important bearing on the key design principles and parameters.
- 4 Section 4 outlines what the Brief is seeking to deliver in terms of land uses opportunities.
- 5 Section 5 represents the Key Design and Development Principles that should inform any development proposals. The accompanying Indicative Masterplan spatially illustrates the principles.

Location & Ownership

1.5

The Wrexham Road Strategic Allocation is situated on the southern edge of Chester City on the western side of Wrexham Road (A483). The site is approximately 2.7km to the south of Chester City centre and comprises approximately 64.9 hectares (160 acres) of land.

1.6

The Strategic Allocation is substantially owned freehold and under option to Paycause Ltd and Lingley Estates respectively. Both parties support the Development Brief. Other parts of the Strategic Allocation are outside the control of Paycause Ltd and Lingley Estates. These are:

- 1 An area of land (1.5ha) on the northern boundary of the Allocation is owned by Gladman Developments Ltd. and Stewart Milne Group Ltd. This land has planning permission for 31 dwellings (15/03642/FUL) with access from Sherbourne Avenue.
- 2 Moat Farm (c1.7ha), on the southern boundary of the Allocation, adjacent to the Park & Ride, is within the private ownership.
- 3 There is a dwelling fronting Wrexham Road, opposite the Kings School, which is within private ownership.

2.0 Policy Context

Introduction

- 2.1 Any proposals for the site should be informed by, and will be expected to support the delivery of, the CWaC Local Plan (Part One) and comply with national and local planning policy.

National Planning Policy Framework

- 2.2 The National Planning Policy Framework [the Framework] sets out Government policy on planning and achieving sustainable development. In particular, the Framework¹ sets out that there are three dimensions to sustainable development; economic, social and environmental, which the planning system and hence developments should contribute towards the achievement of.

- 2.3 The following sections of the Framework are of particular relevance to the development of the Strategic Allocation:

- 1 Delivering a wide choice of high quality homes;
- 2 Requiring good design; and,
- 3 Promoting healthy communities.
- 4 Conserving and Enhancing the Historic Environment.

CWaC Local Plan (Part One) - Strategic Policies

- 2.4 The site is identified by the CWaC Local Plan (Part One) [Policy STRAT 3] as a Strategic Allocation for the provision of around 1,300 dwellings together with essential community infrastructure and a new primary school. The key aim of the policy in relation to Wrexham Road is to deliver a high quality urban extension and new neighbourhood for Chester that will secure the delivery of both market and affordable housing. Key to achieving this will be a comprehensive approach to the site in line with this development brief.

- 2.5 The following are the key policies within the adopted CWaC Local Plan which all proposals would need to adhere to:

Housing

- 1 Policy SOC 1 (Delivering Affordable Housing)
- 2 Policy SOC 3 (Housing Mix & Type)

Community Infrastructure

- 3 Policy STRAT 11 (Infrastructure)
- 4 Policy ECON 2 (Town Centres)
- 5 Policy SOC 5 (Health & Well Being)

¹ Framework - §7

- 6 Policy SOC 6 (Open Space, Sport and Recreation)

Design

- 7 Policy STRAT 1 (Sustainable Development)
- 8 Policy ENV 3 (Green Infrastructure)
- 9 Policy ENV 6 (High Quality Design and Sustainable Construction)

Transport

- 10 Policy STRAT 10 (Transport & Accessibility)

Environmental Assets

- 11 Policy ENV 1 (Flood Risk & Water Management)
- 12 Policy ENV 2 (Landscape)
- 13 Policy ENV 3 (Green Infrastructure)
- 14 Policy ENV 4 (Biodiversity & Geodiversity)
- 15 Policy ENV 3 (Green Infrastructure)
- 16 Policy ENV 5 (Historic Environment)

- 2.6 The emerging Cheshire West and Chester Local Plan (Part Two) will need to be taken into account, and the weight to be accorded to its policies will be as set out in the Framework [§216].

Chester District Local Plan

- 2.7 The following are the 'saved' policies within the Chester District Local Plan which all proposals would need to adhere to:

Community Infrastructure

- 1 Policy RET 9 (Assessment of Proposals Outside the City Centre)
- 2 Policy ENV 23 (Provision & Maintenance of Open Space in New Development)
- 3 Policy ENV 65 (Recreation & Other Open Land Uses)
- 4 Policy SR1 (Standards for Formal and Informal Sport and Recreation)
- 5 Policy SR 5 (Guidelines for Provision in New Housing Developments)
- 6 Policy SR 6 (Playing Pitches)
- 7 Policy SR 7 (Amenity Open Space)

Design Policies

- 8 Policy ENV 6 (Accessibility/Permeability)
- 9 Policy ENV 10 (Parking)

Transport Policies

- 10 Policy TR 4 (Pedestrians)
- 11 Policy TR 5 (Cycling)

- 12 Policy TR 6 (Cycling)
- 13 Policy TR7 (Major Transport Improvements).
- 14 Policy TR 13 (Parking)
- 15 Policy TR 17 (Safety & Environmental)
- 16 Policy TR 20 (New Developments)
- 17 Policy TR 21 (New Developments)

Environmental Assets

- 18 Policy ENV 19 (Urban Corridors)
- 19 Policy ENV 21 (Trees, Hedgerows & Woodlands)
- 20 Policy ENV 22 (Landscape & Development)
- 21 Policy ENV 26 (Green Network)
- 22 Policy ENV 27 (Nature Conservation Strategy)
- 23 Policy ENV 31 (Sites of National Importance)
- 24 Policy ENV 32 (Evaluation of Archaeological Sites)

Supplementary Planning Documents

2.8 The following Supplementary Planning Documents (SPDs) should be considered when preparing any planning application for the site.

- 1 Affordable Housing SPD – July 2007;
- 2 Design for Residential Development SPD – July 2007;
- 3 Sustainable Development SPD – July 2008;
- 4 Open Space Provision in New Housing Developments SPG – October 1999;
- 5 Travel Planning Guidance (March 2016).
- 6 **Parking Standards SPD**

Summary of Planning Policy Position

2.9 There is an expectation that the site will be developed. It is allocated in the CWaC Local Plan as a Strategic Allocation for the provision of around 1,300 dwellings together with essential community infrastructure and a new primary school.

3.0

Contextual Analysis

Introduction

3.1

It is important to understand the existing site and surrounding area and their features, as this informs the layout and design principles for any development of the site.

Surrounding Area

Land Uses

3.2

The site is bounded to:

- 1 The immediate north and west by the Westminster Park residential area comprising the properties fronting Fir Tree Avenue, Sherbourne Avenue, Five Ashes Road, Rowcliffe Avenue, Merton Drive, Whaddon Drive, Greenacre Road and Lache Lane;
- 2 The south by agricultural land and the Park and Ride, with the A55 Chester By-pass beyond; and,
- 3 The east by the A483 with the Chester Business Park and the Kings' School on the opposite side of the road.

3.3

The developments along the eastern side of Wrexham Road, including the Chester Business Park and King's School, create a context of well landscaped urban development on the approach into Chester. The Park and Ride facility abutting the site is well contained by vegetation and earth-mounding. The land to the west and south of Wrexham Road (including the Chester Business Park, Kings School and the park and ride site) are designated as Green Belt.

3.4

To the north and west of the site the Westminster Park residential area is predominantly a late 20th century development with some older properties along Lache Lane. The Westminster Park local centre and Belgrave Primary School lie close to the northern tip of the site and will be accessible via Sherbourne Avenue.

3.5

There are limited potential points of pedestrian /cycle access between the Strategic Allocation and the existing residential areas of Lache and Westminster Park. It is therefore important that the layout of the development delivers pedestrian/cycle access via Sherbourne Avenue, Greenacre Road and Lache Lane. Associated off-site improvements to promote better links with neighbouring areas may be required to foster sustainable patterns of movement.

Building Heights

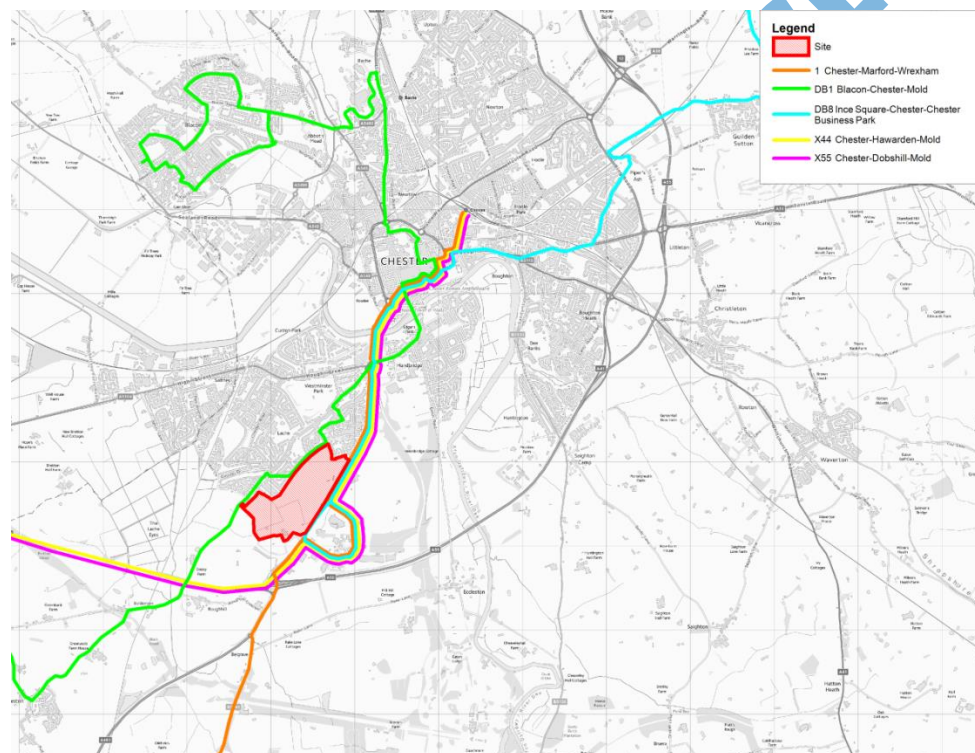
3.6

Adjoining residential development within Westminster Park is predominantly 2-storeys. The Chester Business Park contains 2-storey to 4-storey buildings.

Public Transport Access

- 3.7 Wrexham Road is a major Public Transport Corridor for Chester with frequent services to Chester Business Park and also the Park & Ride site. To the west there is an hourly bus service on Lache Lane (DB1 – Chester to Mold) connecting Westminster Park with the city centre.
- 3.8 There are bus stops along Wrexham Road and the buses benefit from a bus lane on the approach to the Overleigh roundabout to the north. The bus routes serving the area are shown in Figure 3.1.

Figure 3.1 Bus Services



Source: Vectos

- 3.9 Developers will be expected to **fully** assess the traffic impacts of the proposed development and consider how sustainable patterns of movement can be created. This may require public transport improvements which will be considered in association with any planning application. Any justified improvements will be secured through planning obligations under Section 106 of the Town and Country Planning Act 1990.

Walk & Cycle Access

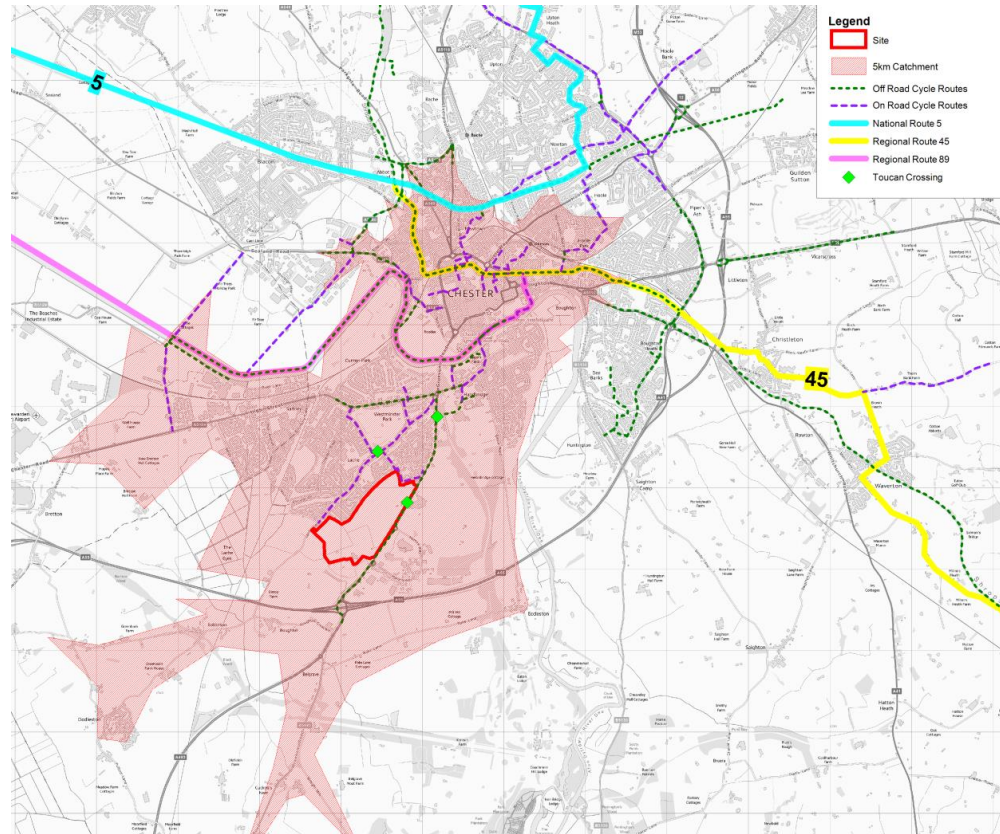
- 3.10 Pedestrians and cyclists benefit from a network of local footpaths and cycle routes and it is important that the development facilitates access to the site from Wrexham Road and via Sherbourne Avenue, Greenacre Lane and Lache Lane, permitting access to the community facilities and amenities in the Westminster Park area and helping to integrate the existing and new communities. There is also the opportunity for residents to access the Park &

Ride site to the south.

3.11

There are a large range of employment, education, health, retail and leisure opportunities within a short walk of the site. Access to these facilities is shown in Figure 3.2.

Figure 3.2 Walking & Cycling Accessibility

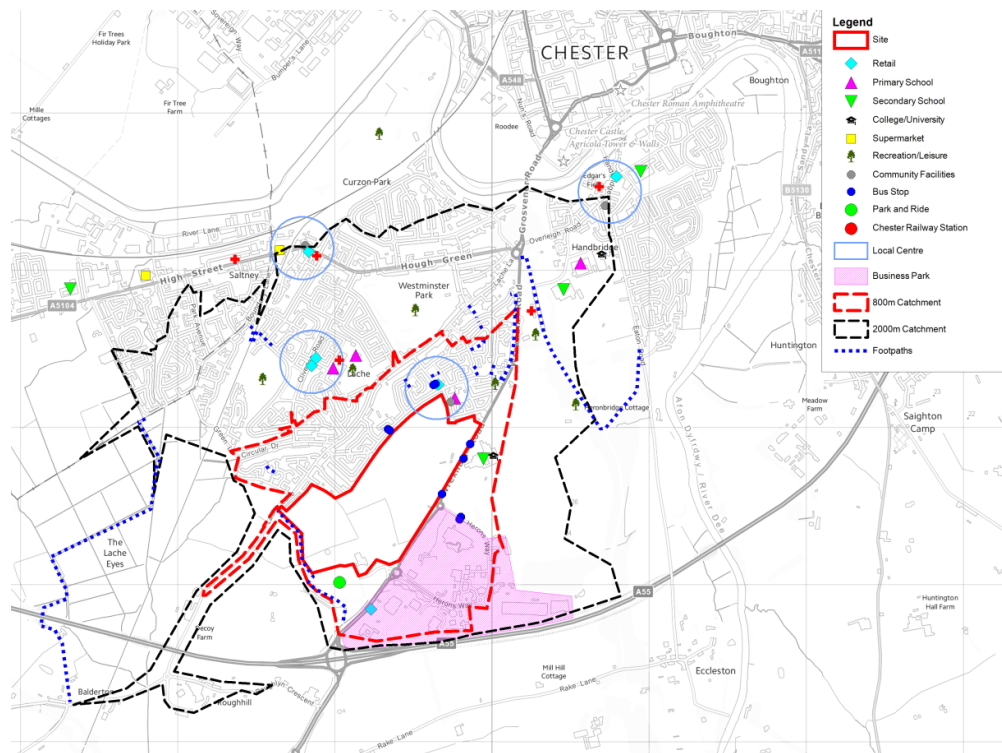


Source: Vectos

3.12

The city centre is within a short cycle ride from the site and cyclists benefit from cycle lanes along Wrexham Road and are also able to use the bus lanes to the north. The on-road and off-road cycle routes within a short ride are shown in Figure 3.3.

Figure 3.3 Location of Services & Facilities



Source: Vectos

- 3.13 Developers will be expected to consider how to encourage increased cycling activity and sustainable patterns of movement, including improvements to cycle way infrastructure as part of the development. This will be dealt with via planning conditions / obligations as appropriate.

Surrounding Highway Network & Access

Highway Network

- 3.14 The site is located adjacent to the A483 Wrexham Road which the principal route into Chester from the south and west.
- 3.15 Wrexham Road connects Pulford to the south (B5445) to the A55 North Wales Expressway, and moving further north meets the Overleigh roundabout which in turn provides access to Hough Green, Lache Lane, Grosvenor Road and Chester city centre.
- 3.16 From the A55 junction heading north towards the site, Wrexham Road takes the form of a dual carriageway varying from 2 – 4 lanes northbound and southbound as far as the Chester Business Park (south) junction. Two uncontrolled crossover junctions are located along this section to provide access to the Chester South Holiday Inn, a day nursery and petrol filling station.
- 3.17 Wrexham Road forms part of the classified road network with footways and cycleways along its length and two roundabouts in the vicinity of the site which

serve Chester Business Park and the Park & Ride site, which lies to the south of the development. The southern roundabout to Chester Business Park takes the form of a part signalised roundabout with the Park and Ride arm operating under Give Way control. There are signalised crossing facilities to assist pedestrians and cyclists. The northern roundabout operates under priority with uncontrolled crossing points for pedestrians and cyclists to the north of the junction. This section of Wrexham Road is lit and subject to a 50mph speed limit.

3.18 To the north of the Chester Business Park, Wrexham Road changes to a 40mph limit with a single traffic lane in each direction and a segregated cycleway/footway on the eastern side of the road. Kings School lies to the east of Wrexham Road and is served via a priority junction allowing access only into the school. A signal controlled on-demand crossing is located to the north of the school access and a similar arrangement exists near the hospital and tennis club access. This length of Wrexham Road includes a dedicated inbound bus lane to assist Park and Ride, local and regional bus services.

3.19 To the south of the site, the A483 Wrexham Road meets the A55 North Wales Expressway. This forms part of the national trunk road network. This dual carriageway key link connects Holyhead in Anglesey to the west, to Chester in the east. The A55 in this particular location forms a major strategic route around Chester to the east, offering direct access to the north of Chester City, and becoming the M53 motorway to the north-east of Chester for further afield desirable destinations.

3.20 The A55 junction was recently upgraded as part of the Governments Pinch Point Funding Programme in order to improve capacity and reduce congestion on the A55 and A483 to the south. Part of this upgrade included improved infrastructure for pedestrians and cyclists.

Access Arrangements

3.21 There are several locations where access can be provided into the site. These are:

- 1 The existing access into Kings School could be redesigned as a traffic light junction to serve the school and the development;
- 2 A fourth arm to the Chester Business Park northern roundabout could provide an access into the site; and,
- 3 The access to the Park & Ride site could be altered to create an access into the site.

The site also fronts onto Lache Lane. Whilst no vehicular access for private cars will be obtained off this highway provision is needed for an emergency access to Lache Lane, as well as pedestrian / cycle links. The emergency access will be wide enough to enable this access to serve as a bus gate if required. Provision of an emergency highway access to Lache Lane, as well as pedestrian/cycle links will also be provided.

3.22 There is a need for three accesses off Wrexham Road to serve the Strategic

Allocation. It is anticipated that the development parcels will be linked in terms of vehicular access. It is accepted that a small number of dwellings will be served from Sherbourne Avenue in accordance with the permission granted on this site (LPA Ref: 15/00346/FUL) but there will be no vehicular access to the wider site.

- 3.23 The A483/A55 interchange to the south has been subject to a scheme of improvements as part of the DfT Pinch Point Scheme. To the north lies the Overleigh Roundabout which is the convergence of six main highways. This junction operates close to capacity in the peak periods. This presents a potential constraint and measures to minimise and mitigate impact will need to be agreed.
- 3.24 There is a need to assess the surrounding highway network (including Overleigh roundabout and the A483/A55 interchange) and the impact of the proposed development. Developers will need to consider whether off-site highway improvements and other initiatives will be required to mitigate the impact of the development proposals. Any required improvements will be covered by appropriate agreements including S106 planning obligations and planning conditions.

Site Analysis

Topography & Landscape

- 3.25 The site is generally flat although it slopes gently down from north to south and from west to east. There are no areas of the site where the existing topography will preclude development. The site is currently managed as arable agriculture with a small group of farm buildings on the north eastern part of the site adjacent to Wrexham Road.
- 3.26 The site currently comprises open countryside, and whilst there are no views of the historic city due to topography, the area provides a pleasant setting to the urban area and historic city of Chester. Due to the close relationship with the adjacent residential areas and other existing development, such as the Park and Ride, the Strategic Allocation is capable of extending the built up area without significant encroachment in terms of the wider landscape.
- 3.27 The site is influenced by the strong pattern of mature trimmed hedgerows of varying ages that form the field boundaries together with mature Ash and Oak trees located within the hedgerows and along the line of former field boundaries. However, they provide relatively poor foraging habitat for species.
- 3.28 There are a few small field ponds and a number of ditches running alongside the hedgerows. The majority of the ponds are not notable visual landscape features. A distinctive cluster of mature trees surrounds a pond located in the south near to Moat Farm. Apart from the tree planting established around the Park and Ride there is no woodland within the site or its immediate vicinity.
- 3.29 There is an important hedgerow buffer along the Wrexham Road frontage, which is expected to be retained. Access to site and possible highway

3.30 A Medieval moated site lies near the centre of the site which is a designated Scheduled Monument (see Figure 3.4). Any development would therefore need to secure the in-situ preservation and long-term beneficial management of this Scheduled Monument and carefully integrate this heritage feature and its setting into the proposed development.

3.31 Detailed archaeological investigation of the site has been undertaken, which shows that the archaeological interest of the site is limited. In addition, there are no Listed Buildings, Conservation Areas, Registered Parks and Gardens or Registered Battlefields within the site and none nearby which present a constraint to the development of the site.

Drainage

3.32 The site is predominantly greenfield with the exception of derelict agricultural buildings which drain surface water directly to land drains within the site. Under normal conditions greenfield parts of the site drain by infiltration. During extreme storm events, where run-off is generated, greenfield parts of the site drain to land drains within the site which are then drained south-west, within a box culvert under Lache Lane, prior to joining Balderton Brook which is located approximately 785m west of the site at its nearest point.

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drainage. However, it will be necessary to mitigate any additional surface water run-off generated by the development to ensure existing greenfield run-off rates are maintained and flood risk elsewhere is not increased.

3.34 Welsh Water sewer plans identify a 150mm public foul gravity sewer crossing through the northern extent of the site. There is also a 150mm public foul rising main crossing through the site from Chester Business Park to the south-east to Whaddon Drive to the west. There is a foul pumping station (Chester Marlston Cum Lache Pumping Station) and associated gravity inflow and rising main located adjacent to Lache Lane immediately west of the site. There are two water mains that cross the site requiring easement that will need to be taken into account when drawing up detailed layouts.

3.35 Foul flows from the development will be required to discharge to the public foul sewer system. The primary drainage constraint to the development is the capacity of the public sewerage system to accommodate foul flows from the development site. It will be a requirement to mitigate the impact of development foul flows in conjunction with Welsh Water.

Ecology

3.36 The site contains several on-site ponds, some with mature marginal aquatic vegetation. Some of the on-site ponds provide breeding habitat for amphibians and have been found to support a metapopulation of great crested newts [GCN]. The primary ecological constraint to development is therefore the presence of GCN within the site boundary. It will be a requirement to mitigate for any impact on breeding or terrestrial habitat of GCN.

3.37 Additional constraints include the possible loss of some trees, hedgerows and buildings. Loss of these features could cause potential disruption to the ecological network within the site which supports species including foraging and roosting bats and barn owls as well as breeding birds.

3.38 The development should contribute to, and enhance, the natural environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible.

Opportunities and Constraints

3.39 The preceding sections of the development brief provide an appraisal of the site's existing character and context. This section looks at the opportunities and constraints.

Opportunities

3.40 The key opportunities for the development of the site are:

- 1 The site is allocated in the Local Plan for a mixed-use residential development and there is an expectation that it will be developed.
- 2 A wide range of community facilities (e.g. open space, health care and shops) can be provided which will benefit both future and existing residents.

- 3 The setting and interpretation of the Scheduled Monument can be enhanced.
- 4 The site can provide additional recreation and open space in the area.
- 5 The site is accessible by public transport and car, with potential to divert a bus route through the site.
- 6 The site is well related to cycle/pedestrian routes which can be improved to provide easy access to services and facilities, including the city centre.
- 7 Existing vehicular access points which can be improved to facilitate the development.
- 8 Development of a network of green corridors and green infrastructure, utilising existing hedgerows where appropriate, as an integral part of the housing layout.

Constraints

3.41

The key constraints on the development of the site are:

- 1 The site is located adjacent to existing housing. Uses proposed for the site should not adversely affect the amenity of these properties.
- 2 There is vehicular noise from Wrexham Road and the A55 which will need to be considered in the proposed layout.
- 3 The high quality mature trees and hedgerows on the site need to be protected and preserved where possible.
- 4 The Scheduled Monument should not be disturbed by the development.
- 5 Appropriate mitigation for the GCNs will be required
- 6 The Wrexham Road corridor runs close to capacity at peak periods, including the A483/ A55 interchange and Overleigh Roundabout, which should be assessed as part of the proposed development.
- 7 The proposed accesses into the site will need to accommodate the existing traffic movements through the junctions from the King's School and Chester Business Park. The development should not detrimentally affect traffic flows, including the public transport / Park and Ride services. This is particularly important for the existing businesses and other uses, to ensure sustainable economic growth.
- 8 The site is located adjacent to Wrexham Road, a significant source of road vehicle exhaust emissions, which has the potential to introduce future site users into an area experiencing raised levels of pollutant concentrations.
- 9 There is an identified need to provide a 1½ form entry primary school as part of the development. In terms of secondary school provision, the catchment school is Queen's Park High School, which currently has surplus places, as does the associated sixth form.
- 10 The existing primary health care facilities in the vicinity will not be in a position to accept further demand from the new development. The proposed development will need to provide, or make a contribution

towards, appropriate primary healthcare facilities to meet the needs of the future residents of the site.

3.42

The opportunities and constraints have served to underpin the rationale behind the principles and associated Indicative Masterplan, outlined in Section 4 and Section 5.

Final Draft

4.0

Development Opportunities & Principles

The Vision

4.1

The development vision and objectives are set out in Table 4.1.

Table 4.1 Development Vision and Objectives

Development Vision	Deliver a high quality urban extension and new neighbourhood for Chester. The development proposals will create a high quality place that is economically, socially and environmentally sustainable drawing on the site's gateway location and heritage, whilst considering the landscape setting of the City and Green Belt.	
Development Objectives & Design Principles	Development Objectives <p>To encourage the creation of a high quality sustainable balanced community by providing a broad mix and tenure of housing.</p> <p>To provide an appropriate range of uses including new education provision and community facilities to meet the needs of the future residents and by creating a new centre, providing convenience and a sense of belonging.</p> <p>To create multi-functional green space infrastructure with a well-defined public realm and generous areas of open space.</p> <p>To create a sustainable and locally distinctive place through high quality architecture and good urban design.</p> <p>To develop a movement network which improves connectivity and focuses on the needs of pedestrians, cyclists and public transport users, in balance with the private car, to minimise impact on the existing highway network and improve accessibility to the site.</p> <p>To create an environmentally sustainable development.</p>	Design Principles <p>Environmentally Sensitive</p> <p>To include a high quality landscape within the development</p> <p>To increase biodiversity.</p> <p>To encourage environmental sensitivity and long-term sustainability in the built fabric.</p> <p>Sustainably Well Connected</p> <p>To connect the development to the existing communities.</p> <p>To create a permeable layout with a hierarchy of streets.</p> <p>To ensure public transport integration and good access to bus routes.</p> <p>Quality Place Making and Design</p> <p>To draw upon and reflect the heritage of the area with high quality and well-designed layout and buildings that maintains and enhances the character of the locality.</p> <p>To create an appropriate new identity for the site through high quality architecture and good urban design.</p> <p>To create a high quality gateway and arrival point to the site providing a positive public face for the development.</p> <p>To create a well-defined high quality public realm consisting of safe streets and spaces, which reflect principles of good design.</p> <p>To create high quality areas of open space.</p> <p>To create a landscaped southern boundary of the Strategic Allocation to the Green Belt</p> <p>To create green corridors and green infrastructure throughout the layout</p>

Land Uses

4.2

The site is identified by CWaC Local Plan [Policy STRAT 3] as a Strategic Allocation for the provision of around 1,300 dwellings, although it is anticipated that the development may be up to 1,400 dwellings.

4.3

The overall site allocation of 64.9ha and is expected to provide a (net) developable area of approximately 48.8ha for housing. The approximate distribution of land uses is set out in Table 4.2.

Table 4.2 Land Use Distribution (Approximate land areas)

Land Use	Description	Amount (ha)
Residential	Based on up to 1,400 homes (Area includes internal estate roads) Average overall density (30dph)	48.8
Primary School	1½ form entry primary school with nursery and associated school playing fields and parking (potential for community use facilities to be included)	1.50
Local Centre	Supermarket Small retail units Café/restaurant Public house Community building / Children's day nursery / crèche Associated parking	0.90
Primary Health Care Facility	Primary Health care facility with associated parking	0.46 0.41
Community Playing Fields and Sports Pitches	Sports playing pitches (drained), with 3G floodlit pitch and associated parking (potential opportunity for shared parking with other land uses)	2.50
Formal open space	Based on (1,400 dwellings) LAP ² (100sqm for 15 units) – 0.93ha LEAP (400sqm for 50 units) – 1.12ha NEAP (1000sqm for 100 units plus 10sqm per unit above) - 1.4ha	3.45
Informal open space	Amenity/open space (based on 25sqm per dwelling) Including some contribution from Scheduled Ancient Monument (0.84ha)	3.68
Habitat areas (on-site)	Retained ponds/hedgerows/tree copse	0.59
Structural landscaping	Buffer to southern (Green Belt) boundary (0.68ha) and buffer to Wrexham Road (1.66ha)	2.34
Total		63.92 64.17

Source: NLP

Note – all figures quoted in Table 4.2 are approximate

- 4.4 Due to the scale of the proposed development, a variety of ancillary uses would also be acceptable in land use planning terms to create a sustainable mixed-use community. These uses include:

² LAP – Local Area for Play LEAP – Local Equipped Area for Play, NEAP – Neighbourhood Equipped Area for Play LAPs will be for younger children whilst LEAPs / NEAPS will incorporate older children / youth provision.

- 1 A local centre on a site of 0.90ha comprising:
 - a A small supermarket (Use Class A1) with a floorspace of circa 300sq.m. (net);
 - b A group of smaller shops (Use Class A1) with a total floorspace of circa 500sq.m. (net);
 - c A café/restaurant (Use Class A3) with a floorspace of circa 200sq.m. (net);
 - d A public house (Use Class A4) with a floorspace of circa 650sq.m. (net); and,
 - e A day nursery/crèche (Use Class D1).
- 2 A primary health care facility and shared associated parking.
- 3 A 1½ form entry primary school together with the associated playing fields on a site of 1.5ha; potential for community use facilities/day nursery need to be included. The school is expected to be located centrally within the site (as indicated on the Illustrative Masterplan);

4.5 The ancillary uses should be located where they are accessible to the residents of the site by non-car modes of transport.

Housing Mix

4.6 The development will create a balanced community, with a mix of property types and tenures distributed across the site. The aim will be to provide for both general market housing needs and the affordable housing needs of the local community. It is recognised that the Wrexham Road Strategic Allocation has particular importance for the delivery of affordable housing to meet Chester's housing needs.

4.7 Development proposals will be expected to respond positively to meeting identified housing needs for families and elderly accommodation. In line with policy the CWaC Local Plan (Part One) [Policy SOC3] proposals will need to take account of the needs of the area and especially of i) the provision of small family homes to assist household into home ownership and for older people who may wish to downsize; ii) the provision of a range of accommodation types to meet the long term needs of older people. This could include the provision of Lifetime Homes (or equivalent technical standards), bungalows and extra care housing.

Market Housing

4.8 The aim is to provide a range of housing on the site which responds to the local context in terms of layout and design but appeals to the widest spectrum of market requirements and potential occupiers. The precise housing mix will be dependent on market demand at the time of the detailed proposals are prepared. However, it is anticipated that the development will accommodate a mixture of 2, 3, 4 and 5+ bedroom properties.

Affordable Housing

- 4.9 It is a requirement that up to 30% of the total housing will be provided as affordable housing subject to viability, as outlined in the CWaC Local Plan [Policy SOC 1] and the Affordable Housing SPD. The development is expected to be designed to secure the objective of meeting identified housing needs.
- 4.10 Provision of affordable housing should be on site in line with CWaC Local Plan (Part One) [Policy SOC1]. The proportion, type, tenure and size of the affordable housing sought will depend on site specific circumstances and need. The affordable housing provided should include provision for the housing to remain affordable for future households. The exact format and type of affordable units to be provided within the development will be identified in the submission of planning application(s). However, the on-site affordable housing will include a range of sizes and tenures, reflective of established needs and based on an up-to-date assessment of housing needs and reflecting the development mix as a whole.
- 4.11 The location of affordable housing will be integrated with open-market homes to create a mixed and inclusive community. The external appearance of the dwellings will be indistinguishable from open market homes on the development.

Education and Community Facilities

- 4.12 The development will include a range of facilities to meet the day to day needs of the future residents in accordance with the CWaC Local Plan [Policy STRAT 3]. This will include:
- 1 1.5ha for a 1½ form entry primary school (315 pupils) with associated school playing fields and car parking, located adjacent to the main area of public open space; and,
 - 2 0.90ha for a Local Centre which will contain shops, a day nursery/crèche and associated facilities.
 - 3 A primary health care facility is identified on the illustrative masterplan located adjacent to the Local Centre where there are opportunities for shared car parking. The site for the Health Centre will occupy a site of 0.16ha capable of providing a building of 600m² and 21 parking spaces.
- 4.13 The developer will be expected to phase and co-ordinate the housing development and provision of a serviced school site to contribute towards the provision of primary education facilities.
- 4.14 The developer will make sufficient land available for the provision of a 1½ form entry primary school (including pre-school provision) on the site and will make a contribution towards the construction of the new school. The serviced school site needs to be available in the early stages of development to avoid complications in terms of accommodating pupils from the earlier stages of the development. The detailed phasing will be the subject of a legal agreement at

the time of the planning application.

4.15 There is opportunity for the primary school and formal community playing fields to be co-located to provide a community hub in the centre of the site. The development is expected to provide changing accommodation for the community playing fields, which may include shared facilities with the primary school. A formal community use agreement, secured through a planning condition or legal agreement, will ensure shared community use. It is also expected that the provision of the community playing fields and 3G pitch will be phased in conjunction with the delivery of the primary school to ensure that arrangements for combined community use and sharing of facilities are established.

4.16 Existing primary health care facilities are unable to cater for the needs of the development and a new facility will need to be provided. To facilitate the deliverability of the primary health care facility, a suitable serviced site needs to be made available to the West Cheshire Clinical Commissioning Group at an early stage in the development of the housing scheme. The developer's contribution to the primary health care facility will be proportionate to the needs of the new development and this equates to a 2 GP practice. West Cheshire CCG advise that provision of smaller practices are not compatible with CCG's strategy for primary health care provision. The CCG is looking at options relating to the relocation of current primary health care facilities and provision of a new facility on this site. The developer will be expected to work with the CCG to achieve a workable and deliverable solution to primary health care provision. The masterplan shows the health facility co-located with the local centre although other locational options may be considered to take account of the CCG's preference for a site closer to Overleigh roundabout. The developer of the site will provide a serviced site for a primary health care facility at an early stage in the development of the housing scheme.

4.17 The Local Centre should be located where it is accessible to the future residents and the wider community.

Open Space Provision

4.18 Open space provision on the Wrexham Road Site will generally be provided in accordance with CWaC Local Plan [Policy SOC 6], Chester Local Plan [Policies SR6 & SR7] and the Open Space Provision in New Housing Developments SPG. Provision has been tailored to ensure the new open space facilities complement existing provision in the area.

4.19 The Chester Local Plan requires a standard of 1.7ha per 1,000 population for formal recreation and 0.7ha per 1,000 population for children's play and casual recreation should be provided. In addition, 1.0ha per 1,000 population should be provided for amenity open space.

4.20 However, given the existing provision within the southern part of Chester the Council considers an alternative mix of open space provision would be more appropriate comprising:

- 1 2.50ha of formal community playing fields (including 1No. 3G pitch with

- changing facilities);
- 2 3.68ha of amenity space (including the SAM); and,
- 3 3.45ha of children's and youth play space:
 - a 0.93ha for LAPs;
 - b 1.12ha for LEAPs; and,
 - c 1.40ha for a NEAP.

In addition, a contribution towards off-site open space improvements should be made **to meet policy requirements set out in the Chester Local Plan**. Open space studies have identified a need for community allotments (based on 0.15ha per 1000 population) and this should be considered as part of off-site contributions subject to viability considerations. Structural landscaping is required along the Wrexham Road frontage and the southern boundary adjoining the Green Belt. In particular, there needs to be provision of landscaped areas along the southern and eastern site boundaries to reinforce the Urban Corridor / Green Infrastructure and a boundary to the Green Belt.

4.21 Developers should **take note of** **follow** best practice guidance (such as that published by the Fields in Trust and Sport England) on the location, distribution and design of the play areas and sports provision. In particular, passive surveillance of such spaces should be secured through the careful orientation and layout of the surrounding dwellings.

4.22 Developers will be required to provide details of the future maintenance, management and ownership of the public open space as part of the planning application. CWaC will seek to secure these management arrangements through appropriate planning conditions or a Section106 agreement. The Council would not normally take on responsibility for the management and maintenance of new open space provision. However, the expectation is that the Council could take on responsibility for arranging the management and maintenance of all or part of the formal playing pitches/3G pitch (subject to an appropriate commuted sum based on a 10year maintenance programme). It is expected that Council may make subsequent arrangements with the Primary school / sports organisations to take on day-to-day responsibility.

5.0

Planning & Design Principles

Introduction

5.1

This section outlines the planning and design principles relevant to the design and development of the site. An Indicative Masterplan (Figure 5.1) serves to spatially represent the key design principles.

Layout & Design

General Approach

5.2

The layout must respond positively to the characteristics of the site, in order to retain and establish a local sense of place. It must be based on an appreciation of the site constraints and opportunities and embrace the following key concepts:

- 1 Creation of a strong architectural treatment and landscape structure to the A483 road frontage which will enhance the approach to this important gateway to Chester. To reinforce the Urban Corridor (Green Network) along Wrexham Road with a landscape buffer of varying depth (minimum 8m). The boundary to the Strategic Allocation along Wrexham Road is designated as an important part of the Green Network in Chester, as an Urban Corridor (Policy ENV 19 of the part of the CDLP). The details of development need to take account of the existing hedgerow and landscape features; although provision of possible improvements to Wrexham Road will need careful planning and design (consideration of advanced re-planting is needed where appropriate to continue the integrity of the Urban Corridor).
- 2 Creation of a site layout that reflects the natural grain of the existing landscape, uses land efficiently and enables the conservation of the natural site resources wherever possible.
- 3 The incorporation of appropriate Sustainable Urban Drainage System (SUDs) into the design layout.
- 4 The location of the community and open space facilities where they will be accessible to the future residents and maximise non-car modes of transport. The location of the primary health care facility shall have regard to access by walking/cycling/public transport, as well as the private car. The primary school location to the centre of the site, to provide separation from Belgrave Primary School and Lache Primary School
- 5 Creation of useable open space across the site which incorporates the most valued landscape features into the public realm and deliver all required types of open space for recreation within walking distance of new homes. Formal community sports fields and sports provision will be provided via a 'hub' of facilities located adjacent to the primary school, with opportunity to form a park, linked to the Scheduled Ancient

Monument Moat site and more informal recreational opportunities.

- 6 Preservation of the Scheduled Ancient Monument Moat feature, that is fully integrated into the new layout, where it can be appropriately interpreted, managed, and preserved.
- 7 Delivery of a movement network which maximises permeability and creates appropriate connections with the surrounding areas for all modes of travel.
- 8 A layout and design that integrates the various development parcels to form a comprehensive, sustainable, coherent housing led-development.
- 9 Delivery of ecological mitigation and enhancement. The approach set out in this brief is based on the delivery of a Great Crested Newt mitigation scheme on land to the south of the Strategic Allocation. The developer will need to consider an alternative strategy in the event that GCN translocation proves not to be feasible, or only partially feasible, which will have an impact on the development capacity and associated community infrastructure. **Consideration should be given to the retention of some ponds as water features and water habitat.**
- 10 The provision of an appropriate landscaped buffer along the south of the site to create a permanent and defensible new Green Belt boundary.
- 11 Layouts need to take account of easements required for sewer/water mains that cross the site.

5.3 The Indicative Masterplan illustrates how the above principles are expected to be secured by:

- 1 The creation of a permeable movement network of streets and pedestrian /cycle routes through the site, centred on a network of Green Infrastructure and corridors which create openness and provide a landscape structure;
- 2 The establishment of a series of interconnected spaces focused on the 'Moat Park' and primary school which will act as a community hub to the development and an amenity resource;
- 3 The creation of a Local Centre adjacent to the southern secondary site entrances, as a busy hub of activity drawing together the existing community and the new residential development;
- 4 The integration of the existing structure of natural features that will help define the grain of the development, provide a positive green character to the pedestrian and cycle links across the site as well as an attractive mature environment for the new homes;
- 5 An attractive and safe pedestrian environment;
- 6 The creation of a mixed-use focal point as a busy hub of activity drawing together the existing community and the new residential development; and,
- 7 The creation of new and improved gateways and arrival points to the site from Wrexham Road, including enhancements to the existing highway environment.

5.4

Developers will be expected to provide a comprehensive approach to the development of the site following the principles contained in the Indicative Masterplan. Variations to the masterplan would need to be assessed and justified.

Final Draft

Figure 5.1 Indicative Masterplan



Source: Planit-ie

Open Space Hierarchy

5.5 Figure 5.2 illustrates the vision for the open space network. It identifies the 'Moat Park' in the centre of the site extending to approximately 5.1ha incorporating:

- 1 The formal playing field provision, including a 3G pitch;
- 2 A NEAP (including youth provision); and,
- 3 The Scheduled Ancient Monument which will be protected as a wildflower meadow with low key 'village green' amenity space around it.

5.6 The Moat Park will act as a recreational focus for the development and with shared car parking with the adjoining primary school.

Figure 5.2 Green Space Network



Source: Planit-ie

5.7 Figure 5.2 illustrates how a network of new green spaces, hedgerows and retained trees are expected to form a series of green links across the site. These green connections will promote cross movement for wildlife; promoting foraging routes between the retained features and the edges of the site, as well as creating attractive pedestrian/ cycle routes.

5.8 Smaller play spaces and green connections along the hedgerows will supplement these spaces to help create an interconnected and multifunctional greenspace network across the site. There will be children's play facilities (i.e. LAPs and LEAPs) located throughout the development which are overlooked, safe and easily accessible from the surrounding housing. The play areas will respond to their setting, using natural materials and ground form whenever possible to enhance the play experience.

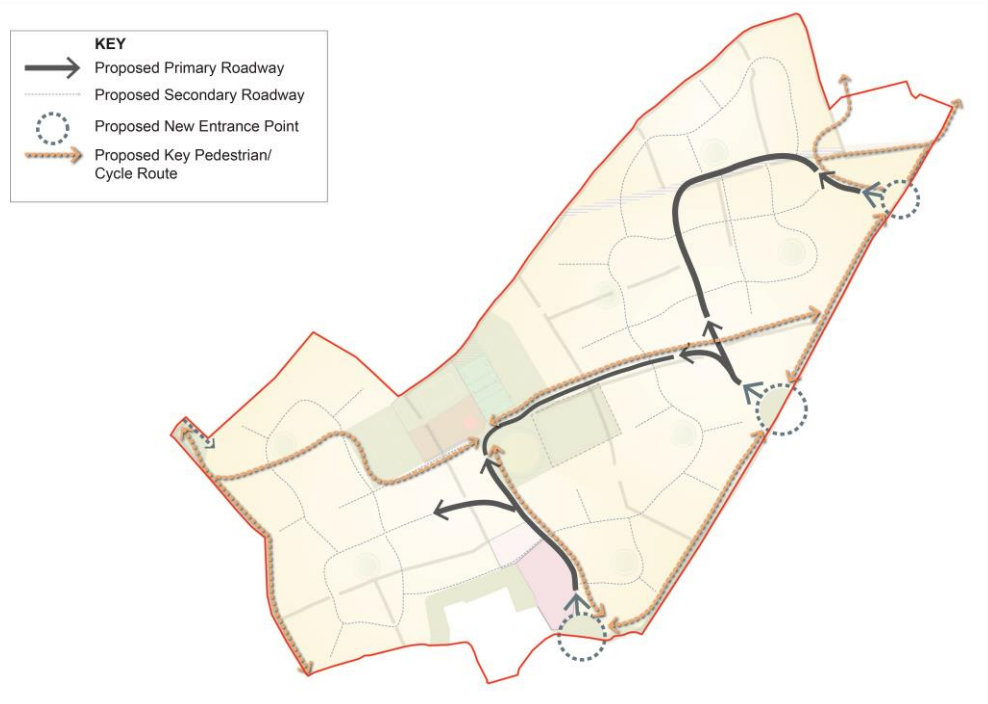
Structural Planting

- 5.9 The development of residential homes, a local centre and primary school should be incorporated within a landscape framework. This framework should demonstrate a holistic approach to development and green infrastructure; public open space, ecological mitigation, SUDS, a footpath network and connections to immediate and wider destinations.
- 5.10 The development proposals shall be accompanied by a landscape and visual impact assessment [LVIA] and this should refer to the available Landscape Character Study documents, including:
- 1 Cheshire Landscape Character Assessment 2009 - Type 8 Lowland Estate LE1 Eaton Character Area and borders Type 4 Drained Marsh DM2 The Lache Eyes
 - 2 Chester and District Landscape Assessment and Guidelines Character Area Eaton Estate, and adjacent to Chester City, Lache Eyes and Dee Valley LCA
- 5.11 The close relationship between the site and the surrounding landscape will necessitate a clear and careful transition from development and formal landscape through to the open countryside. Strategic structural planting will be required along the southern and eastern boundaries of the development in order to ensure the appropriate interface and integration with the Green Belt and to Wrexham Road. This structure planting may take the form of planting belts or formal hedgerows with trees or a combination of the two.
- 5.12 The A483 corridor is identified in the Chester District Local Plan as part of an Urban Corridor and provision needs to be made to maintain and enhance this feature of the Green Network. Possible highway works along Wrexham Road may result in some loss of existing landscape features and provision for replacement planting in a phased manner will be needed. Phasing proposals will need to consider provision of replacement planting to the southern and eastern boundaries.
- 5.13 Around the proposed new 3G pitch, substantial structural buffer planting may be required to maintain visual amenity to neighbouring properties and new homes.
- 5.14 The construction of planting pits to give adequate rooting space and soil volume to achieve the best growth rates and ultimate size for the species is necessary. Well-designed tree pits and rooting areas have been shown to considerably reduce the runoff of rainwater in heavy rain events by intercepting and holding the water reducing the risk of surface water flooding.

Movement Hierarchy

- 5.15 Figure 5.3 shows the primary and secondary vehicular routes across the site together with the key off-road footpath and cycle links. It begins to describe a basic block structure that is intended to meet the layout principles discussed above.

Figure 5.3 Movement Network



Source: Planit-ie

- 5.16 Three points of vehicular access are included:
- 1 A new junction off the entry road to the Park and Ride site;
 - 2 A main central point of access via a new arm from the northernmost Chester Business Park roundabout at Herons Way; and,
 - 3 A point opposite to the access to Kings School where a new traffic light junction will be created.
- These three points of access will be linked together with the northern two accesses from Wrexham Road linked by a road network capable of taking buses.
- 5.17 The development is expected to build on the opportunities to encourage sustainable transport within the site and away from the road. Alternative footpaths close to the open space and recreational areas within the site should be integrated into the development; this should include development of an internal route within/close to the Wrexham Road buffer (see Figure 5.3)
- 5.18 The developer is expected to assess the need for junction improvements, pedestrian/cycle crossing improvements and cycle lanes/cycle markings as part of the preparation of the Transport Assessment. Any improvements required to mitigate the impact of the proposed development will be secured through planning obligations or conditions.
- 5.19 Three other key pedestrian/cycle ways are proposed within the layout:
- 1 Between the Kings School and Sherbourne Avenue which, together with the other routes, will provide good access between the site and the

Westminster Park local facilities.

2 Between Wrexham Road (south of the Kings School) and Greenacre Lane and Lache Lane passing the proposed school site, NEAP and Moat Park. The provision of pedestrian routes to Lache Lane is expected to include off-site improvements to link with existing footpaths on Lache Lane. This will could be achieved via links onto Greenacres Lane. or the payment of a commuted sum to the Highway Authority for off-site improvements.

3 From the Park and Ride site, passing the Local Centre running north to the primary school site and Moat Park.

5.20 The pedestrian/cycle paths will be supplemented by a network of footpaths linking the open spaces.

5.21 Public footpath (FP2 Marlston cum Lache) runs along the west side of the hedge to south west boundary of the site. Provision shall be made for any improvements to the existing footpath that may arise from increased usage as result of the development.

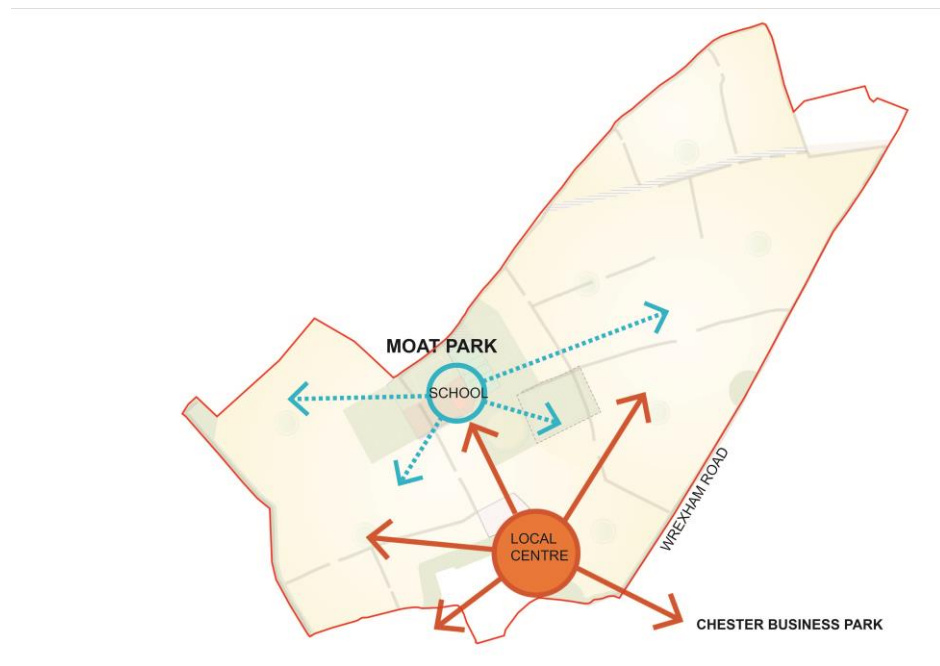
5.22 The developer is expected to provide details of the proposed management and maintenance arrangements for proposed new routes.

5.23 Details of the treatment and surfacing of new pedestrian and cycle routes will be required. Provision of cycle route (rather than combined pedestrian and cycle routes) may be more appropriate, to be determined at the detailed planning stage, and the incorporation of cycle routes may be appropriate to avoid the conflict that can be associated with multi-user routes.

Location of Education and Community Facilities

5.24 Figure 5.4 illustrates the proposed location of the community facilities that will serve the future residents of the site. These facilities and their location are intended to meet the layout principles discussed above.

Figure 5.4 Community Facilities



Source: Planit-ie

5.25 The primary school will be located in the centre of the site adjacent to the Moat Park, which will include community playing fields and a 3G floodlit pitch. This will create a community hub for the development with a series of pedestrian/cycle route radiating from these facilities so that residents have easy access to them by non-car modes of travel. The developer will be expected to ensure that the detailed siting is not detrimental to existing or new residents, by virtue of noise or lighting, and appropriate reports will need to accompany the detailed proposals.

5.26 The Local Centre will be located within easy access to the park and ride and the Wrexham Road frontage where they are accessible to the residents of the development and the wider community (including those people who work on the Chester Business Park and pass the site along Wrexham Road). This location will assist in ensuring the facilities are viable and have a long term future. However, the access into the Local Centre will be far enough away from the southern access road and be designed to avoid creating parking/congestion issues with the site that may lead to making access and through flow of traffic difficult leading to potential backing up of traffic out towards the main highway.

5.27 The primary health care facility is expected to be integrated into the new Local Centre. Opportunity may exist to secure arrangements for sharing of car park arrangements to serve the health facility and other uses, to facilitate a more efficient use of land.

Creating Local Character and Identity

5.28 The areas within the vicinity of the site, including Westminster Park, which reflect garden village principles and can be utilised to inform the proposals for

the site, whilst developing its own distinctive character and sense of place. These characteristics include:

- 1 strong, geometric road layouts;
- 2 focal green spaces embedded into the residential areas;
- 3 a well-defined street hierarchy, and;
- 4 open space used positively to create attractive and green neighbourhoods.

5.29 The southern edge of the allocation has a rural aspect.

5.30 With regard to building design and character, the development is expected to follow the guidance in the Chester SPD Design for Residential Development (2007), and the following design principles should also guide the development:

- 1 All dwellings should be no further than 400m or 5 minute walk from, functional green space;
- 2 SUDs systems will be integrated into the new public spaces and street layouts - their layout and appearance influencing the street character;
- 3 Encouraging low vehicle speeds (maximum 20mph) through appropriate street design, promotion of attractive pedestrian spaces and routes and use of more sustainable forms of transport;
- 4 Dwellings fronting onto streets or around open spaces providing passive surveillance;
- 5 All dwellings will have front gardens of between 3m-6m with the exception of mews streets, corner plots and key buildings which may be closer or front directly onto the street;
- 6 Distances between main habitable room windows of dwellings across rear (or side) gardens should be a minimum of 21m and distances between main habitable room windows and blank wall, secondary habitable room window, or non-habitable room window of adjacent property should be a minimum of 13m;
- 7 All dwellings will have well defined front boundaries which should ensure adequate visibility between pedestrians using the footway and vehicles exiting curtilages; and,
- 8 All buildings will use materials in accordance with their traditional construction techniques (tile for pitched roofs, masonry materials as wall facings etc.) taking account of the need to incorporate principles of sustainable design and construction.

5.31 Listed below are a series of environmental and social sustainability attributes, reflecting local planning policy on climate change and resource efficiency. Development proposals will be expected to meet these as part of the master planning of the site and incorporate them in the detailed design of the scheme:

- 1 Ensuring future flexibility in the built fabric;
- 2 Reducing demand for energy use;
- 3 Reducing demand for water;

- 4 Making recycling / reducing waste easy during construction and occupation;
- 5 Making walking, cycling and public transport modes attractive;
- 6 Re-using existing material as well as using sustainably resourced materials and construction techniques;
- 7 Long-term landscape and open space management and maintenance considerations and mechanisms (including community involvement) integral to the design and planning process; and,
- 8 Taking account of climate change adaption requirements in design through the use of green and blue infrastructure.

5.32 The development form shall seek to create a coherent character that responds to the grain of its surroundings, but promotes variety and distinctiveness within the site through different character areas. The planning application masterplan should define specific character areas in order to provide guidance on the density and design approach within each sub-area.

5.33 Initial site masterplanning suggests that the following character areas could be formed to reflect the following site areas:

1 Southern Edge

A sensitive edge to the countryside, lower/ medium density development with loose block pattern allowing woodland buffer planting and green space to permeate into the residential areas to break up the building mass and which maximises the views out towards the open countryside.

2 Neighbourhood Core/Garden Village

Medium / higher density development based around a new network of informal lanes and streets that pick up elements of existing field pattern and reflect garden village principles. A strong route hierarchy and geometric road layout with focal green spaces integrated into the residential areas at key focal points. A network of green open space will create an attractive and green neighbourhood. Key green links structured around retained hedgerows and tree lines to form pedestrian movement corridors with attractive routes to the local centre, primary school and centrally located green open space facilities and Scheduled Ancient Monument. Variety of built form and materials within these blocks will be used to form sub-character areas that centred around parkland, smaller green spaces and play areas.

3 Main Street and Community Centre

Medium density development focused on the primary road link and new local centre. A clearly defined primary route through this area will be defined by strong building frontage, well-defined plot boundaries and a strong focal points. In contrast to surrounding spaces public realm associated with the local centre will be more urban in character. The primary route will feature garden village principles, including green verges and boulevard tree planting.

4 Wrexham Road Edge and Entrances

Mix of development density to allow for varied but well defined main

development edge, based on a strong parkland buffer to the Wrexham Road frontage with potential for function as part of the POS provision, including potential pedestrian and cycle linkages. Entrance spaces offer the opportunity for an increase in building scale and change in external appearance and building materials that reflects their status in the development structure, whilst intermediate areas should step down to a more traditional residential scale.

Design & Appearance

5.34 The architectural approach to development should be informed by the contextual analysis. The architectural design and appearance should take account of adjoining development in Westminster Park and the parkland character of Chester Business Park also provides context in terms of reflecting the surrounding character.

5.35 As a general principle, the appearance of buildings should reflect Chester's ethos as a forward thinking and innovative city. All buildings should be of high design quality, should be well proportioned, should enhance their surroundings and be constructed from sympathetic, durable materials.

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

Density & Building Heights

5.37 The development will largely comprise family housing, laid out to create an interesting new suburb with a range of housing.

5.38 In general building heights will be 2-storey or 2½- storey to reflect the existing character of the area. Some three-storey development is appropriate in key locations where compatible with the attributes of the character area. The use of a relatively constant building line and the repetition of similar building forms and elements can create a cohesive street scene and consistent character to the new development. However, this must be reinforced with good quality landscaping, design and external appearance. Taller buildings could be introduced at appropriate locations to create focal points, define corners, demarcate arrival points, enclose squares, and provide natural surveillance over key spaces and generally aid the legibility of the site layout. Orientating active parts of the building toward the street frontage will also help to maximise natural surveillance and provide a more interesting appearance to the development.

5.39 Density, height and massing will vary to help establish different character areas of the development. Lower densities will be provided on the fringe of the site, in order to create a soft edge to the open countryside and minimise the impact of the development on the Green Belt and along the A483 corridor. Densities alongside existing residential properties will be similar in character

and scale to achieve a smooth transition between the existing residential areas and new development.

- 5.40 It is anticipated that the following density ranges will be accommodated to facilitate the creation of the defined character within these areas and emphasise key locations within the neighbourhood:
- 1 High Density (38dph - 45dph)
Appropriate around the Local Centre and key focal points within the Neighbourhood Core.
 - 2 Medium Density (25dph - 37dph)
Appropriate within the Main Street, Neighbourhood Core, Wrexham Road and Entrances and variations in the Southern Edge.
 - 3 Low Density (15dph - 25dph)
Appropriate around the Southern Edge character area to reflect rural characteristics.
- 5.41 The overall density of the development will not exceed 30dph to achieve the objectives outlined above. The developable area for housing is 48.81ha and this brief has been prepared on the basis that the overall number of dwellings across the site will not exceed 1,400 dwellings.

Public Realm, Landscape & Trees

Public Realm & Landscape

- 5.42 A comprehensive landscape strategy to ensure adequate open space, legibility and connectivity throughout the Strategic Allocation, with public realm of an exceptional high quality but easy to manage is expected. It will include naturalistic treatment along hedge lines and green corridors with distinctive landscape treatment in each of the character areas.
- 5.43 The developer proposals shall include a phased programme of implementation, information on boundary treatment and local distinction.
- 5.44 The landscape design should help to tie the development together and create a coherent and unified structure for the site. It will include naturalistic landscape treatments along the hedges and green corridors, and distinctive landscape treatments in each of the public park areas. The use of native planting of local provenance shall be used where practical; and planting shall be appropriate to the drainage and soil characteristics of the site; and to encourage net biodiversity gains.
- 5.45 The frontage to Wrexham Road will be laid out to secure an attractive well treed approach to Chester using a combination of built form and landscape treatments to create an attractive introduction to Chester City. The landscaped buffer treatment will vary between 8m and 20m to reinforce the Urban Corridor (Green Network).
- 5.46 Special regard shall be given to the Scheduled Ancient Monument Moat Farm feature and its setting.
-

5.47 Development proposals should be accompanied by a plan illustrating indicative landscape principles for the site.

5.48 The future management and maintenance arrangements for the open space and landscaping are expected to be dealt with through planning conditions/obligations.

Trees

5.49 To assist the integration of the development into the existing landscape character elements of the existing landscape pattern should be retained, including hedgerows and trees where practical and of benefit in terms of landscape and/or biodiversity. These features have wildlife benefits as well as providing a mature setting for the green infrastructure. The development proposals are expected to be supported by appropriate tree and hedgerow surveys, and arboriculture impact assessments, habitat surveys and habitat mitigation strategies.

5.50 The existing pattern of drainage ditches should be retained, where possible, and incorporated into a sustainable drainage design to help the existing and proposed landscape knit together and enhance the wildlife value of the site.

5.51 The interface between the southern boundary of the site and the Public Right of Way and countryside beyond should be laid out to maintain the visual amenity of the route and provide a strong Green Belt boundary as well as delivering on the opportunity to develop links into the development (e.g. with 'fingers' of Green Infrastructure spreading into the residential areas of the new suburb to Chester). The existing boundary hedgerow which provides some screening of the site will be retained and development should be set back from the PRoW with a landscape area.

5.52 New planting should complement the retained trees and hedgerows by using similar species appropriate to the landscape character. This structure planting may take the form of formal hedgerows and/or tree lines; trees along former hedgerow lines or a combination of the two. The establishment of new woodland copses will also be appropriate within the site, where small copses are a feature of the landscape character.

Transportation

5.53 The mobility characteristics for people living in, working on and visiting the site should be assessed. This will include assessments of access to jobs, education, shops and other facilities by a choice of means of transport so that social inclusion and travel efficiency is maximised.

5.54 Traffic impact assessment will concentrate on the Wrexham Road corridor including the A55/A483 and Grosvenor Roundabout, including the Overleigh Roundabout. The traffic impact assessment will also cover the wider area, including all the radial routes, such as those through Hough Green, Lache Lane and routes in Handbridge.

5.55 A baseline assessment of traffic and behavioural characteristics in the local

area will be produced. This will inform judgements about the demands likely to be associated with the development. A traffic model will be employed to assess the traffic impact of 'without' and 'with' development scenarios. This will be used as a tool from which judgements about the effect of the development on the safety and convenience of movement on the surrounding highway network will be made.

- 5.56 The judgements will take account of the contribution that master planning and travel planning makes to the movement characteristics. Following this, detailed mitigation, which may include improvements to pedestrian/cycle links or works to the Overleigh Roundabout, amongst other measures; and these will be identified and secured through either planning conditions or planning obligations.
- 5.57 The developer is expected to enter into planning obligations to secure a Travel Plan for the site, aimed at reducing potential vehicle movements associated with the development and reducing vehicle movements in the wider area, and encouraging more sustainable transport modes for journeys. The travel plan is expected to include (inter alia):
- 1 An assessment of the movements of vehicles to and from the uses including modes and times of travel;
 - 2 Measures to increase the use of sustainable transport modes (buses, cycling and walking);
 - 3 Monitoring to measure the effectiveness of the Travel Plan with targets; and,
 - 4 Personal travel planning proposals for the adjacent residential area with the aim of changing background travel behaviour.

Archaeology

- 5.58 The application should be accompanied by a statement indicating how the Scheduled Ancient Monument will be protected during construction and managed within the future development. Future management should also include proposals for the interpretation of the site.
- 5.59 There is limited potential for buried archaeological remains to be revealed and impacted on by future development in this area. Ahead of the implementation of the development any necessary mitigation (excavation or avoidance of significant archaeology) will be agreed and enforced via a condition on the eventual planning permission. Cheshire Archaeological Planning Advisory Service should be consulted if there is a need for further archaeological work or mitigation.

Nature Conservation

- 5.60 This brief has been developed on the basis that a Great Crested Newt Strategy will be implemented, and Natural England licence will be obtained, for the translocation of Great Crested Newts to a suitable new newt habitat to the south of the strategic allocation. The developers have reached agreement with

the landowner to the south of the Strategic Allocation to allow the relocation of the Great Crested Newts. The planning application for the proposed development will therefore be expected to include full details of the off-site mitigation proposals. The developer will need to consider an alternative strategy in the event that GCN translocation proves not to be feasible, or only partially feasible, which will have an impact on the development capacity and associated community infrastructure.

- 5.61 A comprehensive biodiversity mitigation strategy should form part of the planning application(s) for the development, based on the relocation of the GCN off-site on land to the south of the Strategic Allocation. The biodiversity strategy should include:
- 1 Presentation of baseline conditions, habitat losses and habitat gains under mitigation proposals;
 - 2 Identification of ecological features retained in situ and details for their protection;
 - 3 Allocation of mitigation areas off-site and the proposed treatment of these areas to ensure they comprise a suitable long-term habitat for GCNs;
 - 4 Specific details for protection of species, including any exclusion, capture and translocation measures and provision for specific habitat requirements;
 - 5 Timescales involved and phasing, as appropriate to the development programme; and,
 - 6 Specific details for proposed habitat linkages and connectivity with the wider landscape will be provided within the mitigation strategy.

- 5.62 Should the off-site GCN mitigation strategy not be pursued, there would be implications for the development strategy, requiring a fresh masterplan to be developed and an addendum to this brief to be prepared and approved by the local planning authority. It is envisaged that the development would, subject to viability testing, deliver the strategic allocation objectives in terms of development of around 1,300 dwellings, a primary school, primary health care facility, Local Centre and community playing fields/other open space.

- 5.63 The opportunities for bat and barn owl foraging and roosting should be maintained through the proposed landscape and tree planting proposals. Details of these measures should be provided as part of the planning application proposals.

Amenity of Residents

- 5.64 In formulating the development scheme the proposed land uses together with the layout and design of the buildings should take account of adjacent properties. The amenities of the existing properties within Westminster Park should be given particular consideration and development will not adversely affect the privacy or general amenity of adjoining occupiers. The Council's **minimum normal** separation distance of 21m between main habitable room windows of facing dwellings and 13m for main windows and blank walls will

need to be met. Rear garden depths of a minimum 10.5m is the Council's minimum normal standard; longer for north facing rear gardens. Longer than 10.5m garden lengths and this will be expected as a minimum for properties facing the boundaries of properties in Sherbourne Avenue Five Ashes Road, Rowcliffe Avenue, Merton Drive and Lache Lane. New properties will be expected to complement the character and spacing of the existing adjacent properties, such that spacing between new properties and those along Lache Lane and Greenacre Lane will respect the lower density of these areas.

- 5.65 The amenity of existing and future occupiers needs to be catered for in the design and layout of the development, and in particular those elements that are capable of causing disturbance, such as the school, nursery, 3G pitch, particularly through noise and lighting.
- 5.66 Consideration of the amenity of future residents needs to be considered in relation to noise from the strategic road network (A483 and A55). The development will be set back from the A483 Wrexham Road in order to preserve the amenity of future residents in respect of noise, vibration and air quality
- 5.67 It is expected that the proposed development will comply with the guidance set out in Design of Residential Development (2007) in relation to privacy, amenity and security (unless design considerations indicate otherwise and adequate amenity and privacy is maintained).

Safety and Security

- 5.68 The developer must consult with the Crime Prevention Design Advisor at an early stage in the design process: initially, regarding design and layout and subsequently, regarding any additional physical security or community safety requirements.
- 5.69 Most importantly, the layout of the development should avoid the creation of areas of public realm that are 'leftover' and not overlooked by any development, as they can become areas of anti-social behaviour. Furthermore, there should be no ambiguous space in terms of ownership.

Phasing and Delivery

- 5.70 The site will be developed out by private developers, and it expected to be in association with affordable housing providers to ensure delivery of the mixed tenure development. The site will come forward in a number of phases, but, as there are two major house-builders with interests in the wider allocation, plus Stewart Milne Homes interest in the Sherbourne Avenue site, it is likely that more than one house-builder will be on site at a time, developing different parcels.
- 5.71 The developer will be expected to provide a Phasing Plan with the first planning application for the development of the Strategic Allocation. It will show the indicative phasing and phasing parcels for the whole development, including a schedule of the number of dwellings and the key physical elements

of infrastructure provided in each phase/parcel (relative to the number of houses constructed). The Phasing Plan shall if necessary include details of:

- 1 The provision of off-site highway works;
- 2 The provision of improvements to the public transport system;
- 3 The provision of improvements to the pedestrian and cycle network;
- 4 Implementation of a travel plan
- 5 The provision of the internal road network for the development in a phased manner in accordance with the masterplan approved as part of the planning permission;
- 6 The provision of affordable housing within each phase of development;
- 7 The provision of the 1½ form entry primary school on the site;
- 8 The provision of the primary health care facility on the site;
- 9 The provision of Local Centre including retail and other facilities on the site;
- 10 The implementation of the structural planting on the site to achieve a landscape framework for the development;
- 11 The provision of the open space and recreational facilities on the site in a phased manner in accordance with the masterplan approved as part of the planning permission; and,
- 12 Provision of sewerage infrastructure.

The phases may be sub-divided, but there needs to be a clear means and mechanism of co-ordinating delivery of the infrastructure as individual phases may be developed out at different rates.

5.72 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.

5.73 The Council expects applicants to agree a methodology to deliver the infrastructure appropriate to their phase (and to contribute towards future phases as appropriate). The timing and nature / amount of the contributions will be controlled via planning conditions or planning obligations. These contributions will be negotiated with each individual planning application and will be based on the following principles:

- 1 The contributions shall help secure the co-ordinated and comprehensive development of the Wrexham Road allocation as a whole;
- 2 The contributions shall be fair and proportionate for each phase, but having regard to the infrastructure requirements in each phase, and with an expectation that developers/ landowners co-operation to ensure such delivery is possible; and
- 3 Each developer of a particular phase must make provision for the key on-site infrastructure / contributions identified for that phase;

- 5.74 The Council will work flexibly with developers to secure the comprehensive development and the Council expects developers to work co-operatively with both the Council and with other developers and landowners to deliver a comprehensive and co-ordinated development.
- 5.75 The need for co-operation between landowners/developers is reflected in the fact that certain off-site infrastructure, such as the translocation of Great Crested Newts to land to the south of the Strategic Allocation and the implementation of possible highway improvements, will need to be provided, either in advance of any significant development, or in association with early phases of development. Similarly, on site infrastructure, such as the primary school, primary health care facility and community playing fields will need to be delivered part way through the overall development. The preference is for the submission of an overarching planning application for the development, including the newt mitigation area, with associated planning obligations, providing the necessary co-ordination of infrastructure delivery.

Planning Obligations

- 5.76 The Framework [§204] indicates that planning obligations may be sought where they meet all of the following tests:
- 1 Necessary to make the development acceptable in planning terms;
 - 2 Directly related to the development; and,
 - 3 Fairly and reasonably related in scale and kind to the development.
- 5.77 In seeking to deliver the vision for Wrexham Road Strategic Allocation, contributions will be necessary towards a variety of physical and social infrastructure to make the development acceptable in planning terms. These contributions will be secured through s106 agreement(s) linked to the grant of planning permission(s) and will be phased in relation to the completion of dwellings on the site. With multiple outlets, and more than one developer on site at any time on site the developers will be expected to provide a robust monitoring and reporting mechanism to ensure the timely delivery of contributions/infrastructure and co-ordinated development.
- 5.78 The scale and nature of the contributions could have implications for the viability of the development and, in accordance with the Framework [§173 & §205], it is important that the contributions do not undermine the viability of the development. The level of contributions will be considered as part of the planning application(s) and will take into account inter alia the approach to imposition of a Community Infrastructure Levy on the development of the site.
- 5.79 However, through pre-application discussions various key elements of infrastructure which are required to make the development safe and facilitate the creation a sustainable community with adequate facilities to meet the needs of the future residents have been identified, and can be taken into account in terms of the developer's negotiations with landowners. Similarly, there is an awareness/acknowledgement that further costs/work is required in relation to off-site highway infrastructure, albeit the details have yet to be established.
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- 5.80 The various elements of physical and social infrastructure, associated with the Wrexham Road Strategic Allocation include:
- 1 Provision of an off-site Great Crested Newt Mitigation strategy;
 - 2 Highway improvements required to support the land uses permitted by the CWaC Local Plan [Policy STRAT 3];
 - 3 A scheme of Travel Planning;
 - 4 Improvements to the public transport system required to encourage the use of non-car modes of transport for the future residents and the effectiveness of the Travel Plan;
 - 5 The provision and management of recreation and open space facilities (including 3G floodlit pitch) needed to meet the needs of the future residents;
 - 6 The provision of a new 1½ form entry primary school;
 - 7 A proportionate contribution towards the provision of an on-site healthcare facility;
 - 8 Improvements to cycle and pedestrian facilities required to encourage the use of non-car modes of transport for the future residents; and,
 - 9 The provision of affordable housing in accordance with the requirements of CWaC Local Plan [Policy SOC 1].
- 5.81 Other measures may be included where they are fairly and reasonably related in scale and kind to the proposed development. Such measures will be considered necessary if they are required to make the development acceptable in planning terms (e.g. in general conformity with all relevant development plan policies). This might include the provision of (and/or enhancement of existing) community facilities.
- 5.82 When assessing proposals the Council will have regard to the viability of the development and any changes in circumstance which may occur over the life of the development. Landowners and developers will have regard to the known / predictable infrastructure requirements and their likely cost implications when determining and negotiating the cost of land.