WARRINGTON
Borough Council

The Warrington Design Guide SPD

July 2024

What is the purpose of this document?

The Design Guide has been used to clarify the Council's design ambitions for Warrington. This document is our way of communicating what we expect and how it can be achieved through designing quality places.

Why do we need this document?

The Design Guide is needed to reflect changing policy context at a local and national level. This includes referencing the Government's vision for building beautiful places, including the National Design Guide and changes to the National Planning Policy Framework.

The Warrington Design Guide is intended to be read in conjunction with wider national design guidance, offering Warrington-specific guidance to Warrington-specific constraints and opportunities. More details of additional guidance can be found on page 13.

The Design Guide will also supplement the adopted Warrington Local Plan 2021/22-2038/39, with placemaking guidance supported by the latest Local Planning Policy.

The Design Guide is also a means of updating and superseding outdated existing guidance, such as the *Design and Construction SPD* adopted in October 2010 and amended February 2016.

The *Design & Construction SPD* will be superseded with the exception of the following sections. These sections will still be active guidance pending the development of the Borough Wide Design Code, more details of which can be found on page 14.

- *Section 6.0 – Design in the Historic Environment* Information regarding designing in conservation areas is contained within the Warrington Design Guide, as general notes on design quality and contextual response. This is supported by the information contained within the House Extensions SPD, Section 2.4.1.
- *Section 7.0 – Shopfronts* - The existing guidance is predominantly technical in nature so is proposed to be included in the Borough Wide Design Code.
- *10.5 – 10.27 – Protection of Trees on Development Sites* - The existing guidance is predominantly technical in nature so is proposed to be included in the Borough Wide Design Code.

Who is this document for?

This Design Guide SPD is aimed at anyone who is involved in new development, including:

- Private home owners, professional design teams, developers, applicants and agents.
- Planning officers during the pre-application and planning application phase, ensuring consistency in advice and in decision making.
- Councillors to inform their decision making, ensuring consistency and reducing the need for planning appeals.
- It is also an important document for communities and provides a framework that will assist in understanding and providing comments on planning applications.

01 /
The Ambition for Warrington

What is the ambition?

The ambition sets out an aspirational vision for Warrington as the borough develops.

How was the ambition developed?

Initially, a baseline study of the borough has been undertaken to understand key constraints and opportunities that Warrington faces.

The need to address wider ongoing crises and the current social context have also been considered, including the climate emergency crisis, biodiversity crisis, population health inequality and living and working in the post-pandemic world.

The ambition has been informed by the key principles from the existing suite of vision documents, including the Local Plan, Local Transport Plan, Corporate Strategy, Health and Wellbeing Strategy and Warrington Means Business.

In addition, the ambition has been informed by consultation responses to Warrington's Local Plan, by engaging with relevant Council and partner services and extensive consultation on the Design Guide itself.

The resulting ambition sets a bold direction for sustainable placemaking in Warrington.

Where does the ambition apply?

The ambition operates at different scales of development, from borough-wide to site specific scale.

At a borough wide scale, strategic principles are identified. Zooming in to the local scale, the ambition references Warrington's four key character areas – the Town Centre, Inner Warrington, Suburban Warrington and rural Warrington, and how each of the constraints, opportunities and ambition principles will influence their future.

At a site scale, it is important that individual developments, regardless of scale or location, are aware of and contribute towards achieving the wider ambition for Warrington.

The Design Guide is intended to ensure all new development contributes towards achieving this vision.

Developing the ambition

Baseline Study

This study looks at the key constraints and opportunities that Warrington is facing now, and will be facing in the future.

All the constraints and opportunities are summarised below. They are complex and multifaceted, but all can be addressed, at least in part, through positive placemaking and good design.

1. Out of Town Centres
2. Warrington's road network
3. Employment developments
4. Warrington's Local Plan
5. Warrington's natural assets
6. Social context and crises

More detail of the constraints and opportunities is on the next page.

Overview of principles

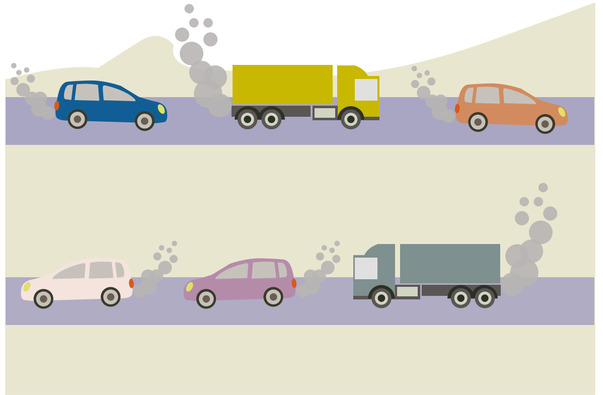
Some challenges are place based, such as out of town retail centres competing with Warrington's Town Centre whilst others are wider societal concerns such as population health inequality or the need to address the climate emergency.
The study has indicated that many of the current constraints also present opportunities for sustainable development.

Out of Town Centres

Warrington has several out of Town Centres, with a range of retail and leisure offerings. The popularity of these areas has a detrimental effect on the Town Centre, providing direct competition for viability and footfall. These centres are also heavily reliant on the car, due to good road connections and extensive car parking. The convenience and vehicular accessibility of this design approach can have a negative impact on air quality, active travel and the move towards net zero carbon.

Places also often struggle to provide positive placemaking and can be homogeneous in their design, offering little contribution towards the borough's distinct character.

Moving forward, the popularity of these areas is a key consideration, and means to improve connectivity, placemaking and design quality of new and existing locations must be addressed.



Warrington's road network

The economic success and growth of the borough is intrinsically linked to Warrington's strong road network, with three major motorways and a network of interconnecting A-roads.

Whilst beneficial to the growth of Warrington as a place to live and work, the road network presents challenges to air quality and the need to address the climate emergency. The network also acts as physical barriers to development, often compromising positive placemaking. The quality of the road network also encourages the use of private cars as often the quickest and most convenient means of travel in the borough.

Moving forwards, spaces should be designed to address this balance, promoting public and active travel via new and existing networks. Placemaking and people should be the primary considerations for new developments, rather than cars and road.

Employment developments

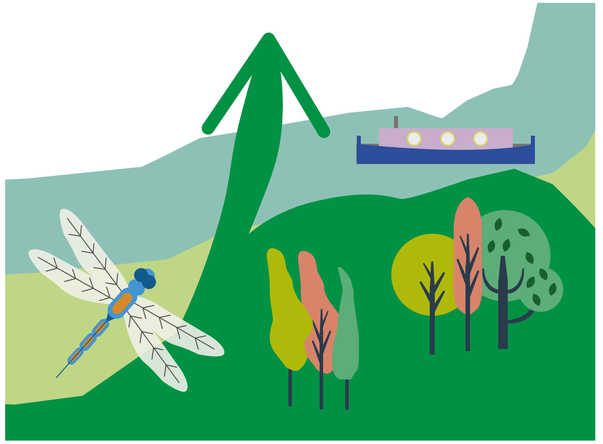
Building on the benefits of Warrington's road network, the borough is a key location for employment developments of all scales, including logistics, industrial and scientific / technology sectors.

These developments present an opportunity for sustainable growth, and are intrinsic to the character of the borough, particularly with long established areas such as Birchwood Park. Employment uses can also present challenges to placemaking, particularly around the scale of proposals, the need to balance placemaking and design quality with operational efficiency, and often their relationship with nearby residential communities.

Warrington's Local Plan

The Local Plan will facilitate Warrington's growth, providing much needed residential and employment development. This presents a clear opportunity for exemplar, sustainable development for a thriving borough.

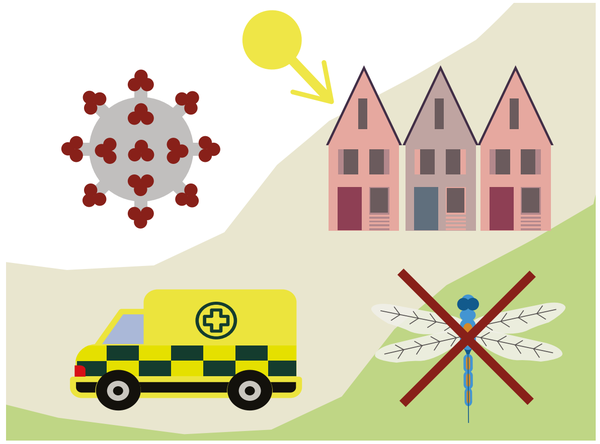
Key considerations include balancing design quality with viable, deliverable schemes and the sensitive weaving of new and existing communities. Homes and workplaces must be designed to improve people's lives, considering challenges such as the ageing population and addressing population health inequality. Designs must also reflect Warrington, enhancing the distinct character identity of the borough.



Warrington's natural assets

From the River Mersey and Manchester Ship Canal to Sankey Valley Park and Paddington Meadows, Warrington has a wealth of natural assets providing unique habitats, biodiversity and opportunities for people to connect with nature.

Sustainable development is essential to preserve and enhance our existing assets, and the growth of the borough presents opportunities to improve our connections and relationships to these spaces. Proposals can play a key role in unlocking the potential of our green and blue infrastructure, through considered design and improved connectivity.



Social context and crises

The impact of several wider issues of a national and global scale must also be considered.

Warrington has declared a climate emergency, and has outlined a bold climate emergency strategy, clearly defining how people and development must take action. The borough also faces health inequality, with life expectancies below the national average in many areas. Nationally, we are facing a biodiversity crisis as we lose habitats and wildlife. Developments must also consider the challenges and opportunities of a post-pandemic world, and the associated shifts in living and working.

Warrington is experiencing the direct consequences of these crises, and the borough's growth has a key role in addressing these issues.

The Ambition

The ambition sets out an aspirational vision for Warrington as the borough develops.

It is essential that the unique character of the borough and its rich variety of places is preserved and enhanced, whilst also allowing for Warrington's sustainable growth.

Building on the constraints and opportunities from the baseline study, the key principles of the ambition are listed below, and explained in more detail on the following pages.

1. Design quality + innovation
2. Leading with landscape
3. Healthy, happy places
4. Climate resilience
5. Leading with identity
6. Inclusive, community led development
7. Connecting Warrington

Design quality + innovation

Developments in Warrington must be of exemplar design quality. Good design is the guiding principle, and facilitates many of the other principles within The Ambition.

Quality must be sought from the outset, intrinsic to the design development process, and maintained during the construction and lifecycle of our new places. The Design Guide iterates the need for quality at all scales, from strategic site considerations to quality details and tactile materials, and everything in between. Quality is also expected on all sites and across all development sectors. Innovation should go hand in hand with design quality, as the borough welcomes new ways of designing, building and occupying our spaces, particularly in facing issues such as the climate emergency.

Leading with landscape

Greening is essential to development of all scales, and is a guiding principle to facilitating many of the other principles within The Ambition.

Developments must maximise all opportunities for green space, from pocket parks to rain gardens and playing pitches to green roofs. The holistic benefits of greening must be understood, and the potential for urban cooling, sustainable drainage, biodiversity and mental wellbeing (amongst others) must be realised. Working with connectivity, people must be able to access nature, and have nature integrated into their spaces, from workplaces and homes, to streets and public spaces.

New requirements for Biodiversity Net Gain and Sustainable Urban Drainage must be woven into new developments, and considering habitats, drainage and greening as one must become the norm.

Healthy, happy places

Places have a crucial impact on health and wellbeing. Considered, holistic design can improve health and wellbeing, whilst poor design can have detrimental effects. Whilst the borough still faces health inequality in many areas, life expectancy in Warrington has improved for males, it has however decreased in recent years for females and this needs to be addressed as the borough develops.

Designs must consider how they can deliver healthy and happy places, from their contribution to streetscapes, facilitation of active travel, provision of green space and well-ventilated, daylit internal spaces. These are some of the countless considerations which we expect new developments to incorporate for a healthy, happy borough.

Climate resilience

Warrington has declared a climate emergency; our Climate Emergency Action Plan (2023) aims for the borough as a whole to be net zero by 2041. Warrington's development must be sustainable.

To achieve this goal, considerations for climate resilience must be ingrained in developments from the outset, throughout delivery and into occupation. We must be ambitious with our approaches to new spaces, driving and delivering the net zero ambition. Our buildings must respond to extreme weather and reduce their reliance on fossil fuels. Our streets and green spaces must address wider issues of sustainable drainage, air quality and begin a reduced reliance on the car.

The Design Guide is ambitious in its approach to climate resilience, and calls for every development to play its part in responding to the climate emergency.

Leading with identity

Warrington is a distinct and characterful place. New developments must understand Warrington at a borough and local scale, and enhance the distinct identity of Warrington.

Development must begin with an understanding of the existing context, including our rich built form, heritage and wider social and economic ecosystems. This context must form the basis for visioning new developments, understanding what is already here, and how it can be celebrated. Proposals must be specific, and reference the distinct character of Warrington's places. Successful contextual responses will instil civic pride, and further enhance the identity of the borough.

Our developments must create positive first impressions, and positively enhance their context. Streets should become places for public life, and are fundamental to Warrington as a place.

Inclusive, community led development

Communities must be at the heart of new development. Proposals must engage with people from the initial stages of development to understand and respond to people's collective needs. As the borough grows, emerging communities must be supported, allowing new places to flourish into thriving hubs of activity and life. Emerging communities should be woven in to neighbouring established communities, through positive connections, design language and shared amenities. New communities can often bring green space, shops and other new places to benefit the wider locality.

Inclusivity is a foundation of positive communities, ensuring people are heard and represented in our places. Spaces should be safe, accessible and welcoming to allow our existing and emerging communities to thrive.

Connecting Warrington

Enhancing the connectivity of the borough is a fundamental means of improving active travel, reducing reliance on cars, and unlocking the potential of Warrington's existing natural and urban assets.

Proposals must understand the networks they can plug in to, and seek to leave areas with more positive, accessible and useful access networks through and beyond their site boundary. Existing assets, from waterways, green spaces, community hubs and public transport hubs should be understood and joined up. Active travel must be prioritised, with designs delivering spaces which offer easy and attractive cycling, walking and wheeling.

How will we achieve The Ambition?

New developments of all scales and typologies across the borough have a role to play in achieving The Ambition for Warrington. This Design Guide translates The Ambition into principles and guidance for all new development in the borough. The design principles form Warrington Borough Council's advice for meeting the requirements of the Local Plan and the NPPF.

Using the Warrington Design Guide

The design guide follows a comply or justify approach, and uses higher-level principles, supplemented by more detailed design guidance.

Applicants are encouraged to share analysis work and respond to this design guidance at the pre-application stage

Lifespan of the Design Guide

The Design Guide will be updated following future reviews of the Local Plan. It is anticipated that new national guidance and the adoption of the Borough Wide Design Code may also require reviews in the shorter term.

Key terms

Comply or justify approach

Applicants are expected to demonstrate how they have complied with the guidance, or clearly identify and justify how any departure from the guidance meets or exceeds the principles of the guidance, the Local Plan and the NPPF.

Principles

The principles clarify the baseline expectations for all development, whilst allowing space for innovation and positive alternative approaches to design. Different projects will draw on different elements of the design guidance, but all projects, regardless of typology or scale, must show that they have met the principles of the Warrington Design Guide.

Principles are clearly labelled at the start of each section and have been compiled in the **Appendix A-7** Checklist – this provides a useful reference tool for the Council and applicants to ensure that proposals have met the principles.

Guidance

Key considerations, precedent images and illustrative diagrams provide detail on how the principles can be met for different types of spaces. Alternative approaches are welcomed, provided it can be demonstrated that they clearly meet the Principles.

Typical page layout

Relationship to other Guidance

This SPD should be read alongside other relevant policy and guidance, as outlined below.

National Guidance

The Warrington Design Guide Supplementary Planning Document (SPD) has been prepared in accordance with the National Planning Policy Framework (NPPF) and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

This SPD should be read alongside the ***NPPF 2023***; the ***Design: Process and Tools National Planning Practice Guidance***; the ***National Design Guide 2021***, and the ***National Model Design Code 2021***.

In accordance with the NPPF, Local Planning authorities are expected to prepare design guides or codes, consistent with the principles of the National Design Guide and National Model Design Code. The National Design Guide outlines the 10 characteristics of good places that contribute to good design.

In addition to the Warrington Design Guide, it is anticipated that a Borough Wide Design Code will be developed in accordance with national requirements. This is explained in more detail later in this section.

National guidance documents

The 10 characteristics of a well-designed places, from the National Design Guide

The Warrington Local Plan 2021/22 - 2038/39

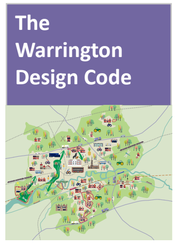
The updated Warrington Local Plan has been adopted. It forms the key development plan for the borough. The Local Plan aims to deliver the land use elements of key Council strategies including Warrington Means Business and the Health and Wellbeing Strategy.

The Local Plan seeks to ensure that Warrington can meet its development needs in the most sustainable manner and in doing so seeks to deliver high standards of design and construction.

The Warrington Design Guide will supplement the Local Plan by providing additional guidance to help ensure that forthcoming developments are planned in a coherent way and will deliver a high-quality built environment and public realm.

This Design Guide provides guidance on how a high standard of design can be met and supplements the following Local Plan policies covering high quality design, promoting sustainable travel options, open space requirements and measures to mitigate and adapt to climate change.

- DEV1 (Housing Delivery)
- DEV2 (Meeting Warrington's Housing Needs)
- DEV4 (Economic Growth and Development)
- GB1 (Warrington's Green Belt)
- TC1 (Town Centre and Surrounding Area)
- INF1 (Sustainable Travel and Transport);
- INF3 (Utilities, Telecommunications and Broadband);
- INF4 (Community Facilities);
- DC1 (Warrington's Places)
- DC2 (Historic Environment)
- DC3 (Green Infrastructure)
- DC5 (Open Spaces, Sport and Recreation Provision)
- DC6 (Quality of Place)
- ENV1 (Waste Management)
- ENV2 (Flood Risk and Water Management)
- ENV7 (Renewable and Low Carbon Energy Development)
- ENV8 (Environmental and Amenity Protection)



Borough Wide Design Code

In addition to the Warrington Design Guide, it is anticipated that a Borough Wide Design Code will be developed in accordance with national requirements.

This document will contain predominantly technical information, and support the design-based information within this Design Guide.

When adopted, both documents will work in tandem to guide development across the borough.

Until this time, Warrington's technical design guidance can be found in other specialist SPDs and Design Guidance Notes (DGNs), available on the Council's website.

Links to specialist SPDs and DGNs can be found in **Appendix A-5** along with links to other useful guidance and resources.

Site Specific Design Codes and Masterplans

A site specific Design Code sets out the detailed design rules for a specific site and informs how it will be brought forward. This is different to the Borough Wide Design Code, which will contain the technical requirements for development across the borough.

The Design Guide must be read alongside any approved Design Codes or Masterplans for the area.

Policy DC6 indicates that the Council expects masterplans, development frameworks and design codes to be produced for large developments, in particular for the proposed urban extensions, to ensure that a holistic approach is taken to the design and layout of new or existing areas and that these design codes/masterplans may be adopted as supplementary planning documents.

There are a number of large allocation sites in the adopted Local Plan that will be required to provide Design Codes as part of their Development Frameworks. Further information on Design Codes is provided in **Appendix A-4**.

Heritage and Conservation Guidance

Conservation Area Appraisals consider which features make a positive or negative contribution to the significance of the conservation area and help to identify opportunities for preservation and enhancement or the need for planning protection. The council will be reappraising its 16 Conservation Areas.

The Local List identifies many buildings of community interest, whether inside or outside a conservation area. These frequently include local landmarks and buildings that would fail to meet the criteria for statutory listing, but nevertheless make an important contribution locally to Warrington's character and built environment. The most recently published local list can be found in Appendix 5 of the Local Plan.

Other Local Design Guidance

Neighbourhood Plans (when made) form part of the development plan and may contain design policies which would need to be considered as part of the determination of a planning application.

There is currently only one Neighbourhood Plan in Warrington (The Appleton Parish Thorn Ward Neighbourhood Development Plan). This Plan includes specific design policies, which should be taken into consideration when designing development in the area. There are also the following emerging Neighbourhood Plans which should be taken into account upon adoption:

- Lymm
- Grappenhall & Thelwall
- Stretton

In addition, there are some settlements that have a village design statement, which in some cases may be a number of years old but will include useful guidance and information on how the settlement has changed and can be considered when designing schemes.

02 /
Warrington's Places

Overview

Warrington is comprised of a rich variety of places with different characters, spaces and uses.

This section outlines the four key character areas within the borough, as identified within the Local Plan.

- Town Centre
- Inner Warrington
- Suburban Warrington
- Countryside and settlements

The introductory analysis within this section is intended to give an idea of the prevailing context and should support, rather than replace, the need for applicants to undertake thorough contextual analysis of their site and surroundings.

See Policy DC1 in the Local Plan for information regarding the boundaries and strategies for each of the following character areas. See Policy TC1 more specifically for objectives relating to Warrington's Town Centre.

Warrington's Town Centre remains a vibrant, mixed-use hub, with a diverse retail, residential and leisure offer. The town benefits from significant areas of historic urban grain as well as generous public realm and green spaces.

The heart of the town's urban form, social and municipal life remains centred on Market Gate, which forms the heart of the town's extensive pedestrianised realm. Nearby, the Old Fish Market and adjacent Golden Square shopping centre form a large portion of the town's retail and leisure offer, with additional independent shops and restaurants located along the streets leading from Market Gate. To the southeast, the recently completed Time Square development is anchored by the vibrant Warrington Market, supported by a generous public square which supports a range of events, bordered by offices, restaurants and leisure uses.

The Town Centre's six conservation areas are situated around the western historic urban grain, the streets radiating from Market Gate and areas around the northern boundary of the Town Centre.

To the west, there is a fine urban grain that is derived from the surviving historic building fabric of the Town Centre. Modest footprints and massing is supported with well-proportioned open spaces at both Palmyra Square and Bank Park.

Palmyra Square is also the heart of the town's Cultural Quarter, incorporating Warrington Museum, Parr Hall and Pyramid Arts Centre.

The Town Centre is also home the Halliwell Jones Stadium, which hosts Warrington Wolves matches and other diverse events throughout the year.

Vehicle prioritised planning during the 20th and 21st centuries has characterised the eastern Town Centre areas, with wide carriageways and large format retail units. Despite this, some historic buildings remain within this more fractured urban environment.

The River Mersey runs through the south of the Town Centre boundary, however connections to the waterfront are currently limited in this area.

The centre is very well connected both locally and nationally, with the centrally located bus station, supported by Warrington Bank Quay and Warrington Central railway stations providing strong east-west and north-south links.

Key | Town Centre

1. The historic Barley mow Pub, overlooking the Old Fish Market
2. Horsemarket Street, part of the town's historic core
3. Palmyra Square, one of the Town Centre's key green spaces and conservation areas
4. Warrington Market, part of the new Time Square development

The Town Centre will increasingly become a highly liveable environment and the hub of the Town's cultural life. The Town Centre will continue to grow as a vibrant and colourful heart to Warrington and its wider subregion.

Nurturing a vibrant Town Centre, with a diverse offering of spaces, activities and events to make an attractive place to live, work and play. Enhancing the vitality of our historic shopping streets with quality public realm and active frontages.

Welcoming new development, reflecting minimum densities and key gateways identified in the Town Centre SPD. Addressing the fractured urban grain to the east and ensuring new developments enhance Warrington's identity and have a positive relationship with our historic urban **areas.**

Facilitating a connected Warrington, by enhancing existing links and encouraging active travel as outlined within the First and Last Mile Transport Masterplan. Improving pedestrian links, particularly in the east of the centre and facilitating access to green spaces. Unlocking the River Mersey as a vibrant, active waterfront.

Key | Town Centre

1. Vibrant and attractive pedestrianised streets
2. High quality places to live with well designed public realm
3. Understanding and enhancing the Town Centre's historic assets
4. Active travel routes and pedestrian links to a rediscovered active waterfront

Inner Warrington mediates between the higher density Town Centre and the lower density suburbs and has been then focus of regeneration over several decades. The area comprises of employment and residential areas, framed by a series of linked parks known as the Circular Parklands.

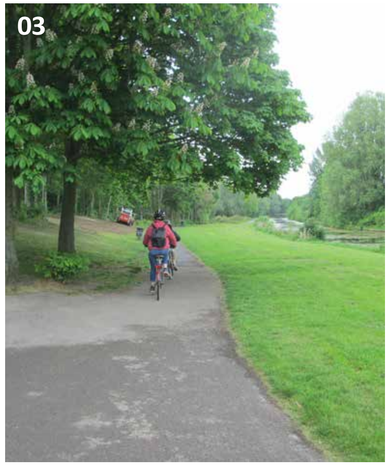
Residential development in Inner Warrington is predominantly low rise, higher density dwellings developed as the town expanded in the Victorian period. Some more contemporary apartment buildings take advantage of waterfront living along the River Mersey and the northern bank of the Manchester Ship Canal. The A49 corridor, a key north-south vehicular link through the borough, hosts some retail and industrial clusters. This mix of uses sometimes presents piecemeal development, and the road network into the Town Centre has resulted in some areas being more car-dominated.

The Circular Parklands include areas such as Victoria Park, Arpley Meadows and Sankey Valley Park and provide important recreational resource and active travel routes. Outside the Circular Parklands however, active travel routes are generally poor due to severance from railway lines, main roads and the River Mersey which create barriers for movement.

Current access to public transport routes are built on a hub and spoke model, with all services generally travelling on a route in towards the centre. Travelling across the centre typically requires a change of service, which can impede the ease and convenience of public transport.

Neighbourhood hubs such at Bewsey & Dallam and Orford provide essential community facilities in residential areas.

Conservation areas of Inner Warrington include the historic Greenall's Brewery at Wilderspool and Church Street, around St. Elphin's Church, which overlaps the Town Centre boundary. The Bank Quay Transport Bridge spans the River Mersey to the southwest of the Town Centre and is both Grade II* Listed, and a registered ancient monument.



Key | Inner Warrington

1. Bank Quay Transport Bridge
2. Waterfront apartments overlooking the Manchester Ship Canal. (Image courtesy of Carpenter Investments/Infinite 3D)
3. Sankey Valley Park
4. Bewsey & Dallam Neighbourhood Hub

Inner Warrington will continue to mediate between Suburban Warrington and the Town Centre. Regeneration of residential and employment areas will reinforce placemaking in Inner Warrington, supported by improvements to connectivity and existing natural assets.

Enhancing green and blue infrastructure, by enhancing the amenity offer, leisure offer and accessibility to the Circular Parklands. Rediscovering the River Mersey and Manchester Ship Canal, improving existing connectivity and associated green spaces along our waterways.

Successful cohabitation between residential, industrial or employment uses within Inner Warrington to provide successful living and working environments, with a strong sense of place.

Community led regeneration, outlined within the Central Six Masterplan, seeks to enhance existing communities and better connect areas of Inner Warrington to each other and the Town Centre, promoting active travel and reducing reliance on the car.

Key | Inner Warrington

1. Encouraging access to our existing green spaces
2. Encouraging considered cohabitation between residential, industrial or employment uses
3. Enhancing existing communities through better connectivity, placemaking and community facilities
4. Rediscovering the River Mersey and the Manchester Ship Canal

Warrington's suburbs are predominantly lower density residential areas with associated amenity clusters and local centres. Several major employment areas also continue to thrive around the edges of the suburbs, with Warrington's strong road and rail connections providing an attractive place to live and work.

South of the Manchester Ship Canal, the suburbs are characterised by lower densities, comprising largely of Victorian villas and distinct local centres in areas such as Grappenhall and Stockton Heath. The area contains four conservation areas, and has a rich historic urban grain. Further south, suburban development around Appleton and Pewterspear has a curvilinear, looser urban grain typical of New Town developments in the borough.

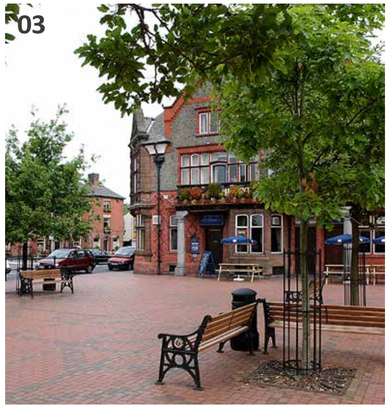
A similar urban grain is present to the northwest, in Chapelford and Great Sankey, whilst Penketh, to the southwest, presents a more formal, rectilinear grain. On the south western boundary of the borough, the former Fiddlers Ferry Power Station site is allocated for development into a new residential and employment area.

The eastern suburbs are characterised by new town developments at Birchwood and Risley, including the major employment centre at Birchwood Technology Park, a designated Enterprise Zone, which is home to the largest cluster of nuclear research and technology firms in the UK.

To the north, Poplars and Hulme present higher density suburbs. Ongoing residential and workplace developments at Omega are supplemented by existing employment uses at Lingley Mere and Winwick Quay, providing a mix of office, industrial and logistics operations, benefiting from proximity to the M62.

Gulliver's World, located to the northwest suburbs, is a much-valued attraction within the borough, having a wide regional catchment in terms of drawing visitors into Warrington

Sankey Valley Linear Park is an important corridor which runs north-south for over 6km through Warrington, linking the Green Belt in the north to the River Mersey in the south. It is characterised by 'New Town' ecology-led landscaping adjoining Sankey Brook and the St Helens Canal and is important for flora and fauna as well as leisure, recreation and opportunities for active travel.



Key | Suburban Warrington

1. A typical residential cul-de-sac development
2. Birchwood Technology Park#
3. Stockton Heath, one of the suburban local centres
4. Suburban apartment buildings

Continuing to enhance the liveability of Warrington's residential suburbs is essential to the growth of the borough, coupled with nurturing successful and attractive employment developments.

Enhancing the strong and varied character across Suburban Warrington, recognising the distinctness of our different suburbs, local centres and green spaces.

Facilitating growth by supporting our allocation sites such as the South East Warrington Urban Extension, and the mixed use development at Fiddler's Ferry to bring forward ambitious, sustainable new places to live and work, with a distinct identity. Supporting existing and emerging employment sites, and mediating the boundaries between residential and employment developments for successful placemaking.

Enabling better connectivity, linking the suburbs to the Town Centre, each other and areas outside of the borough without over reliance on the car. Facilitating active travel routes and linking existing green and blue infrastructure for a healthier and happier place to live and work.

Key | Suburban Warrington

1. Supporting existing and emerging employment sites, creating attractive places to work
2. Enhancing the character of our green spaces, improving access to nature
3. Respecting the character of our existing developments, whilst welcoming considered, contemporary design
4. Weaving old and new communities together for sustainable growth

Warrington's countryside encircles the suburban settlements and forms the boundaries with our neighbouring boroughs. This area is rich in green infrastructure, with key habitats, walking routes and protected landscapes as well as a number of settlements, each with its own distinct character.

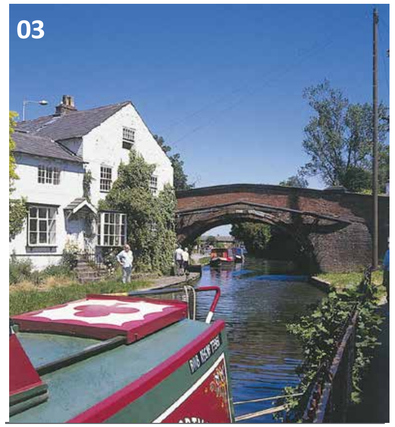
The countryside and settlements contain several strategic green links that connect the borough with the wider sub-region. This includes the Mersey Valley Corridor, a wide mix of river habitats, including wetlands, which extends across the borough from Fiddlers Ferry Power Station in the west, to Hollins Green in the east.

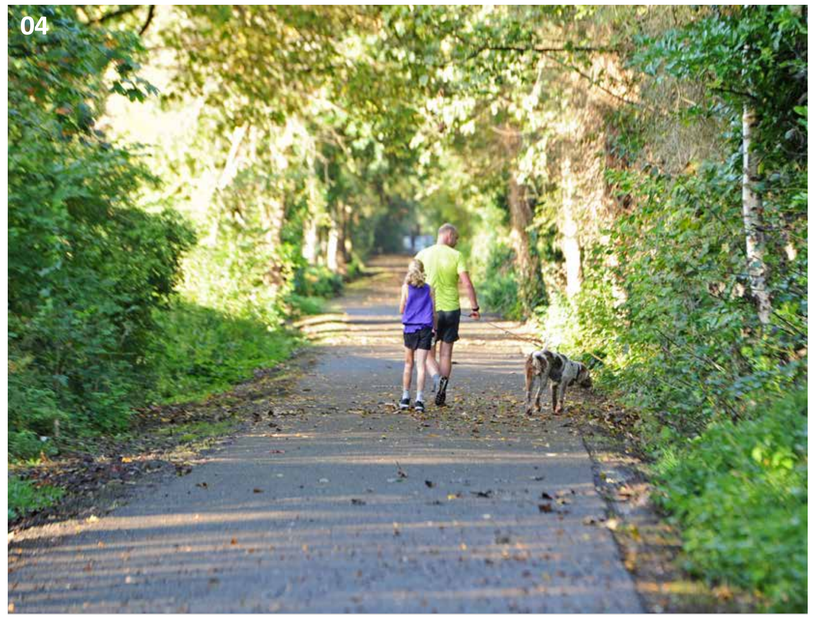
The Bridgewater Canal runs through the south of the borough and provides a connection to Runcorn in the west and through Lymm and onwards towards Altrincham in the east. Nearby, the Transpennine Trail is a long distance path running from coast to coast across northern England. It forms part of National Cycle Route 62 and runs through the south of the borough, providing a connection to Runcorn/Widnes in the west and through Lymm and onwards towards Altrincham in the east.

In addition to the strategic green links, the borough's green infrastructure network incorporates a range of designated sites of nature conservation value. These include Local Nature Reserves; Local Wildlife Sites; Special Areas of Conservation (SACs); Sites of Special Scientific Interest (SSSIs); Regionally Important Geological Sites (RIGs); and the Great Manchester Wetlands Nature Improvement Area (NIA). These areas are home to protected flora and fauna including great crested newts, species-rich grassland, scrub and mature secondary woodland.

The settlements within the countryside benefit from these green infrastructure links, but access to services and public transport is more limited in some places. Each settlement has its own distinct boundaries and character, with residential development, amenities and green space developed over different eras. The settlements contain a variety of listed buildings including churches, homes and estates; Lymm is a historic settlement that is designated as a Conservation Area.

Walton Hall Estate, which comprises of Walton Hall, Walton Park and Gardens, and Walton Municipal Golf Course provides is an important leisure and recreation resource in the south of the borough.





Key | Countryside and settlements

1. Walton Hall Estate
2. Lymm Village Centre
3. Bridgewater Canal
4. The Trans Pennine Trail

Warrington's countryside and settlements can facilitate growth in a sustainable way, ensuring that sites of particular heritage, conservation and amenity value are appropriately protected, and enhanced where possible.

I**ncremental growth** to deliver more homes across the outlying settlements, bringing improvements to local facilities. Development must be sensitive to each settlement's distinct identity, and reflect any relevant locally produced guidance such as the Appleton Thorn Neighbourhood Plan, Croft Parish Plan and the emerging Lymm Neighbourhood Plan.

I**mproved access to services and amenities**, including green infrastructure. Ensuring that existing routes are enhanced, and improving connectivity into the Town Centre, and beyond the borough boundaries.

Preserving areas of historic and ecological significance, which form a key part of the countryside and settlement's identity. Ensuring habitats are preserved and enhanced where possible, and delivering developments which are respectful to historic character, scale and urban grain.

Key | Countryside and Settlements Ambition

1. Understanding and enhancing the unique character of our inset settlements
2. Responding to the character, landscape setting and scale of our countryside
3. High quality, appropriate residential development
4. Responding to our habitats, waterways and unique landscapes

03 /
Site Strategy

Introduction

This section explains the process of information gathering to analyse and respond to site specific conditions, with the aim of responding positively to the site and surrounding context to create a distinctive place rooted in the local environment.

03.1 Principles for site strategy

1. Proposals demonstrate analysis of and response to the character of the locality, including social, environmental and built context.
2. Proposals have a clear site ambition, reflecting the seven ambition principles for Warrington.
3. The site ambition responds to assets and amenities including transport nodes, natural assets and key routes.
4. Sustainable urban drainage (SuDs) systems are considered from the outset and are integrated into the site ambition.

Approach

Site strategy should be approached in three stages. This approach outlines the process and considerations, not specific outcomes- applicants must find specific outcomes for their site.
The undertaking of this analysis process should be demonstrated through a design and access statement and used to inform design proposals.

1. Desktop Study to understanding existing guidance and data to determine the social, historical and environmental context of the site.
2. Site Baseline Analysis to understands the constraints, opportunities and character of the site and locality.
3. Site Ambition to form a site-specific vision for the site which encompasses the principles of the **Ambition for Warrington** outlined in **01.2.**

The approach applies to proposals of all scale and typology, ensuring that the principles of the **Ambition for Warrington / 01.2** are integrated into developments from the outset.

01 / Desktop Study

- Review air quality, solar paths, prevailing winds and other relevant environmental data.
- Review **2.0 Warrington's Places** to understand wider area considerations and ambitions.
- Use the Council website to ascertain whether the site is situated within a conservation area, neighbourhood plan area or covered by other local design guidance, masterplans or SPDs.
- Proposals in any of Warrington's 16 conservation areas will be required to demonstrate their understanding and response to the site's heritage, and exceptional design quality – see conservation area appraisals for details.
- Heritage Statements must be supplied for all works with the potential to impact heritage assets as required by the ***NPPF***.
- Consider how the proposals will relate to any designated protected sites or landscapes.
- The Interactive Map can be used to search for and view information including heritage designations, Tree Preservation Orders, the natural environment and highways.

02 / Site Baseline Analysis

Visit the site and consider site features such as the urban grain, street networks, buildings and landscape to understand what makes up the site and locality. Record and analyse common patterns, site specific constraints and opportunities to form the basis of the site ambition.

03 / Site Ambition

Build on the desktop study and site baseline to form a site-specific vision for the site. The vision must show how the site reflects the principles of the **Ambition for Warrington** outlined in **01.2**.

Scope and scale

The scope of analysis must be appropriate to the scale of the site – larger sites and more sensitive sites are expected to undertake thorough, wide reaching analysis, whilst smaller sites may keep analysis within the more immediate locality.

Site baseline analysis should be undertaken to understand the development site and its context. Each site will have different characteristics to analyse and record. The text and diagram include examples of some of these considerations and how they may be addressed through the site ambition.

Understanding the baseline for your site

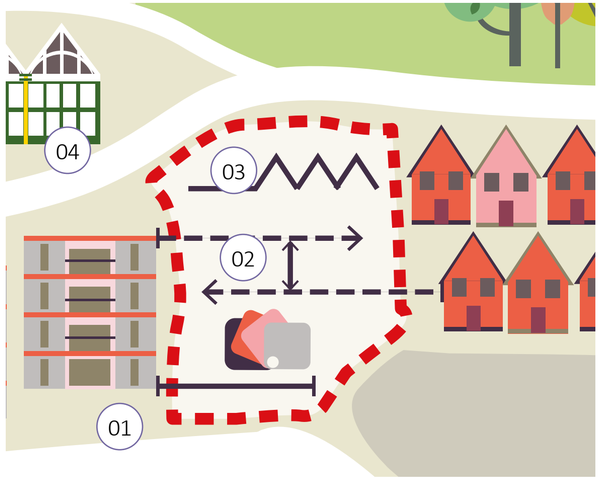
1. Consider what is within the site boundary, such as habitats, green space, mature trees, topography and pedestrian connections.
2. Assess whether the site benefits from views that should be retained – consider whether these could be used to structure the site layout.
3. The adjacent church forms part of the townscape and historic urban grain.
4. Low, pitched roof homes with a regular urban grain may start to inform an appropriate scale and form of development.
5. Neighbouring taller apartment buildings may require considerations for overlooking and overshadowing. A development may need to mediate between this scale and adjacent, lower housing.
6. An adjacent informal car park, considerations for future development on this site may be required.
7. The historic urban fabric, featuring conservation areas and listed buildings. How will development on the site understand and respect the heritage of the area? Can better pedestrian connectivity be provided to the public square?
8. Consider how the development may address pedestrian links to transport nodes such as train stations and bus stops. Does noise and / or air quality from the road or rail network need to be considered?
9. How can the development provide views and connectivity to local green space, considering walking, cycling and wheeling?
10. Consider long range views and topography - how will the development form part of the townscape?
11. Consider the environmental context including prevailing winds, sun paths and air quality.

How do we respond to the baseline and what do we want the site to be?

The desktop study and site baseline analysis should be used to develop an ambition for the site. This ambition should be site-specific, incorporate the client's brief and set out clear aspirations for how the site is developed.

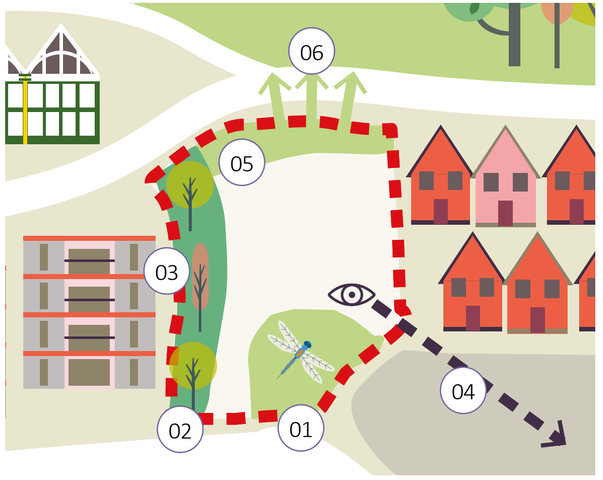
It is essential that the site ambition also reflects the principles of the Ambition for Warrington outlined in **Section 01.2**. An example of how the seven Ambition for Warrington principles can form the basis of a site vision is shown over the following pages.

Note that addressing one principle may also crossover into another principle – for example there are strong links between achieving healthy, happy places and addressing climate resilience. These crossovers should be celebrated and addressed through a holistic approach to site visioning.



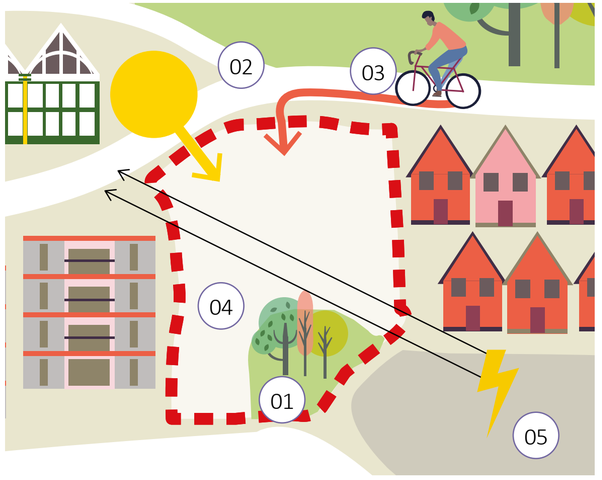
Design quality

1. Consider the established building line and relationship with the street- where are boundaries, buildings and front doors?
2. Consider the prevailing scale, such as height, urban grain and block size. Proposals may need to facilitate a change in building heights across the locality.
3. Consider the prevailing materiality and roofscape.
4. Innovative and contemporary design can also sit comfortably with older buildings – new buildings can be sensitive to their surroundings without imitating existing buildings.
5. Consider engaging with the Places Matter independent design review panel to maximise design quality. Applicants are encouraged to discuss this with the Council at pre-application stage.



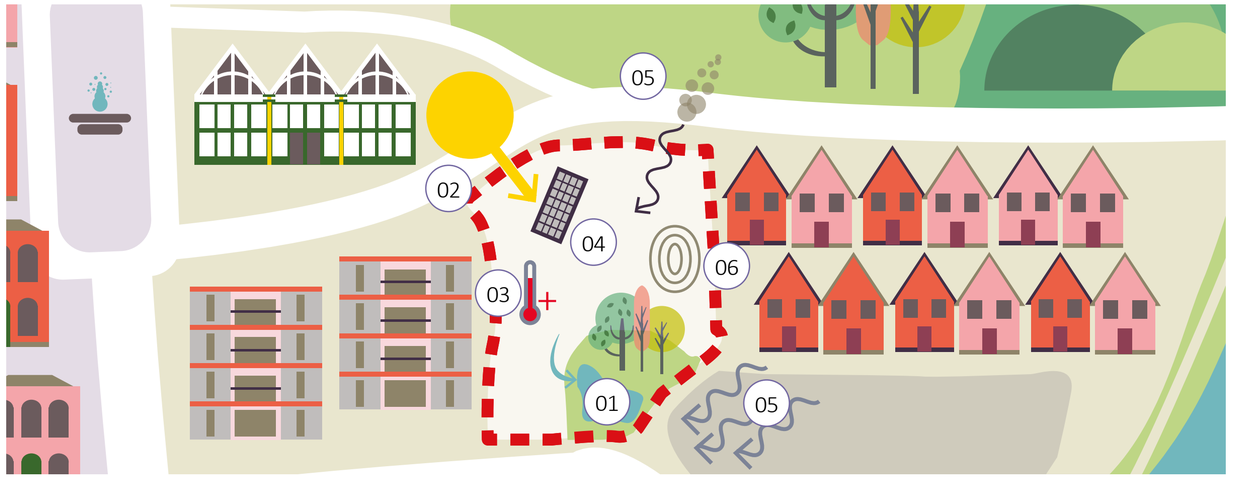
Leading with landscape

1. Seek opportunities to enhance existing habitats and provide additional habitats.
2. Enhance existing assets - features such as open space, mature trees or water courses should be used as anchor features.
3. Consider tree planting as a means of managing solar gain and privacy.
4. Provide views to green and blue spaces both within and beyond the site boundary.
5. Ensure that green infrastructure is multi-functional, providing benefits for both people and nature. This includes designated walking trails and cycle paths, recreational and sports facilities and food growing areas.
6. Connect to existing green spaces beyond the site boundary and consolidate smaller green spaces where practicable.



Healthy, happy places

1. Provide access to new and existing green amenity spaces for mental and physical wellbeing.
2. Consider orientation and facade design to provide daylighting to internal spaces and passive ventilation for cooling and infection resilience.
3. Provide pedestrian and cycle routes to facilitate and encourage active travel. Include storage and changing facilities for cyclists.
4. Review the requirements outlined in the Planning Obligations SPD and Fields in Trust guidance when considering site layout for open space.
5. Consider implications of any existing utilities infrastructure or other constraints within or near to the site. Where relevant, reduce the impact of pylons and overhead lines in line with the National Grid 'Design guidelines for development near high voltage overhead lines' document.



Climate resilience

It is essential that proposals address the climate and ecological emergencies from the outset to ensure development is compatible with the need to minimise carbon emissions in line with net zero targets; are resilient to current and expected impacts from the changing climate and helps nature recover. Considered understanding and response to the site context and conditions at a strategic level is the first step in achieving genuinely sustainable development.

Biodiversity must also be considered from the outset; good design can provide many opportunities to ensure that new development can capitalise on opportunities to enhance biodiversity.

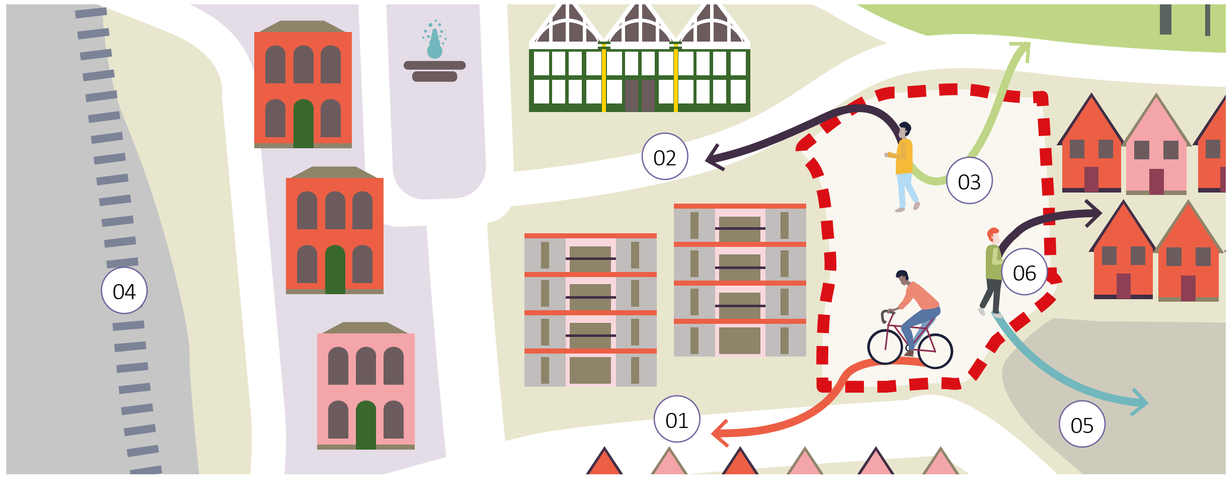
1. Include sustainable urban drainage systems (SuDs) and maximise their value as amenity spaces. See **03.1.4 / Integrating SuDs.**
2. Use orientation and facade design to address overheating and utilise passive ventilation.
3. Design for resilience to anticipated future environmental changes such as global temperature rises and flooding.
4. Explore opportunities for both small and site-wide energy infrastructure including district heating, smarter power distribution, and renewable micro generation such as photovoltaic panels or wind turbines.
5. Consider air quality, and the design of buildings and green spaces to mitigate poor air quality.
6. Work with the existing topography of the site, avoiding excessive cut and fill exercises which are typically carbon intensive.

Leading with identity

1. Analyse the prevailing character of the area- what are the prevalent forms, street patterns, massing approaches, landscaping, details and materials used?

- Developments with no immediate contextual built form must reference the prevailing character of the wider locality, to create a contextual and distinctive place.
- Developments shouldn't reference generic or forgettable developments nearby to justify more of the same.

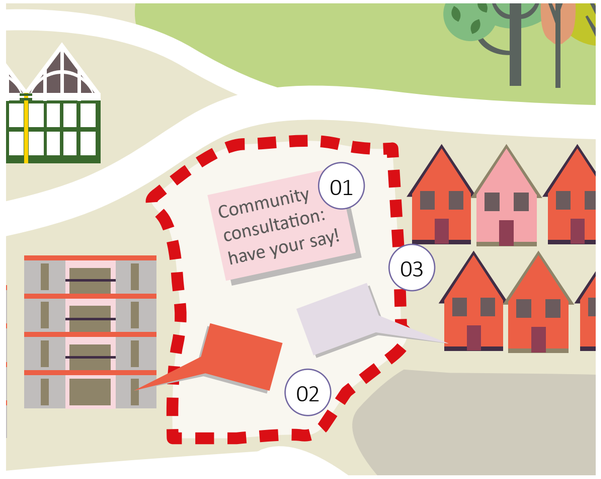
2. Unique and distinctive landscaping adds character and identity to developments.
3. Identity can also be enhanced through considerations such as boundary treatments, wayfinding and public art.



Connecting Warrington

1. Enable and encourage cycling, through the provision of routes, secure storage and changing facilities.
2. Consider connections to local amenities such as public spaces and local centres.
3. Consider whether development can extend or improve existing active travel networks, including cycle lanes and walking trails, or presents opportunities to create new routes.
4. Ensure connectivity to public transport infrastructure such as bus stops and train stations.
5. Encourage accessibility to green and blue infrastructure beyond the site boundaries.
6. Consider linking to adjacent sites where appropriate to improve permeability and integration between existing and new communities.

- Provide well-defined streets and spaces that create a clear and legible hierarchy – recognising the need to prioritise active travel and promote access to public transport. See **04 / Streets, landscape and open space** for more details.



Inclusive, community led development

1. Local communities play a vital role in achieving well designed place. Consult with people who live, work and socialise within the locality. Ensure the community know what is being proposed. Consider co-design and idea sharing by facilitating workshops. Successful co-development with local communities can enhance ownership, civic pride and support for future maintenance.
2. Record and respond to comments with clarity and transparency.
3. Use design solutions that reduce the opportunity for antisocial behaviour and crime – creating clearly defined boundaries between private and public space, encouraging active frontages overlooking public space.

Introduction

SuDs present an opportunity to connect people to water as well as providing a more sustainable approach to water management. SuDs must be considered at the outset, and integrated into design proposals.

Integrating SuDs

Principles of Water Management

- Rainfall should be captured and allowed to evaporate or soakaway where it falls- the remainder should be released into the nearest water course, at the same rate and volume as before development or lower.
- Piped water management solutions will be resisted where a SuDs solution is practical- the only exception is where SuDs are demonstrated to be impractical or present an unacceptable pollution risk.
- Existing watercourses should be maintained and restored to enhance the existing condition of the site.
- Landscaping proposals, including proposals for street trees, must be integrated with the strategy for sustainable surface water management.
- Green infrastructure and SuDs features can be retrofitted in existing urban environments and present an opportunity to improve amenity, runoff and biodiversity in existing spaces.

Designing SuDs

- Water must be treated as a design opportunity and must be integrated into design from the outset. Early understanding of the topography, opportunities and maintenance is essential to ensuring the successful implementation of SuDs.
- SuDs can be implemented on projects of all scales, ranging from rain garden planting and green roofs on extension or retrofit projects, smaller swales on minor residential developments to strategic attenuation ponds on larger development sites.
- Natural SuDs which are integrated into landscaping are preferred, utilising natural slopes to signify water instead of relying on visible concrete infrastructure.
- Spaces around SuDs features such as attenuation ponds, swales and rain gardens should be seen as an opportunity to encourage interaction with the water, with seating, paths and shelter, subject to safety and easement access requirements.
- Developers must consider potential risks from the design of SuDs and provide confidence to the LPA that proposals are safe.

Technical Standards, Adoption and Maintenance

- The Council expects SuDs to be used on all sites, based on the technical guidance and principles outlined in the Council 's *SuDs Design and Technical Guidance* and the latest information from CIRIA.
- Applicants must be mindful that regulations and processes for the creation of SuDs are changing, through the implementation of ***Schedule 3 to the Flood and Water Management Act 2010.***
- Implementation is anticipated in 2024, and will set out a framework for the roll-out of drainage systems, a sustainable drainage system approving body, and national standards on design, construction, operation, and maintenance.
- In conjunction, technical standards will be outlined within the upcoming Warrington Design Code.
- Until updated national and local technical guidance is available, applications will be assessed against the latest guidance from CIRIA.

Small scale SuDs such as rain gardens can be a means of mitigating runoff and improving the quality of the street scene

04 /
Streets, landscape and open space

Introduction

This section explores how our streets, landscape and open space should be designed to achieve The Ambition.

The design of our streets, landscape and open space has a direct influence on the constraints and opportunities identified in the baseline in **1.0 The Ambition for Warrington** such as our reliance on the road network, and the public health emergency and climate crises. Well designed streets, landscape and open spaces can improve health and happiness, give places a sense of identity and integrate climate resilience within our new places.

Strategic considerations have been outlined in **3.0 Site Strategy**, which sets out requirements such as wider connectivity and integrated SuDs. This chapter focusses on the next level of detail to understand the principles and components of successful streets, landscapes and open space.

Approach

The guidance is split into two parts. Guidance on streets is first, followed by guidance on landscape and open space.

Both parts follow the same structure, as illustrated in the flowchart to the right. These are principles and components.

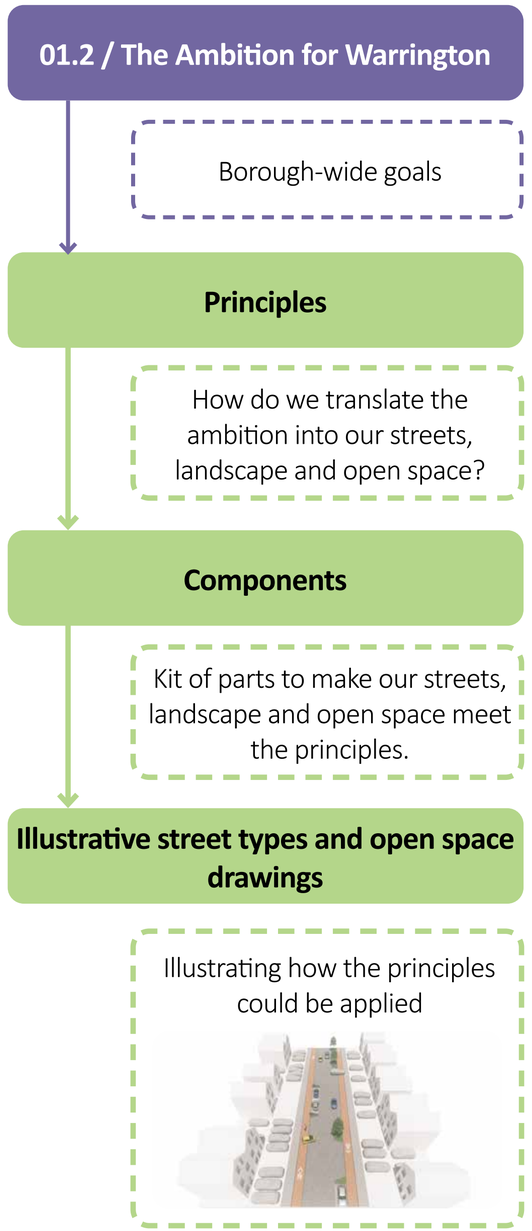
Principles allows streets to contribute towards The Ambition. They outline successful approaches and are not prescriptive – leaving space for innovation and creativity.

Components are parts that make up successful streets, landscape and open space.

- These are not exhaustive but provide a useful reference “kit of parts” for applicants to understand how the principles can be implemented.
- Components can be improved, swapped and replaced to suit the site, character of a place, and latest approaches.
- The way components are used, interface each other and are maintained is a key consideration.

The principles and components are combined in **illustrative diagrams,** which show successful approaches for streets, landscape and open space.

These diagrams are indicative, leaving space for alternative, innovative approaches, particularly in the context of anticipated updates to national guidance, as outlined on the following page. Alternative approaches are welcomed, providing they can demonstrate that they have met or exceeded the principles.



Overview

In designing streets, landscape and open space, applicant must be aware of the local and national technical guidance, as well as adoption and maintenance processes.

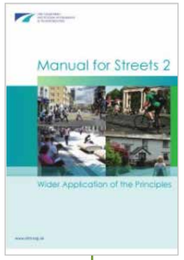
Current Technical Information

- Specific and technical information, such as widths, species, material specifications are to be confirmed within the Design Code.
- Refer to **Appendix A-5** and the Council's website for current technical guidance and adoption standards.
- Applicants are also encouraged to engage with the Council's Environment Services and Transport departments.
- Information on open space requirements and typologies can be found within the *Planning Obligations SPD*.

Anticipated Guidance

- The Council's adoption standards are likely to change with emerging national guidance
- Regulations and processes for the creation of SuDs are changing, through the implementation of *Schedule 3 to the Flood and Water Management Act 2010.*
- Implementation of *Schedule 3* is anticipated in 2024 and will set out a framework for the rollout of drainage systems, a sustainable drainage system approving body, and national standards on design, construction, operation, and maintenance.
- Until then, applications will be assessed against the latest guidance from CIRIA.
- *Manual for Streets 3* is expected in 2024 and may change technical standards and adoption for streets.

Current guidance



The Warrington Design Code

Manual for Streets 3

Expected 2024

Schedule 3 of the Flood and Water Management Act

Expected 2024

Anticipated guidance

Considerations for Applicants

The long term maintenance of streets and open spaces is critical to successful placemaking. Applicants must review the latest technical standards and adoption guidance to inform the design of streets and open spaces.

- The Council will require commuted sums for adopted areas as stated in the *Planning Obligations SPD*.
- Unadopted areas must be robust and maintainable, with consideration given to avoiding reliance on excessive service charges.
- Applicants must balance differing technical requirements of different components.
- Interfaces between adopted and unadopted spaces needs to be navigated and managed from the outset.
- Key considerations have been highlighted on the illustrative street types to make applicants aware of the balance and considerations to be addressed.

04.2.1 Principles for streets

1. Streets enable movement for everyone, prioritising and enabling active travel.
2. Streets maximise the shared benefits of landscaping.
3. The design, materiality and hierarchy of streets contributes towards a sense of place.

Enable movement for everyone, prioritising and enabling active travel

Streets should be designed with an "outside in approach" which prioritises active travel, including walking, wheeling, and cycling, with routes that are safe and allow continuous movement.

New streets should seek to connect with existing routes and networks including cycle lanes, walking trails and public transport.

Approaches which prioritise vehicular movement and create barriers to walking, wheeling and cycling will not be supported.

Maximise the shared benefits of landscaping

Streets should utilise planting, street trees and SuDs to maximise the shared benefits of greening, including habitat creation, wellbeing, water management and the enhancement of local character.

Streets should avoid insufficiently sized or disconnected areas of landscape. These can create patch habitats, confusion over ownership and difficulties for maintenance.

Contribute towards a sense of place

Streets should be seen as an opportunity to reinforce the distinct positive character of a place.

The materiality of the streets and the specification of planting should be used as an opportunity to create distinctive places and reinforce the hierarchy of street types.

Streets should include spaces to safely sit, stop and play and provide valuable opportunities for social interaction.

Site legibility and character should be enhanced through considered design approaches to parking, utilities, cycle and refuse storage, seating and routes to create good legibility throughout the site.

Components - Overview

Components are the parts that make up successful streets. These are not exhaustive but provide a useful reference “kit of parts” for applicants to understand how the principles can be implemented.

Landscaping

- SuDs, street trees and grass verges should be incorporated, providing shared benefits including improvements to biodiversity, mental wellbeing, water quality and amenity space as well as providing a more sustainable approach to water management.
- The inclusion of street trees must be considered from the outset, with provisions to ensure that street trees can thrive – current technical guidance can be found in the ***Warrington Borough Council Tree Policy*** and will be integrated into the upcoming Design Code.
- Consideration should be given to the location and species of new street trees to maximise their benefits whilst also giving consideration to minimising shading on solar photovoltaic panels.
- Landscaping should be protected to avoid damage from cars, cycles and pedestrians – consider the design of kerbs and buffers to protect landscaped spaces.
- The retrofitting of landscape features in existing urban environments is encouraged.

Movement

Footways & Cycle ways

- Footpath and cycle lanes should be continuous and clearly designated by design and/or signage.

Carriageway

- The highway layout and design within the development should foster safer vehicle user behaviours including safer traffic speeds utilizing considered and innovative traffic calming strategies.
- Logical, linear layouts should be explored in the first instance, ensuring streets are navigable and legible whilst also encouraging safe traffic speeds.
- Good examples will allow safe, continuous accessible and segregated movement where necessary.
- Avoid dead-ends and cul-de-sacs without through routes for pedestrian, cycling and wheeling.
- Junction tables, speed humps and rumble strips should be avoided in favour of passive speed reduction measures such as carriageway narrowing.
- Layouts should provide sufficient space for delivery and refuse collection vehicles to stop.

Materials

- The Councils adoption standards outline the acceptable palette of materials, which consider maintenance and robustness.
- The use of permeable paving should be avoided on public highway- the adoption and maintenance of any permeable surfaces must be agreed with the Council.
- Good examples will be innovative, using materials to define the user hierarchy and character of place.
- Materials which are generic, hard to maintain or unadoptable should be avoided.

01

02

Key | Components

1. Grass verges and street trees give character and hierarchy to the street
2. A cycle route and generous footway incorporating SuDs provides unobstructed movement for walking, wheeling and cycling

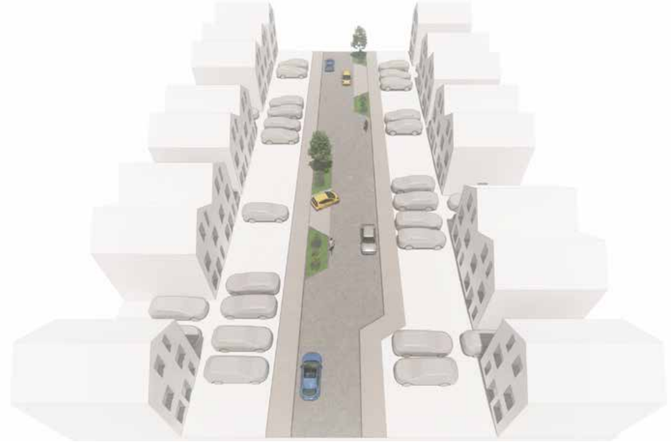
Overview

The illustrative street type diagrams outline how four different street types may be developed to encompass the design principles and components above to achieve The Ambition for Warrington. Roads, pavements, cyclists, SuDs and verges are accommodated differently depending on the nature of the street.

These diagrams are indicative, leaving space for alternative, innovative approaches. Alternative approaches are welcomed, providing they can demonstrate that they have met or exceeded the principles.

The aspiration is to move away from street being principally for the movement of cars and parking, and towards streets as valuable public spaces which contribute the character and sense of place. Applicants can contribute towards this vision through meeting or exceeding the following principles.

04.2.3.1 / Connector Street
Page 38



04.2.3.2 / Residential Street
Page 39

04.2.3.6 / Shared Surface
Page 40

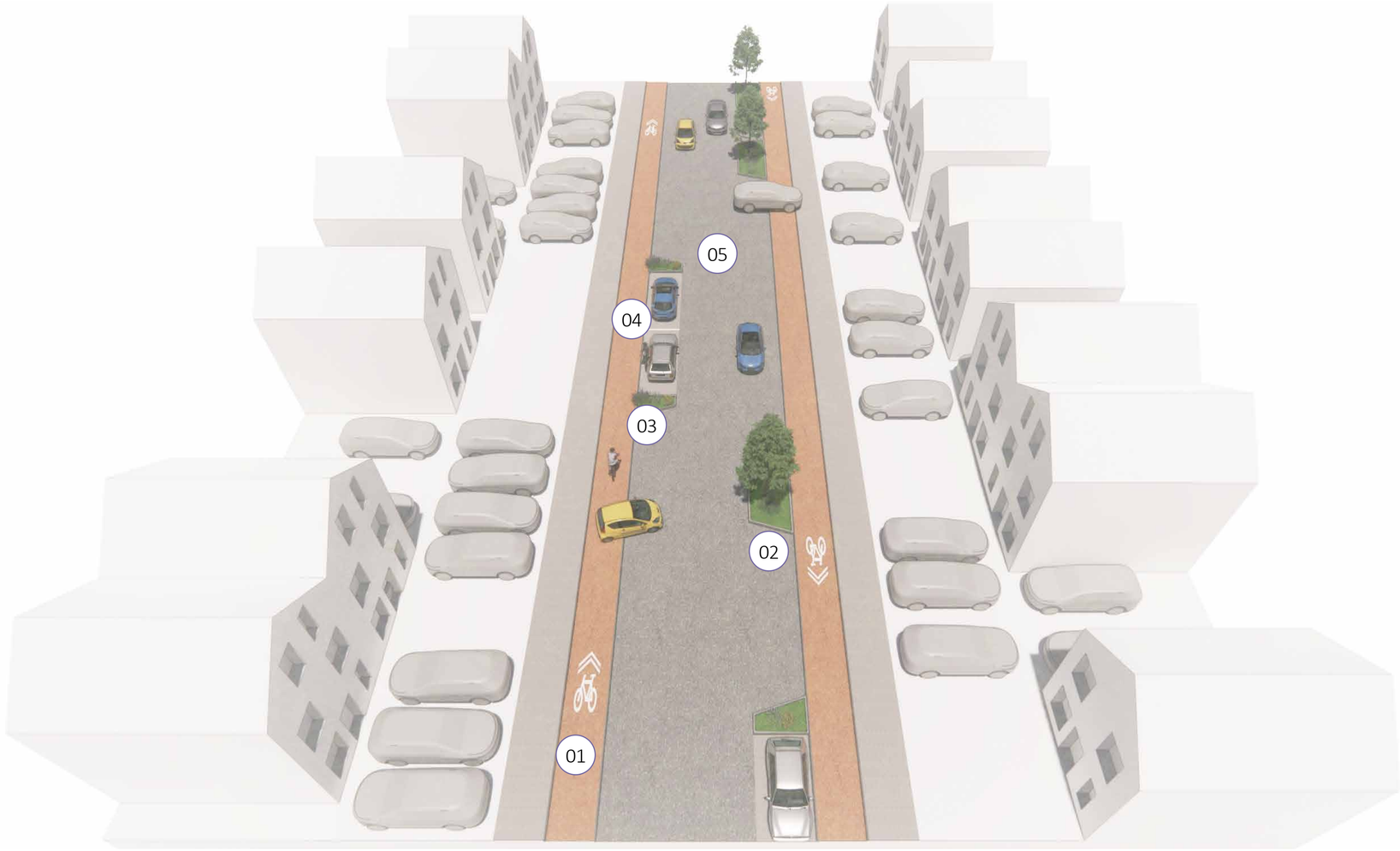
04.2.3.4 / Private Drive
Page 41

Overview

- Main streets, typically in residential areas, with a separate footpath and cycle lane designated by design and/or signage.
- Planted verges are welcomed, and should be used to enhance the character of a place, mental wellbeing, positive streetscape, biodiversity and SuDs benefits
- The adoption, technical design and long term maintenance of streets and open spaces is critical to successful placemaking. See **04.1.2 Technical guidance** for more details.

Components

1. Continuous , segregated cycle path- vehicular crossings of a segregated cycle path should be limited as far as possible in the way the design of parking areas is considered.
2. Street planting to delay runoff, calm traffic and improve the street scene. Species must be tolerant to a street environment, and applicants must determine a robust maintenance strategy.
3. Planting could be part of a SuDs network – see technical, adoption and maintenance guidance in **04.1.2 Technical guidance** for more details.
4. Informal visitor parking, unallocated.
5. Carriageway materials – typically constructed to an adoptable standard unless an alternative unadopted approach is being pursued, subject to agreement with the Council.



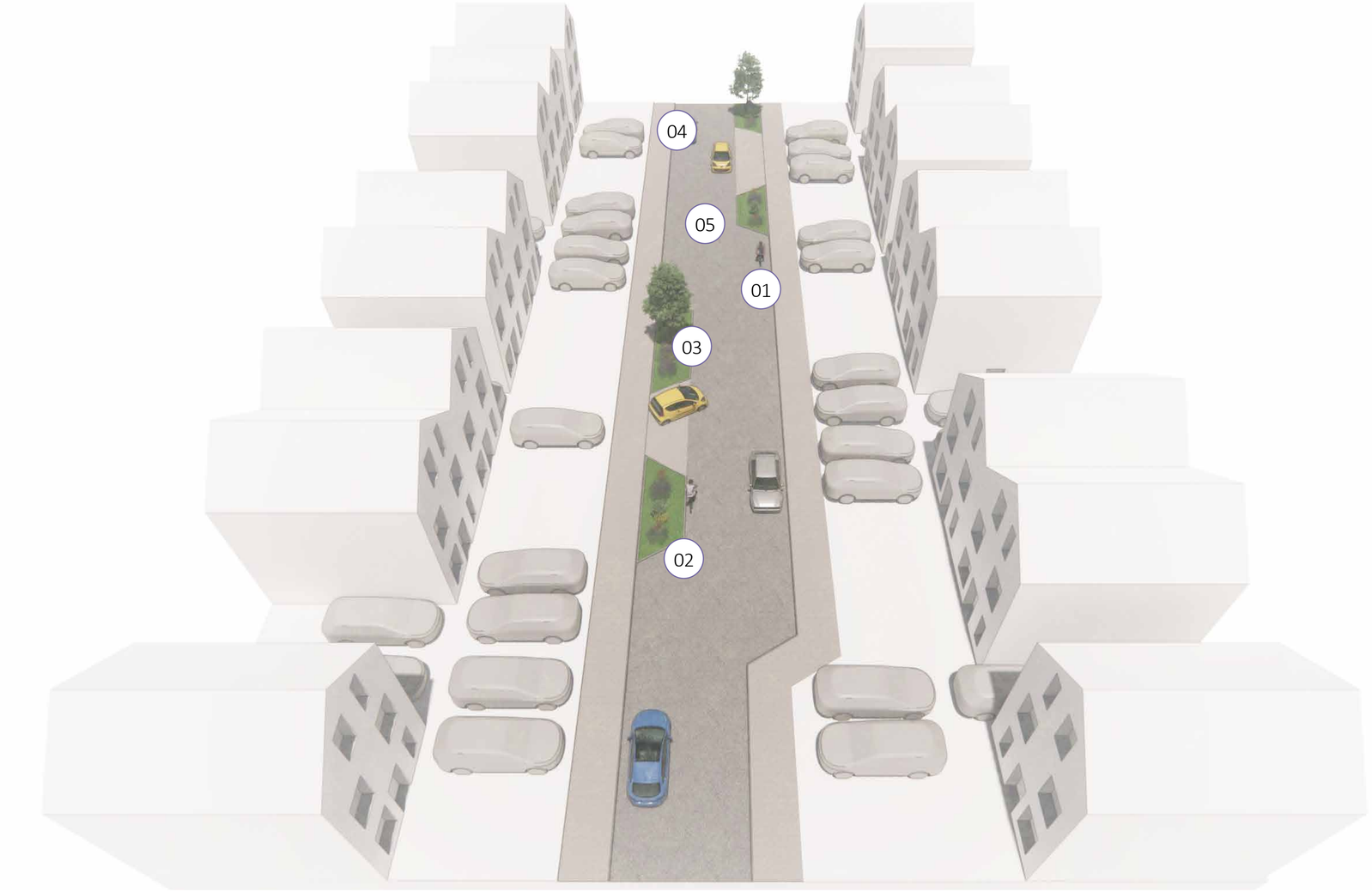
Connector street- illustrative street type drawing

Overview

- General streets in residential areas, carrying a wide range of movement types.
- Cyclists are usually accommodated on the road – although shared foot/cycle paths may be considered.
- Planted verges are welcomed, and should be used to enhance the character of a place, mental wellbeing, positive streetscape, biodiversity and SuDs benefits.
- The adoption, technical design and long term maintenance of streets and open spaces is critical to successful placemaking. See **04.1.2 Technical guidance** for more details.

Components

1. Informal cycling on street.
2. Street planting to delay runoff, calm traffic and improve the street scene. Species must be tolerant to a street environment, and applicants must determine a robust maintenance strategy.
3. Planting could be part of a SuDs network – see technical, adoption and maintenance guidance in **04.1.2 Technical guidance** for further information.
4. Informal on street visitor parking, unallocated.
5. Carriageway materials – typically constructed to an adoptable standard.



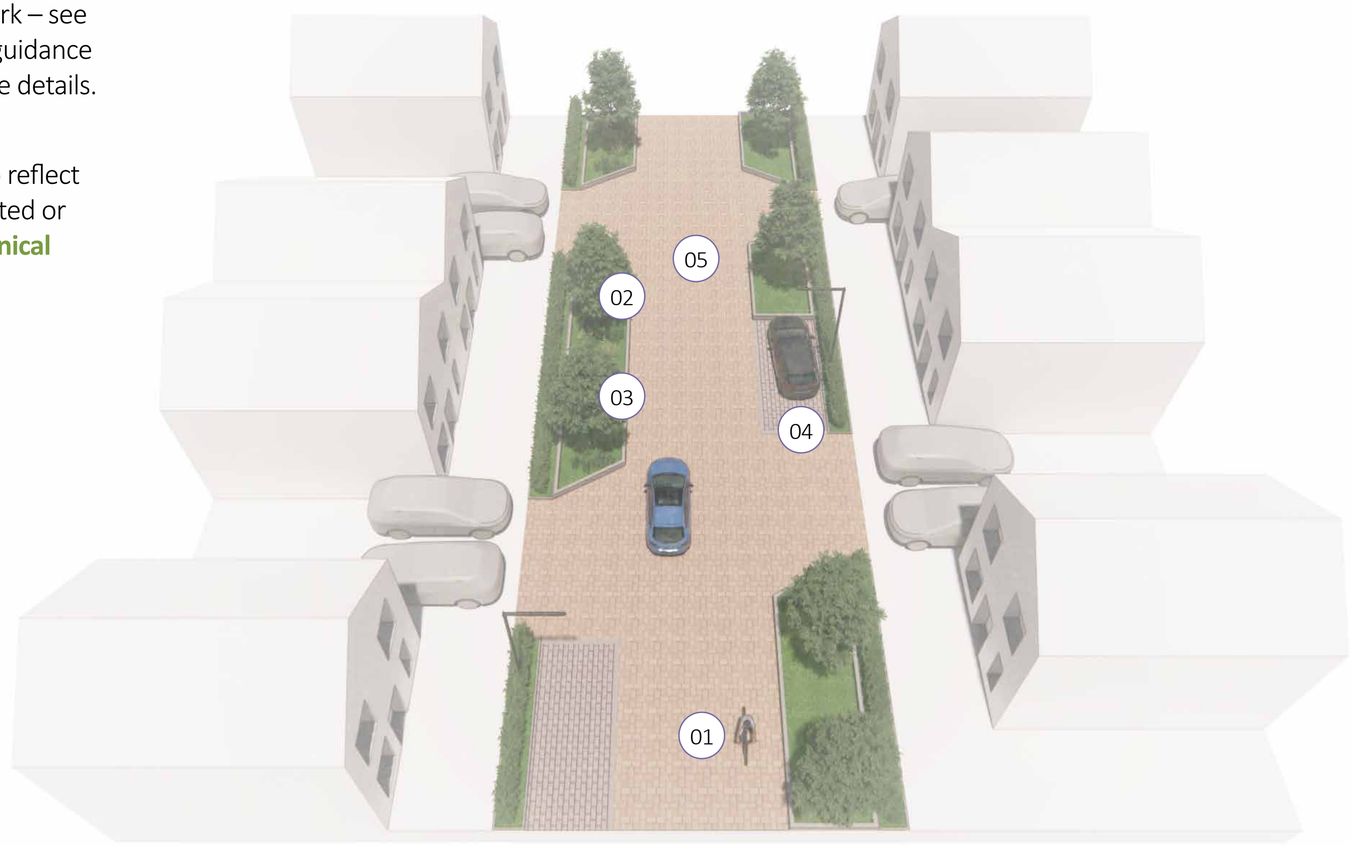
Residential street- illustrative street type drawing

Overview

- Shared surfaces ensure that access and speed is limited to enable the road to be shared by all users.
- Shared surfaces must account for parking needs (visitors and deliveries) street user needs, maintenance and access.
- A maximum of 20 dwellings can be accessed from a shared surface.
- Shared surfaces must not be used as through routes for private motor vehicles and must include turning heads.
- Block paving or alternative materials (approved by the Council) should be used to highlight the change in hierarchy and use. Signage can be used to signal the change, however preference will be given to design changes in the material and character of the street.
- Shared surfaces must have verges to accommodate utilities corridors and future highways improvements.
- The adoption, technical design and long term maintenance of streets and open spaces is critical to successful placemaking. See **04.1.2 Technical guidance** for more details.

Components

1. Informal cycling on street.
2. Street planting to delay runoff, calm traffic and improve the street scene. Species must be tolerant to a street environment, and applicants must determine a robust maintenance strategy.
3. Planting could be part of a SuDs network – see technical, adoption and maintenance guidance see **04.1.2 Technical guidance** for more details.
4. Informal visitor parking, unallocated.
5. Carriageway materials must be used to reflect a change in character and can be adopted or privately maintained – see **04.1.2 Technical guidance** for more details.



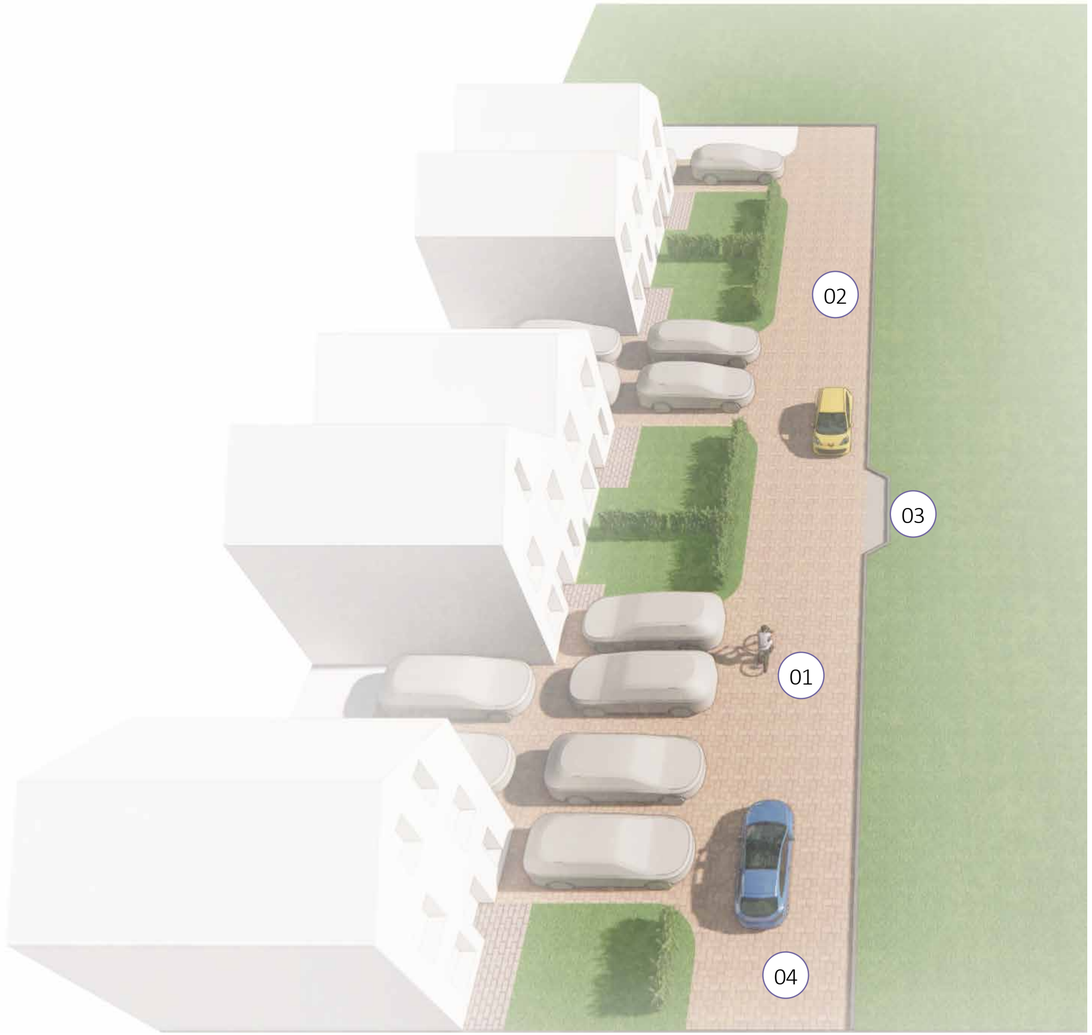
Shared surface - illustrative street type drawing

Overview

- Private drives can serve up to 5 dwellings.
- In busier areas, private drives may be required to run adjacent to residential roads. In these instances, the street scene must be considered in terms of the width of the street and the extents of hard surfacing. Landscaping and boundaries are essential to softening the street scene.
- Opportunities to incorporate planting and SuDs must be explored.
- The adoption, technical design and long term maintenance of streets and open spaces is critical to successful placemaking. See **04.1.2 Technical guidance** for more details.

Components

1. Informal cycling on street.
2. Informal visitor parking on street, unallocated.
3. Refuse storage area – consider the location, away from primary vistas and entrances.
4. Carriageway materials must be used to reflect a change in character and can be adopted or privately maintained – see **04.1.2 Technical guidance** for more details.



Private drive- illustrative street type drawing

04.3.1 Principles for landscape & open space

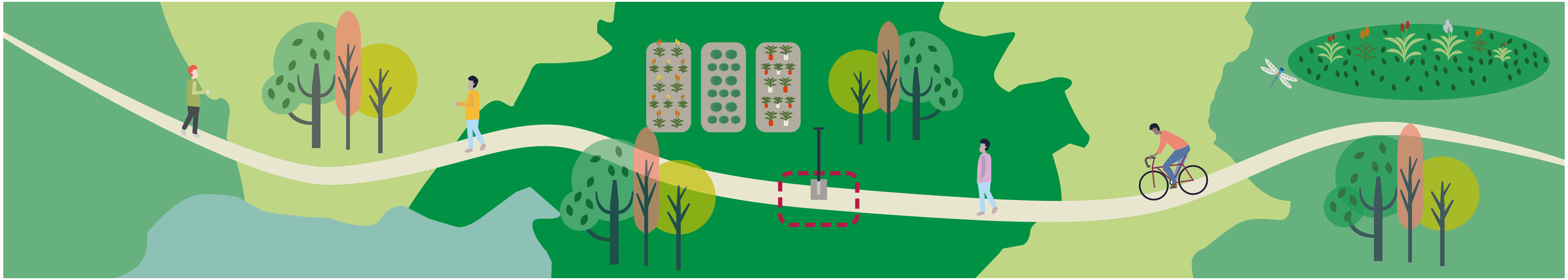
1. Spaces are safe and accessible, considering legibility, hazards and different user groups.
2. Spaces are multifunctional and are designed to accommodate different activities, and address the climate emergency and biodiversity crisis.
3. Landscape and open space is specific and locally sensitive, reinforcing the positive unique character and sense of place.
4. Spaces are designed for resilience and maintenance, through specification, management plans and stewardship.

Safe + Accessible

- Proposals must consider all users and ensure that the needs of people of different ages and abilities are met.
- Spaces must be designed to be safe and inclusive, with integrated lighting, passive and active surveillance.
- Spaces should be attractive to a wide range of people and avoid the over dominance of any specific groups.
- Benches should be provided frequently to provide places to rest and should be designed to resist criminal and anti-social behaviour.
- Signage and wayfinding should be clear and consider the needs of people with visual impairments.
- Early consultation with the local police crime prevention unit is essential to designing safe spaces.

Multifunctional

- Landscape and public realm can address several key opportunities and holistic benefits, including considerations for the climate emergency, mental wellbeing, sensory spaces, active travel, accessibility, biodiversity, social interaction, connectivity and visual amenity.
- Proposals must seek to maximise these benefits through considered multi-functional design.
- Spaces must include sustainable urban drainage (SuDs) systems, such as swales, rain garden planting and attenuation ponds (see **4.3.2 Components** for more details).
- Places should offer a variety of activities, including places to sit, play, walk, meet, chat and dwell. For larger spaces, consider places for events and gatherings.
- Planting should improve visual amenity and present an opportunity for people to interact with nature daily.
- Spaces must improve biodiversity, through planting for pollinators, improving ecological value and improving connections to existing habitats and where appropriate, including small scale ecological contributions and habitats, such as planting to encourage flying insects, bat boxes, bird bricks and bat friendly lighting.
- Green space should be functional, with some unobstructed green space to encourage play.
- Green spaces should be consolidated where possible to maximise functionality and shared holistic benefits.
- Consider how outdoor spaces can be used in adverse weather, such as extreme heat, cold or rain – consider shelter and shade to maximise functionality all year round.



Specific.

- The character of open spaces should be identified, for example wildflower meadows, parks, community gardens or allotments. Generic terms such as public open space should be avoided.
- Further information on types and amounts of space can be found in the Council's open space standards and *Open Space, Sport and Recreation Assessment*.
- Designs should consider and respond to the area's heritage and existing local character in partnership with the local community.
- Spaces should be located in response to site specific opportunities and constraints – noise, overlooking, air quality, vistas and connections should all be considered.
- Materials, planting, street furniture can make a unique, attractive, distinctive place.
- Existing quality landscape features should be continued, to ensure a coherent public realm – consider the continuity of materials, street furniture and landscaping.

Resilient and maintainable

- Landscaping must utilise resilient species, such as native species, natural planting, salt and drought-resistant planting and low management planting to minimise maintenance demands.
- Artificial plants and grass should not be used.
- Consider stewardship and maintenance from the outset. How will green spaces be looked after over their lifetime?
- Co-production with local communities will enhance ownership and civic pride and support for future maintenance.
- Landscape management plans will be required for all developments, detailing the strategy for future maintenance. This is important for both adopted and unadopted areas.
- The Council will seek commuted sums for maintenance if it is to adopt areas of open space as confirmed in the *Planning Obligations SPD*.
- Surfacing materials must be maintainable, and adhere to the Council 's standards in adopted areas.
- Unadopted areas should consider the ease of maintenance, repair and replacement when selecting materials.
- Street furniture should be robust whilst reflecting and enhancing the character of the area.
- Planting should be rooted and planted clear of the highway boundary to prevent encroachment.

Components - Overview

Components are the parts that make up successful landscape and open space. These are not exhaustive but provide a useful reference "kit of parts" for applicants to understand how the principles can be implemented.

SuDs

- SuDs should be integrated into open space and can include attenuation ponds, swales, rain gardens and planting.
- SuDs should be designed to maximise additional benefits, such as biodiversity through planting, and visual amenity through considered locations and integration into the landscape.
- The type and design of SuDs must be appropriate for the Open Space Typology they are in as defined in the *Planning Obligations SPD*.
- For example, attenuation ponds may be acceptable within a natural/semi-natural green space scheme but would not typically be considered acceptable as part of informal green space or parks and gardens provision as these need to be available for public access and formal and informal play.
- Further information on the design, technical standards and safety considerations for SuDs can be found in **3.1.4 Integrating SuDs** and **04.1.2 Technical guidance.**

Soft landscape, planting, trees

- Spaces must improve biodiversity, through planting for pollinators, improving ecological value and improving connection to existing habitats.
- Landscape and planting should address opportunities to benefit mental wellbeing, accessibility and connectivity whilst providing places for social interaction, sensory spaces and visual amenity.
- Spaces must enhance local character and provide opportunities for social interaction, accessibility and connectivity. Designs must consider planting for sensory spaces and improved residential amenity.
- Proposals must seek to maximise these benefits through considered multi-functional design.
- See technical, adoption and maintenance guidance in **04.1.2 Technical guidance** for applicant considerations.

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Key | Components

1. A SuDs pond integrated into the open space of a residential development in Inner Warrington
2. Soft landscaping brings vibrancy, biodiversity and character to the Town Centre
3. Low level planting, lawn areas and tree planting provides a multifunctional open space

Furniture and Art

- Materials, planting, street furniture and types of spaces can all contribute to creating a unique, attractive, distinctive place.
- Public art should be considered to further enhance the sense of place.
  - Proposals must be site specific and responsive to the context and should seek to be co-developed with the local community.
  - Early engagement with the Council, community groups and artists is essential.
- Street furniture should be robust whilst reflecting and enhancing the character of the area.

Routes

- Pathways should be accessible and should provide frequent rest stops with sufficient shading.
- Cuttings and informal routes are welcomed, but must consider accessibility, maintenance and hazard avoidance.
- Consider desire paths, and the simplest routes between buildings and places. These should be facilitated through design.

Play

- Play spaces must be varied and used to develop the unique character of a place.
- Surveillance, proximity and accessibility are crucial to the success of a play space.
- Play spaces must encourage flexible and imaginative play – consider the balance of formal play, sports and incidental play.
- Spaces should cater for different ages and abilities and encourage learning and exploring.
- Spaces should be located away from constraints such as noise or poor air quality.
- Boundaries and buffer zones should be seen as opportunities to increase landscaping and planting, enhancing the setting of the play space.
- For good practice principles and examples, see guidance from *Play England* and *Fields in Trust (linked in* **Appendix A-5***).*
- Further details are contained in *Planning Obligations SPD Appendix 1 Design Guidance Notes for Children's Equipped Play Areas.*

Key | Components

1. Street furniture, quality hard landscaping and areas of planting make a successful, multifunctional pedestrianised space at Time Square.
2. A varied play space using colourful play equipment and surfacing.

Overview

The principles and components have been brought together in the illustrative open space diagram, which shows one way in which an open space can reflect the Ambition for Warrington.

Other approaches are welcomed provided they can demonstrate that the principles in **04.3.1** have been met. Larger areas of open space would need to consider sports playing pitch provision as set out in the open space standards within the Local Plan and the Planning Obligations SPD.

Illustrative Open Space

1. Multifunctional space, including raised planters play spaces, open space, seating and water
2. Biodiversity and identity is enhanced through varied planting
3. Rain garden planting and attenuation ponds contribute to a SuDs system
4. Attenuation ponds can be a positive feature, with routes and paths to allow them to integrate into the landscape, provided that safety considerations are addressed
5. Furniture (including benches and bins) and public art enhances the unique character of the place
6. Raised planters have been appropriately located to allow for maintenance by the community including potential food growing
7. Routes are level, welcoming and wide to comfortably accommodate all users

Indicative illustration showing how the principles can be achieved

05 /
Buildings, communities and places

Introduction

This section outlines how The Ambition can be realised through our buildings, communities, and places. The guidance uses principles to outline expectations for all buildings, and then gives additional information for specific typologies which are typical in Warrington.

Principles for all typologies reflect good practice to guide developments regardless of their typology, scale or location in the borough. These are:

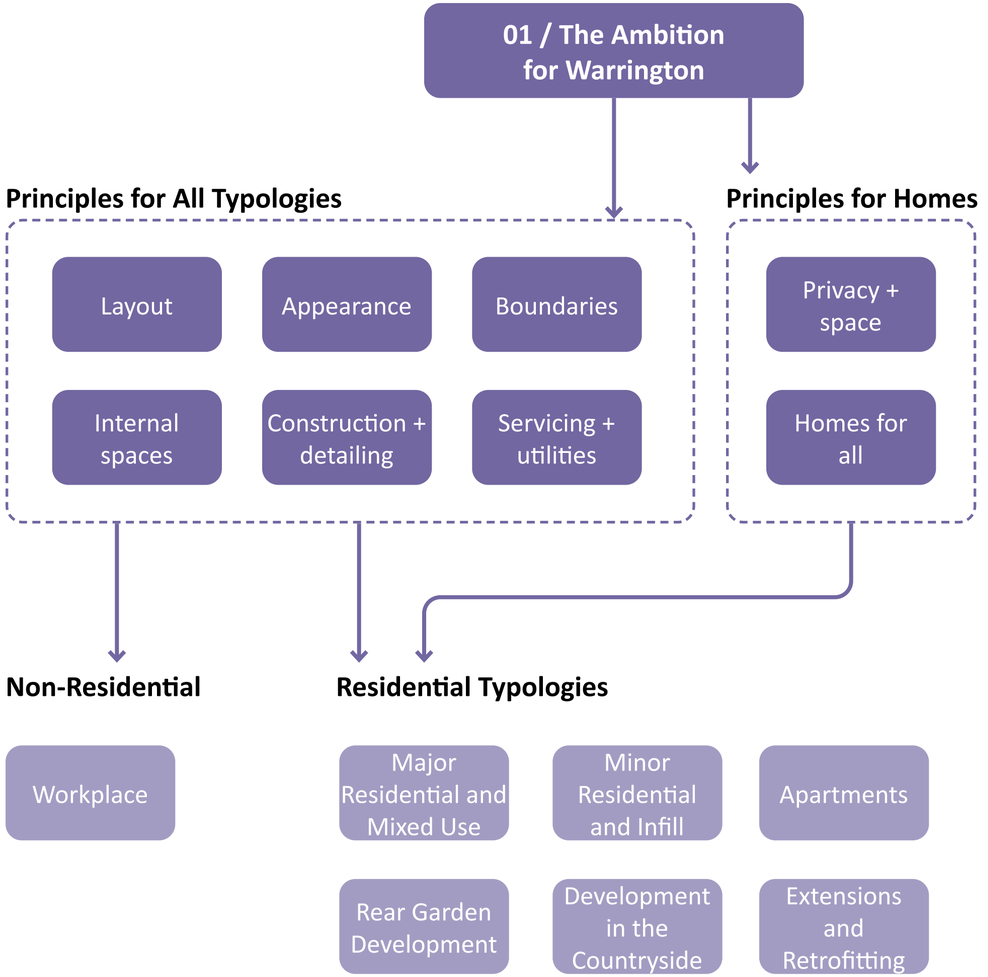
- Layout
- Appearance
- Boundaries
- Inside the building
- Construction and detailing
- Servicing and Utilities

In addition to this, **Principles for Homes** covers metrics and well designed homes, offering guidance which is specific to residential buildings of all scales, from individual extensions to large scale housing developments or apartment schemes.

Specific typologies are then explored in more detail in the subsequent pages. This includes specific additional guidance which expands on the principles and explains the expectations for different types of development. This guidance is supplemented by illustrative typology drawings, explaining how the principles can be brought together for high-quality buildings, communities and places.

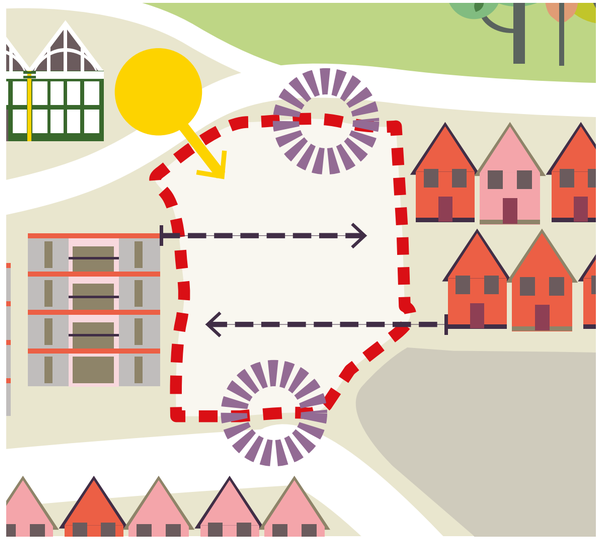
- Major Residential and Mixed Use
- Minor Residential and infill
- Apartments
- Rear garden developments
- Extensions and retrofit
- Developing in the countryside
- Workplace

The typologies are not exhaustive, and it is recognised that additional typologies may come forward. In the absence of relevant typology specific guidance, the principles for all typologies must be adopted as a starting point.



05.2.1 Principles for layout

1. Buildings are positioned and grouped to respond to the prevailing character of the area and environmental constraints and opportunities.
2. Site layouts incorporate positive, green spaces between buildings which enhance biodiversity and incorporate SuDs.
3. Layouts encourage walking and cycling by responding to public transport nodes, amenities and routes.

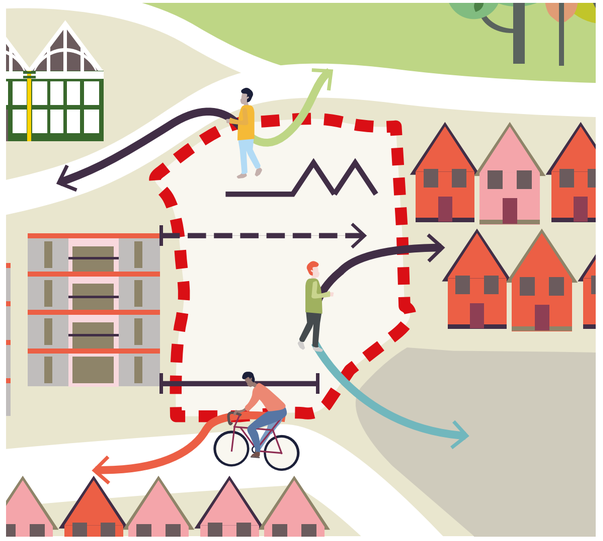


Orientation and access

- Positioning buildings to manage solar gain, improve natural lighting and benefit from natural ventilation.
- Consider the building line – a consistent building line improves legibility to the street. Occasional variations can add character but should be considered and deliberate to enhance the street scene or mark key gateways or nodes.
- Consider where the front and entrance of the building is in relation to the prevailing character of the area, and how the site is accessed. Buildings should be orientated to screen car parking and servicing.
- Consider site layouts that create buffer areas for protection against noise and air pollution.

Greening

- How can the footprint of the building be scaled and located to maximise opportunities for greening?
- Consider how boundary treatments, planting, habitats, amenity space and SuDs have been integrated into the space.
- Ensure that development is sufficiently set back from existing site drainage features, such as watercourses and ponds. Site levels should be used to ensure overland water flows are safely conveyed past the development area.



Grouping

- Consider how the building relates to its neighbours, both within and beyond the site boundary. Address the space between buildings, in terms of function, scale, access to daylight and connectivity.
- Key buildings may be appropriate at key junctions, corners or transitions in character areas. These may feature different materiality, scale, form or roofscapes whilst maintaining a contextually appropriate response.
- Use density to facilitate the principles of 20-minute neighbourhoods to ensure accessibility, and proximity to amenities without over reliance on the car. Encourage links to shops, health services, schools, parks and leisure, community and cultural facilities.

05.2.2 Principles for appearance

1. Designs respond to their immediate context, the wider locality, or create their own distinct character if it is appropriate to do so.
2. Buildings reflect a contextually appropriate response to form, scale, mass and height.
3. Elevations are designed using detailing, order, depth, and materiality to add interest and character.
4. Buildings create positive streetscapes, using active frontages and addressing the human scale.
5. Materials and construction methods reflect the need for climate resilience, quality detailing and longevity.

Context and appearance

- In some instances, sites may lack immediate built form to reference, so may need to look at the prevailing character of the wider locality or establish a distinctive character of their own.
- Applicants should also be mindful that new developments shouldn't reference generic or forgettable developments nearby to justify more of the same.
- When contextually appropriate, proposals should interpret the character and details of heritage into new designs, avoiding pastiche imitations.
- Developments should present façade design analysis, outlining how the local context has informed the design of the proposal.
- Contemporary design approaches are most successful when referencing the existing local character and use of materials.

Elevational design

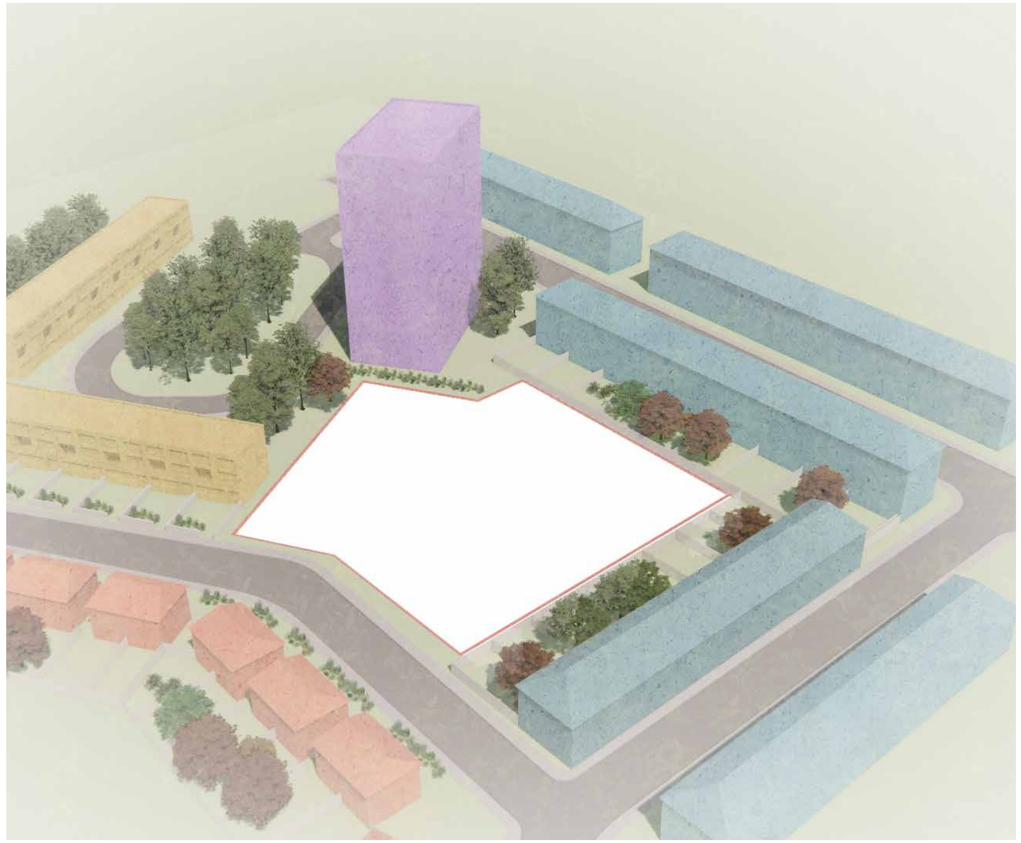
- Successful facade designs balance composition, scale and depth with materiality.
- Facade elements have a harmonious relationship, balancing the ratios of solid, void and different materials.
- Long extents of flat elevations should be avoided. Instead, variations in window reveals, openings, balconies, and projections in the mass should be explored to add variety and break up the visual dominance of the building.
- For major developments, 1:20 bay studies should be presented with the application to demonstrate how the materials are appropriate, detailed to shed water away to stop staining, are efficient, maintainable, and adapted to the building's orientation.

Key | Appearance

1. Brickwork detailing, depth and solar shading can add interest to the facade. (Image courtesy of HBD)
2. A residential development in Warrington, using brick detailing, generous glazing and pitched roofs to reflect a contemporary but distinctly residential character
3. A long elevation which is broken up by articulating the massing, brick detailing, window reveals and balconies.

Form, scale, mass and height

- The form of surrounding existing or historic buildings may be a useful reference for new buildings, for example in areas with a distinct, historic industrial or residential character.
- Consider the appropriate parameters for scale and height- should these reflect that of the surrounding area or can some deviation from this be justified? Avoid buildings which are significantly taller than the prevailing context.
- Ensure building heights are appropriate in relation to street widths to ensure adequate daylighting is possible, avoiding overshadowing and overbearing of the street scene.
- Historic England Advice Note 4 should be referenced for tall building design.
- Changes in height and form between neighbouring buildings and new proposals must be sympathetically managed, with stepping in height to mediate change and retain the character of the street scene.
- Larger forms must consider how to reduce their perceived mass, through elevational design and changes in height.
- Ensure densities are appropriate for the location of the site. Higher density residential buildings should be located in and around the Town Centre and other sustainable locations as defined by Policy DEV1 of the adopted Local Plan. Lower densities should be used on the edge of settlements.



Site Considerations

Some sites feature buildings which are "point in time" and are not reflective of the prevailing urban grain and scale of the area. In the example below, it would be appropriate to respond to the prevailing 2-3 storey character, rather than the 1960s tower block which is uncharacteristic for the scale of the wider locality.

Key

- Development site
- Victorian terraces, 2-3 storeys
- 1930s semi detached houses, 2-3 storeys
- 1960s townhouses, 3 storeys
- 1960s tower block, 12 storeys

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Key | Appearance

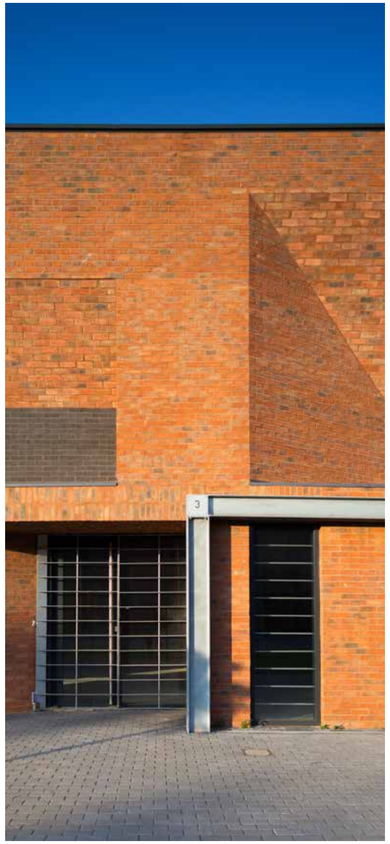
1. A contemporary, residential roof form
2. Warrington Market mediates between the historic scale of the Town Centre and newer, taller developments

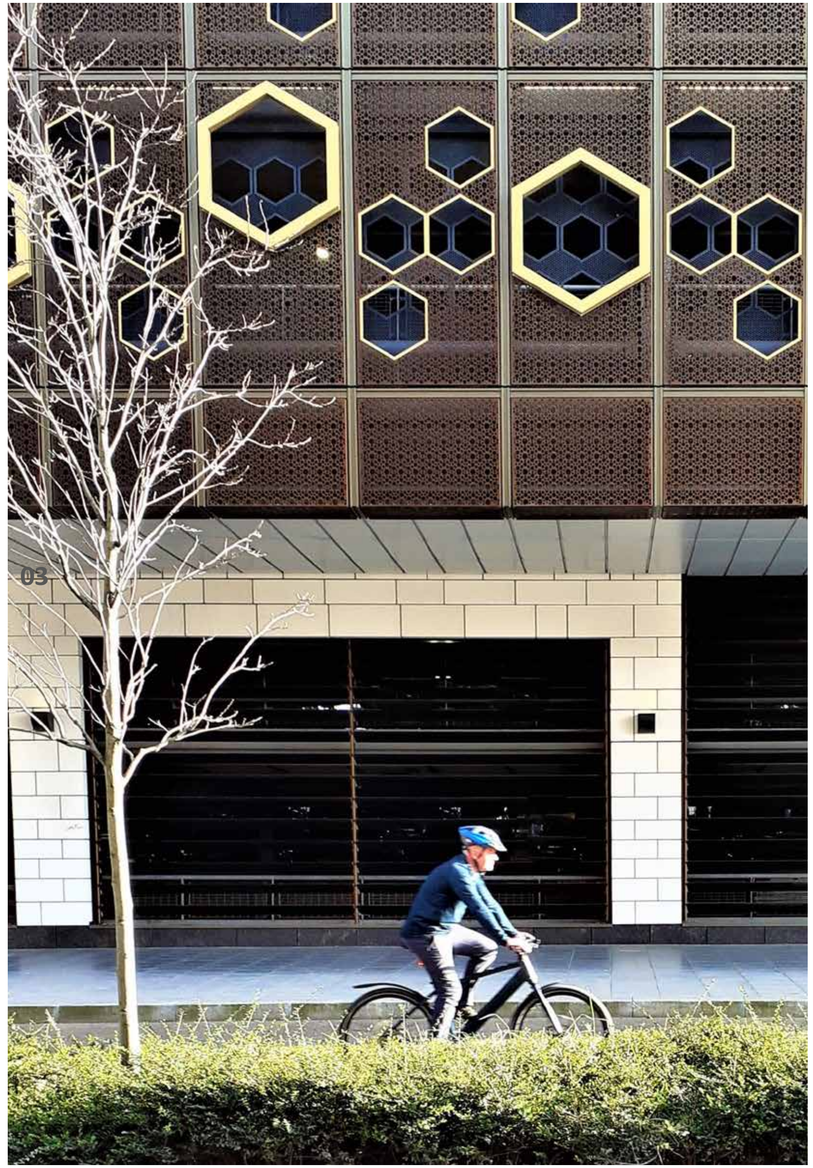
Activating the streetscape

- Avoid blank elevations fronting the street.
- For residential developments, dual aspect homes should be provided on street corners with front doors and habitable rooms facing the streets.
- Other types of development should place main entrances and active spaces at the ground floor, such as receptions, workspaces or shops.
- If a service function must be located on a primary elevation, the design of the façade must be exceptional to avoid extents of unattractive or blank streetscape.

Materials

- Prioritise materials with low embodied carbon.
- Local materials should be considered to both reflect the local character and minimise carbon emissions associated with transporting materials.
- Materials which improve biodiversity, such as green roofs and walls, should be considered, particularly in urban areas.
- Large expanses of glazing should be avoided due to increased heating and cooling implications.
- A truthful and honest approach to materiality is usually more successful, for example heavier elements such as stone or brick meeting the ground, to be reviewed on a case-by-case basis
- Materials should be robust to suit the building's setting, for example ground floors are more suited to materials like brickwork rather than lightweight panelling.
- Render is not a preferred material due to issues with staining from rainwater and pollution. Render would only be considered on a case-by-case basis when it is the most contextually appropriate material, and a sufficient approach to detailing and maintenance can be demonstrated.
- Lighter coloured materials can reduce the albedo effect and should be considered to improve urban cooling, if contextually appropriate.
- Designs must consider indoor air quality, and the mitigation of off-gassing and volatile organic compounds (VOCs) after construction work.
- Material choice and adequate ventilation is essential to addressing indoor air quality.
- Where brickwork is proposed, a full brick reveal is the preferred window detail – in the absence of this, it should be demonstrated how depth and variety will be achieved in an alternative way.





Key | Appearance

1. Brickwork detailing and glazing used to activate the streetscape. (Image courtesy of HBD)
2. Materiality reflecting Warrington's historic wire industry at higher level, with a robust base at street level

05.2.3 Principles for boundaries

1. Boundary treatments enhance the character of the site, contribute towards successful streetscapes and provide clear thresholds between public and private spaces.

05.2.4 Principles for internal spaces

1. Spaces within buildings provide healthy and happy internal environments which consider all users, addressing lighting, air quality and accessibility.

Boundaries

- Boundary treatments should be seen as an opportunity to define the character of a development and reinforce its design language.
- Successful boundary treatments provide a level of privacy and security which is appropriate to the use of the development, and the street scene.
- In some instances, it may be appropriate to reflect existing boundary treatments to help to seamlessly integrate old and new development.
- Planting softens the street scene and can improve biodiversity. Planting proposals should be mindful of visibility splays from vehicular entrances ***(See the Transport Design Guide).***
- Front doors should be inviting, covered and safe. Additional guidance is provided in the ***Secured by Design Homes Guide (2023).***
- Designs should emphasise the entrances and consider using tactile materials and design elements which give a sense of the human scale.

Internal spaces

- Internal layouts must be developed to maximise opportunities for daylighting, to reduce reliance on electric lighting.
- Developments must consider accessibility, both generally and for specific users with protected characteristics.
- External amenity spaces must consider air quality, noise and overlooking.

Key | Boundaries + internal spaces

1. Boundary treatments enhance the character of the workspaces at Birchwood Park
2. A traditional residential boundary treatment with generous planting which adds privacy and character to the street scene
3. A library with high ceilings, and generous glazing to maximise natural light
4. A well- lit bedroom space utilising generous glazing and feature lighting. (Image courtesy of Ecospheric)

05.2.5 Principles for construction + detailing

1. Buildings should demonstrate a fabric first approach, achieving the best performance from the building fabric, from the outset, for the life of the building.
2. Designs consider the lifecycle of the building and the reduction of carbon from cradle to grave.
3. Buildings improve nature recovery wherever possible, incorporating bat boxes, swift bricks and green roofs.

Lifecycle and longevity

- The lifespan and maintenance of materials must be considered to ensure they remain functional and beautiful for the lifecycle of the building.
- Considerations and provisions must be made for the maintenance and replacement of materials during the building's lifecycle.
- Buildings should be designed with deconstruction in mind, reducing waste and incorporating components which can be reused.

Modern methods of construction (MMC)

- The Council is fully supportive of innovative approaches to delivery, such as modern methods of construction (MMC).
- This broad term refers to a range of innovative technologies aimed at improving the delivery and construction process, removing waste, and increasing value.
- Examples can include off-site manufacture, prefabrication, and modular construction.
- MMC should be used to create buildings of equal design quality to traditionally constructed buildings.
- Where MMC doesn't allow for traditional materials to be used, materials must be considered for their durability and visual appropriateness with the surrounding context.

Key | Construction and detailing

1. A residential site under construction in Warrington, using modular construction. (Image courtesy of Countryside)
2. Exposed steel structure within Warrington Market

05.2.6 Principles for servicing + utilities

1. Building services strategies must work to address the climate emergency, utilising low and zero carbon technologies and maximising opportunities for micro-generation.
2. Substations, plant equipment, utilities and service access must be carefully positioned and integrated into designs, mitigating visual impact with screening where appropriate.

Low and zero carbon technology

- Developments must reflect the UK's 2050 net zero ambitions, through considered low energy design and promotion of renewable energy.
- Implementation of Passivhaus / AECB Carbonlite standards should be considered.
- Non-fossil fuel-based systems for heating, cooking and hot water should be prioritised with a shift to heat pumps and district heating.
- Micro-generation using solar panels, wind turbines or heat pumps should be considered and integrated into designs from the outset. Consideration should be given to the use of other solar products, such as in-roof panels or solar tiles/slates in sensitive locations.
- Biomass based heating systems are unlikely to be appropriate due to air quality impacts. Ground Source Heat Pumps, Air Source Heat Pumps and connections to low carbon district heating are preferred – see the ***Environmental Protection SPD*** for more information.
- Large residential and mixed use developments are most suitable for low carbon district heating.
- Developments must ensure that users are fully aware of how to operate any low and zero carbon technology, through detailed handover information and training where necessary.
- The installation of solar panels is permitted development in many instances.
- Further information is available within the ***Warrington Climate Emergency Strategy (2022)***.

Integrating plant and utility boxes

- Externally mounted utilities must be kept to a minimum and in unobtrusive locations.
- Utilities such as post boxes, meter boxes, flues, dry riser panels and access controls must be considered from the outset and integrated into the design to reduce their visual prominence.
- External plant equipment such as air conditioning units and air source heat pumps should be located to mitigate visual impact to frontages, the roofscape and the street scene where possible. Screening of equipment may be required and should be discussed on a case by case basis.

Service access

- Details on access and vehicular movements is provided within ***DGN1: Parking & Servicing*** and ***Standards for Parking in New Development (2015).***
- Main entrances and goods entrances should be separate, and clearly designed to distinguish between the two functions.

01

02

Key | Servicing, storage and utilities

1. Solar panels on a home
2. Considered and concealed rooftop plant avoids impacting the town's historic roofscapes

05.2.7 Principles for homes

1. Homes must be designed to meet or exceed requirements for privacy, amenity and space standards.
2. Differences in tenure should not be recognisable through architecture, landscaping or any other design features.
3. All homes must address Warrington's diverse population, including homes for older people, accessible homes and affordable homes.

Privacy and overlooking distances:

- The back of pavement and front of home relationship must be considered to ensure privacy, accessibility, and a positive streetscape. The relationship between amenity spaces, access and car parking is essential to a successful streetscape. Further information is available in the ***Homes England Building for Healthy Life Guidance*** and **Appendix A-1, Residential Car Parking Guidance**.
- There should be 21m to neighbour's main facing habitable room windows. These distances should be increased where there are significant differences in site levels or where development is adjacent to properties of different heights. Changes in site levels will be assessed on a case by case basis taking in to account the characteristics of the site.
- An additional 3m separation distance would normally be required for each additional floor/ storey between properties.
- In some instances, it may be justifiable to propose flexibility in the minimum overlooking distances, for example to in higher density town centre schemes, to enhance a varied street hierarchy or in conversion proposals.
- Any reduction requires justification. Applicants are expected to demonstrate how privacy, loss of amenity and access to daylight have been addressed through considerations such as siting of buildings, facade design and screening.

Amenity space

- Private amenity space such as gardens and balconies are essential for mental wellbeing.
- There must be a minimum depth of 10m from rear elevation of any proposed extension/ dwelling to any boundary (usually but not exclusively a rear boundary). This protects privacy to facing windows and neighbouring gardens.
- External balconies must also address privacy and overlooking through considered location and screening as required.

Home working

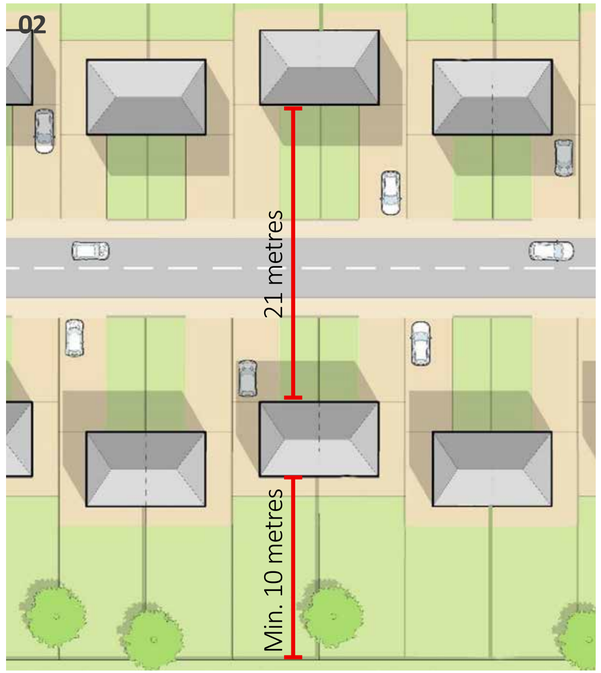
- All homes should make provision for home working in either private desk spaces or shared home working lounges.

Homes for All

- Policy DEV2 of the adopted Local Plan outlines the requirements regarding accessible homes, affordable homes and homes for older people. Regard should also be had to the ***HAPPI principles*** and ***Lifetime Homes Standards***.
- To ensure liveability, all places to live must meet or exceed ***Nationally Described Space Standards***.


Department for Communities and Local Government

Technical housing standards – nationally described space standard



Key | Principles for homes

1. Building for a Healthy Life and the Nationally Described Space Standards
2. Overlooking distances and minimum garden depths

The typologies section is a non-exhaustive list of common typologies that are emerging across the borough. All typologies should use the preceding general principles as a starting point, and then the typology-specific guidance for more detail about what the proposal should address.

Developments which do not explicitly fall into one of the typology descriptions should respond to the preceding general principles in the first instance. If proposals are similar in form or function to one or more of the typologies, applicants may also find some of the typology guidance a useful reference point.

05.3.1 / Major residential and mixed use
Developments of 10 or more homes
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Higher density developments containing multiple dwellings within the same building
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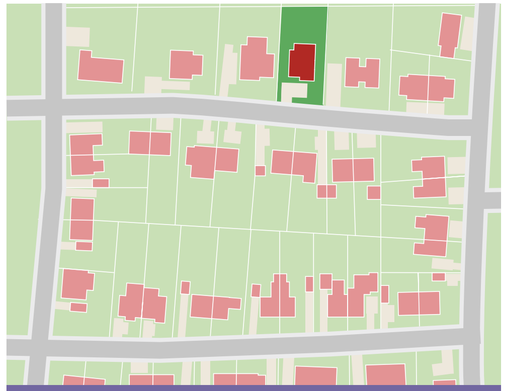

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Major residential and mixed use

Definition

Developments of 10 or more homes, sometimes incorporating leisure, retail and/or employment uses. Typically found in Inner Warrington, suburban areas of Warrington and the larger settlements in the countryside.

Key considerations

Development sites of this scale sometimes lack immediate built form to reference, so may need to look at the prevailing character of the wider locality or establish a distinctive character of their own. Sites may be expected to produce a site specific Design Code, particularly if a site is of a significant scale – see **Appendix A-4** for further information.

1. Plugging in to existing transport networks.
2. Centrally located landscape and play space, easily accessed by all properties, integrating swales for sustainable drainage
3. SuDs integrated into the streetscape.
4. Clear, legible street hierarchy and pedestrian permeability. Key routes are looped to improve efficiency and ease of servicing.
5. Large scale SuDs features are integrated into the landscape. Paths and planting make the ponds valuable green space.
6. Homes are contextually responsive but contemporary, giving the site a distinct identity.
7. Working with existing natural features such as mature trees.
8. Mixed approach to car parking, for a positive streetscape – See **Appendix A-1** for more details.
9. Minimum garden depths and overlooking distances are achieved – see **05.2.7 Principles for Homes** for more details.

Indicative illustration showing how the principles can be achieved

Minor residential and infill

Definition

Developments of less than 10 homes, including individual dwellings. Infill sites are typically vacant or underutilised land, usually surrounded by existing residential development.

Key considerations

1. Small scale SuDs such as rain gardens should be incorporated on even small scale sites.
2. Proposals reflect the prevailing building line, roof line, urban grain and scale.
3. Façade design and materiality references the prevailing residential character in a contemporary way.
4. Minimum garden depths and overlooking distances are achieved – see **05.2.7 Principles for Homes** for more details.
5. The scale, type and materiality of existing boundary treatments is maintained.
6. Car parking location and screening is considered to avoid negatively impacting the street scene – See **Appendix A-1** for more details.

Constrained Sites

It may be challenging to reflect the prevailing urban grain and scale on some more constrained sites, such as those with irregular shapes, small areas or overlooking constraints. These instances require sensitive, considered design to balance the response to context with compliance with design guidance and policy.

Indicative illustration showing how the principles can be achieved

A typical infill site before redevelopment, showing a typology and built form which is not reflective of the prevailing residential character.

Apartments

Definition

Higher density developments containing multiple dwellings within the same building. Typically found in Town Centre, Inner Warrington and suburban areas, although may also be appropriate on countryside development sites as part of a larger residential scheme.

Key Considerations

- Mass and scale vary depending on the area and existing context, with taller schemes expected in the Town Centre. The scale and mass must be justified through a detailed contextual analysis. Additional guidance is provided for the Town Centre in the ***Town Centre SPD***.
- Apartments must reflect the prevailing materiality of the surrounding buildings but must not become a pastiche – traditional domestic scale features such as traditional pitched roofs, dormers and entrance canopies do not always successfully translate to larger apartment buildings.
- Apartment buildings should consider shared places to work, socialise and exercise, to improve mental wellbeing and facilitate social interaction for residents.
- Internal shared space could include gyms, workspaces or lounge facilities, whilst external space could utilise areas of flat roof.
- Green spaces can also contribute to biodiversity and rainwater attenuation through considered landscape design.

Private amenity space is essential for mental wellbeing. The following minimum size of external private amenity space will be required:

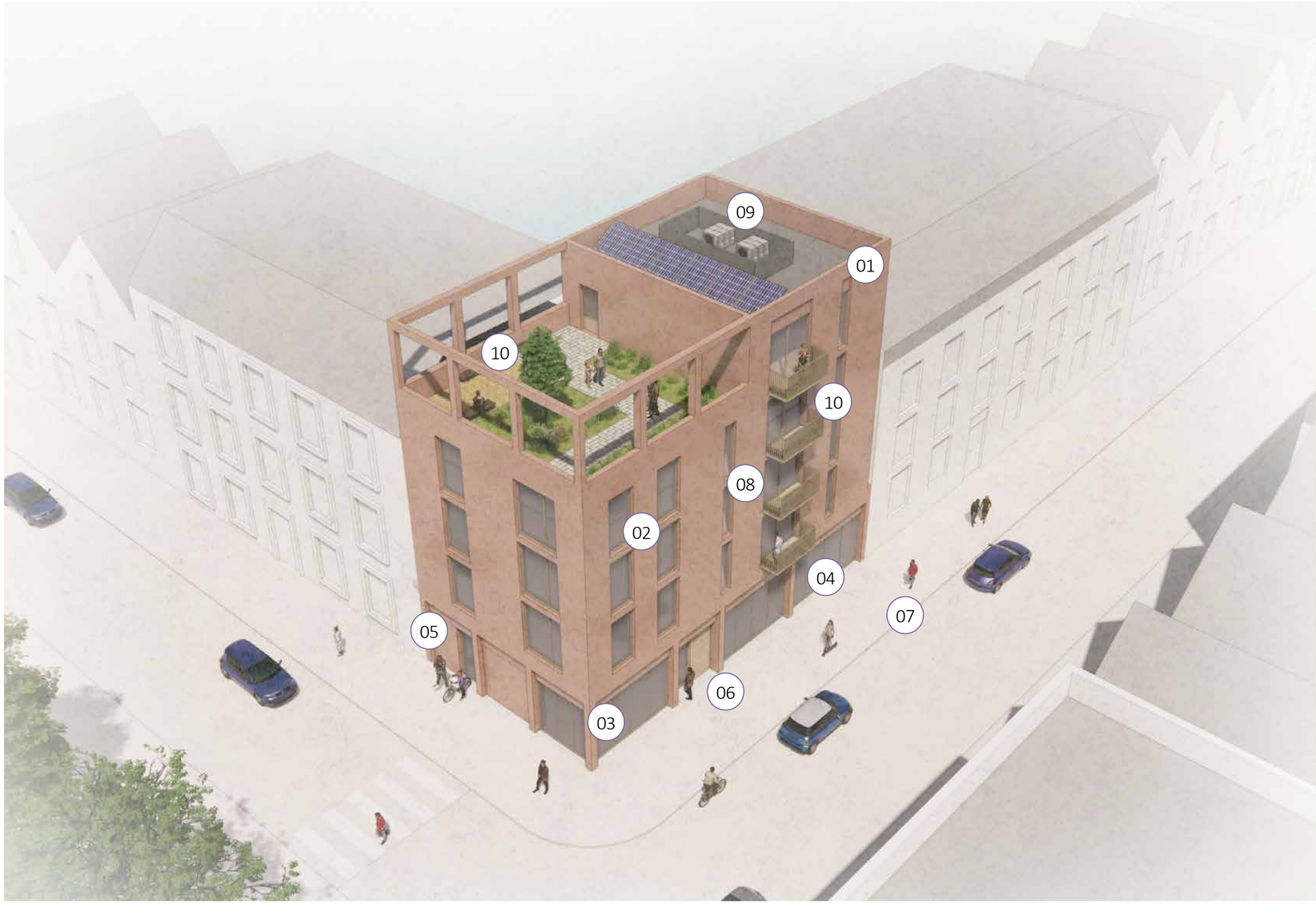
- 1 bedroom: 5sqm minimum private external amenity size
- 2 bedrooms: 7sqm minimum private external amenity size
- 3 or more bedrooms: 9sqm minimum private external amenity size
- Where the above figures are not achievable, developments must demonstrate how the amenity provision has been provided across the wider scheme or local area .

Key | Apartments

1. A contemporary brick apartment building which uses stepping to address mass and scales. (Image courtesy of Carpenter Investments/ Infinite 3D)

Key Considerations

1. A contemporary form which responds to the local scale.
2. A contemporary approach to the proportion, scale and order of the façade is welcomed, whilst still being reflective of the existing context.
3. Alternative uses such as amenity of commercial space at the ground floor, with generous glazing to activate the street.
4. Ground floor apartments and individual front doors can offer activation to the street but must be mindful of resident's privacy and security, particularly in busier, urban areas.
5. Practical uses at ground floor such as refuse stores, cycle stores and car park entrances are acceptable but must be considered and integrated into the design. Large expanses of blank façade must be avoided.
6. Clear, secure and welcoming communal entrance.
7. Entrances must consider deliveries, with regards to safe places for drivers to stop, clearly located entrances and consideration for receiving and storing parcels in larger developments.
8. Communal corridors should be naturally lit wherever possible.
9. Rooftop plant and photovoltaics are concealed by the parapet.
10. Private balconies and communal rooftop amenity space, improving wellbeing, creating habitats and mitigating runoff.



Indicative illustration showing how the principles can be achieved

Rear garden developments

Definition

Suburban development on existing residential land, typically in rear gardens. Developments in existing rear gardens can be a successful means of providing more homes in suburban areas in some circumstances.

Rear garden developments can alter the prevailing urban grain so must be sensitively designed to a scale and form which minimises visual impact and is in keeping with the prevailing character of the area. The onus will be on an applicant to demonstrate that the subdivision of a plot does not lead to over-development of the site having regard to the surrounding character of the area, and addresses the following key considerations:

- Privacy and amenity
- Access
- Urban grain and character
- Boundary treatments
- Street scene

The plan diagrams in this section outline typical approaches for rear garden development. Some locations are unacceptable, whilst others may support development, provided the proposal is of sufficient design quality and addresses the key considerations. Every site will be reviewed on a case-by-case basis.

Key Considerations

Privacy and amenity

Development should not adversely impact the amenity of neighbouring properties, through overlooking of existing neighbouring gardens; providing an oppressive outlook or causing a noise nuisance due to the location of drive ways and parking. See **05.2.7 Principles for Homes** for more details regarding minimum garden depths and overlooking distances.

Urban grain and character

Proposals must demonstrate that a new development is reflective of the prevailing urban grain. Development which is out of keeping with the existing building line, scale of dwellings or block patterns are less likely to be acceptable.

Boundary treatments

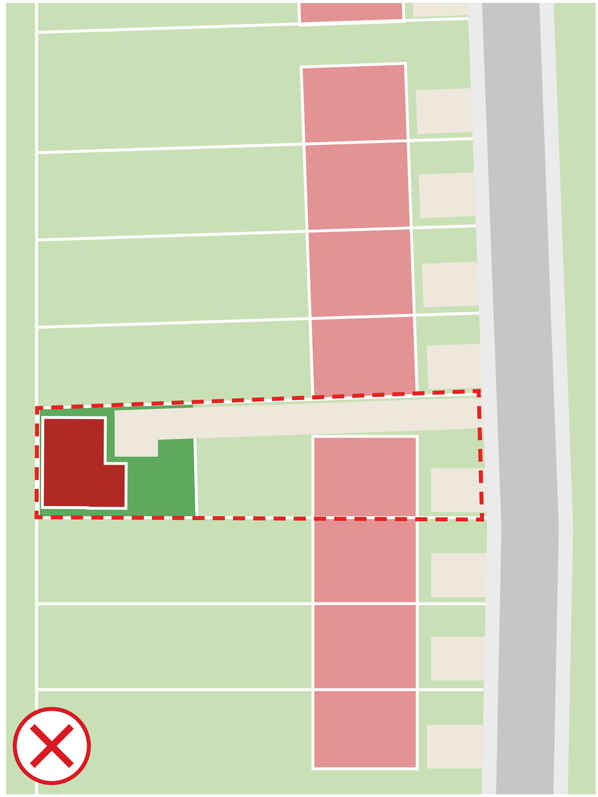
Designs should provide a buffer between existing and proposed development. Boundary treatment and side garden spaces should be used to provide residents with privacy.

Street scene

In conjunction with access considerations, applicants must consider how new buildings interact with the street scene. Frontage onto the street, including windows and main entrances is preferred for a legible, active street scene.

Access

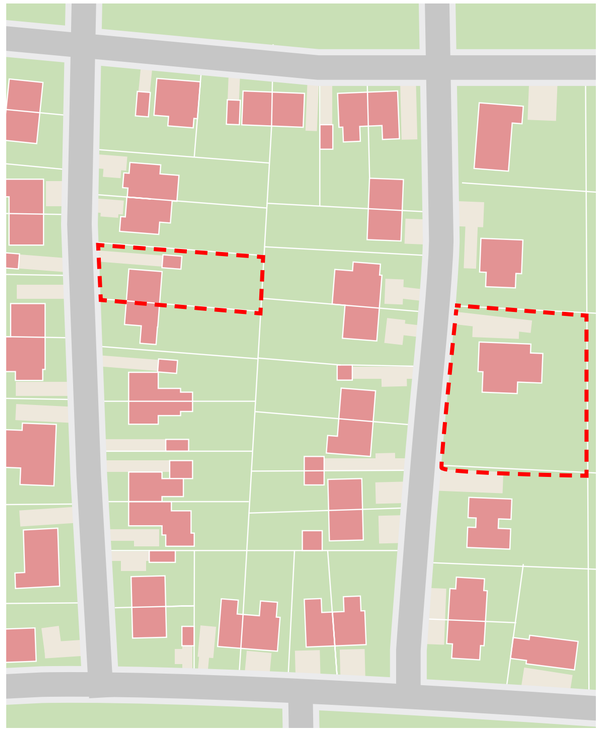
Rear garden access must not impede on neighbours. Access tracks are likely to be incongruous with the existing character of an area, so must be sensitively designed with consideration given to screening, the road frontage and car parking. Tracks must also be considered for their impact on outdoor amenity spaces, particularly where cars are proposed to be brought in close proximity to existing neighbouring rear gardens.



Unacceptable access

Access in this configuration would be unacceptable. The prevailing approach to access is for frontage parking, with no vehicular movements to the side of properties.

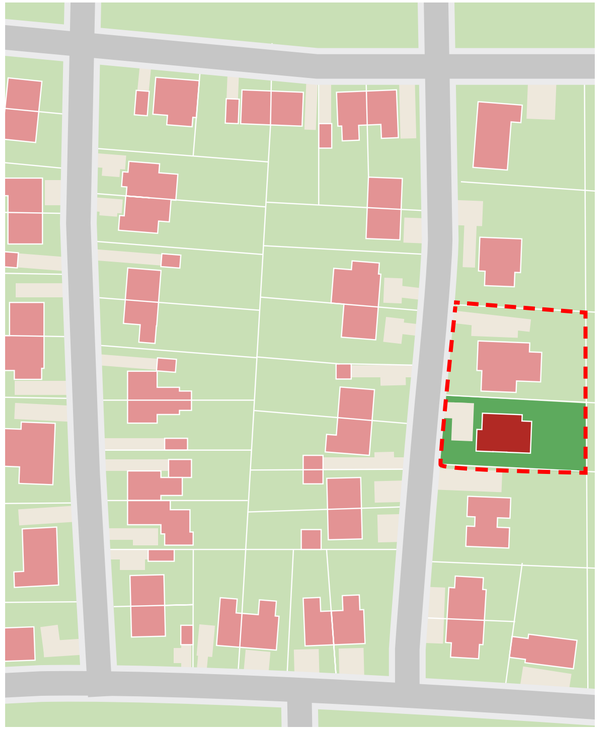
A new access track would run in very close proximity to neighbouring properties, and would not be reflective of the character of the area.



Existing Site

This shows larger houses and plots than the previous example. There is a clear building line, and some outbuildings, although none of these are located at the rear of existing gardens. Some plots have large side gardens which create gaps in the street frontage.

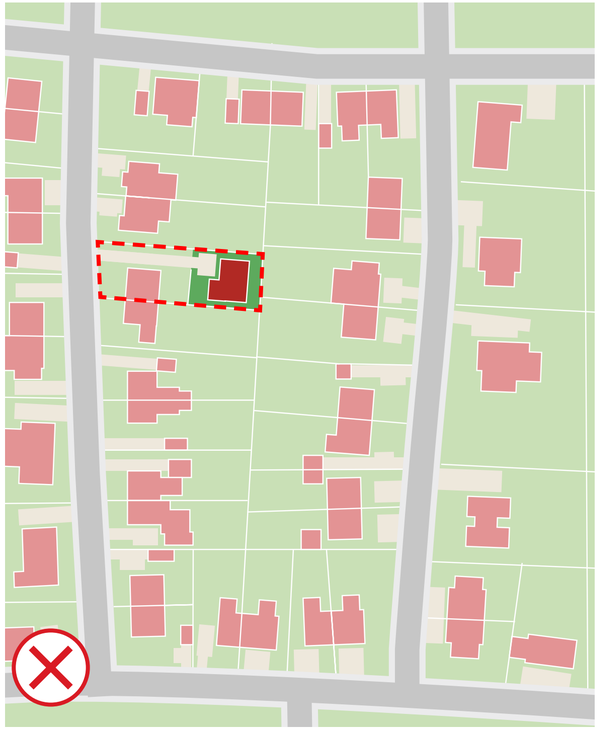
There are two indicative development sites.



Development Option - Infill

Infilling an existing side garden to "repair" the street frontage may be an acceptable approach, subject to a high quality design.

The plot indicated is capable of a development which is in keeping with the scale and character of the area. The urban grain is not disrupted.



Development Option - Not Acceptable

A development in the rear gardens as illustrated would not be acceptable as it is at odds with the prevailing character and urban grain of the area.

The approach to access alone may be acceptable, however the wider key considerations are not met, such as street scene and urban grain and character. The building has no street frontage and the scale of the new building is not in keeping with the prevailing scale of the area.

Developing in the countryside

Warrington's countryside and settlements form a distinctly rural character. Development in these areas varies, including residential, leisure or agricultural uses. All forms of development must consider the following process and considerations, with metrics specific to Green Belt developments.

Process

- Rural development requires a robust analysis process to understand the context and preserve the rural character of the locality. This must be reflected in the application, through the analysis work, design development and proposal.
- *Adapting Traditional Farm Buildings* and the *Farmstead Assessment Framework* from Historic England provide useful additional considerations.
- The *Farmstead Assessment Framework* sets out a clear method for understanding a rural site, and how to respond to it, including historic evolution, character, capacity for change and appropriate form and level of change – be that adaptation, extension or new development.
- Where there is not an existing farmstead, the processes and analysis should be adapted from the Farmstead Assessment Framework to ensure the rural character of the area is understood and responded to.

Key considerations

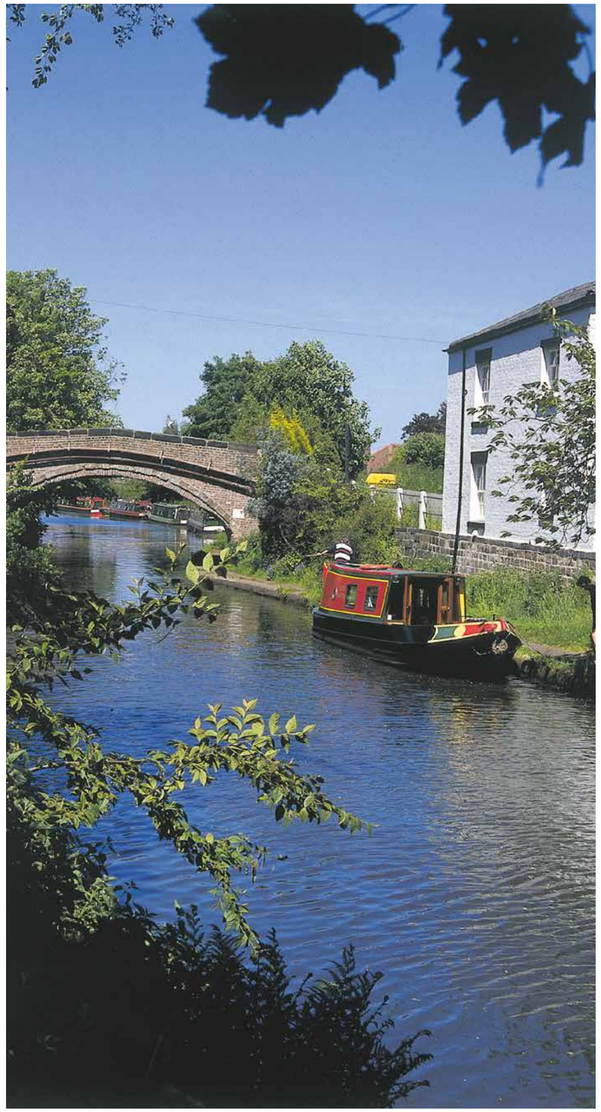
Following the analysis process, a clear prevailing character for the site should have been established. This can then inform a sympathetic and appropriate design proposal, with the following considerations:

Materials
Materials in all developments must be of a high quality and responsive to the prevailing context. Brick is usually the prevailing material. Other typical rural materials such as timber and metal cladding may be appropriate, depending on the site, and provided they can be used in a considered, contemporary, and well detailed manner.

Boundaries
Analyse the prevailing character and type of boundaries, such as fences, walls or hedging. Ensure new proposals weave into the existing and preserving the street scene and rural edges.

Grouping and site strategy
This must be derived from site analysis, and is typically most successful when reflective of the current grain of the site and locality.

Outbuildings, mass and development area
Consider the farmstead or historic grain of the site. Building lines, scale and mass should inform where outbuildings are and aren't appropriate. It must be demonstrated that there is not a material harm to the openness of the Green Belt.
Proposals which do not reflect the prevailing rural character are not acceptable. Poorly considered materials, scale, mass and form can all contribute to an unacceptable approach.



Warrington's countryside and settlements have a varied and distinct rural character

Metrics for developing in the Green Belt

- All of Warrington's countryside with the exception of the inset settlements lies within the designated/broad extent of the Green Belt.
- Warrington's Green Belt prevents urban sprawl and defines the edges of Warrington's urban area (including the inset settlements). Policy GB1 of the adopted Local Plan and the Policies Map show the extent of Warrington's Green Belt.
- Minor development in the green belt can be acceptable, including new development, extensions and retrofitting.
- The *NPPF* defines in broad terms what is considered to be "appropriate" and "inappropriate" development in the Green Belt and hence Warrington's countryside.
- Sites with any element of replacement, extension or rebuilding of an existing building must be accompanied by a calculation and drawings outlining the existing and proposed volume of development.
- Guidance regarding floodlighting is contained within the *Environmental Protection SPD*.

Replacement Buildings in the Green Belt

- The total volume of any replacement building should not be more than 10% larger than the building it replaces.
- Replacement buildings should be on or close to the footprint of the one it replaces unless an alternative location can be justified and demonstrated to have no adverse impact on openness of the Green Belt. An example may be for greater environmental or road safety benefits.

Conversion + Re-Use in the Green Belt

- Appropriateness for Conversion- Buildings must be permanent and substantial to be suitable for conversion. This can be demonstrated by way of a structural survey undertaken by a qualified surveyor/structural engineer.
- No more than 30% of the building should require rebuilding (excluding the roof).

Extensions in the Green Belt

- Extensions to any original building should not exceed a 33% increase to the volume of the original building to prevent disproportionate additions.
- The meaning of original building is defined in the *NPPF Glossary.*
- Extensions must be reflective of the original buildings architectural style, form and materials.
- Contemporary approaches maybe acceptable but must be of exceptional quality, demonstrate that they reflect the principles of the locality and consider their relationship with the existing building. A clear distinction or joining element may be successful to mediate between original and contemporary elements.
- Extensions to dwellings should accord with the guidance in the *Council's House Extensions SPD (2021)*.

Key | Additional Guidance

1. House Extensions SPD
2. Environmental Protection SPD
3. Warrington Local Plan
4. National Planning Policy Framework

Extensions and retrofitting

Definition

Extending and adapting our existing buildings to improve their energy performance and suit new uses.

Extensions

- Any extensions or alterations should ensure that the integrity and significance of the space/layout of the principal structure(s) is maintained. The Council will expect the overall scale and character of any extension to relate to the original building/ group of buildings; be sub-ordinate in scale; with complementary design features and materials.
- Extensions to dwellings should accord with the guidance in the ***Council's House Extensions SPD (2021).***

Retrofitting

- A ***Climate Emergency Retrofit Guide*** which focuses on domestic retrofitting has been published by the Low Energy Transformation Initiative (LETI).
- Whilst focussed on homes, the principles here can be applied to the retrofitting of all types of building.
- Whilst supported in the face of the Climate Emergency, retrofitting can impact a building's appearance, and may require planning consent.
- Works to listed buildings are likely to require both listed building consent and planning permission. All proposals should be led by informed and appropriate heritage-led research.
- External works visible from the front of the property in a conservation area are likely to need planning permission.
- Some areas have an Article 4 direction applied which removes certain types of permitted development. Retrofitting or alterations in these areas will likely require planning permission. The interactive map outlines where these areas are located within the borough.
- External re-cladding or window replacement should consider the existing materiality. Contemporary approaches are acceptable if supported by a detailed contextual analysis.
- Flat roofed areas should be repurposed as valuable amenity space wherever possible.

Key | Extension and retrofitting

1. House Extensions SPD
2. LETI Climate Emergency Retrofit Guide
3. A retrofit project to two Victorian properties by Ecospheric. The main facade retains its historic features. (Image courtesy of Ecospheric)
4. The rear façade of the existing building has been insulated and finished in a distinct and contemporary way using a highly durable mineral-treated cladding. (Image courtesy of Ecospheric)
5. New, energy efficient MVHR ducting being installed in existing chimney voids to improve the ventilation and thermal efficiency of the homes. (Image courtesy of Ecospheric)

Workplace

Definition

Employment uses including industrial, commercial and warehouses

Key considerations

Site Strategy

- Developments should be designed to prioritise walking and cycling to work, through clear routes that do not bring cyclists and pedestrians into conflict with cars or HGVs and by improving connectivity to existing infrastructure.
- Pedestrian and cycle routes should be landscaped to make walking and cycling safe and attractive.
- Public transport use should be promoted by links to existing bus stops and train stations or the provisions of new bus stops on site.
- Air quality can be improved through reducing car use and designing routes and service yards which minimise congestion and idling for vehicles.
- Schemes must explore opportunities for site wide infrastructure including on site power generation, low carbon district heating, recycling, and recovery facilities, EV charging, alternative fuelling stations and logistics hubs.
- The layout of sites should be carefully considered to block noise from residential areas.

Integrating Nature

- Proposals must work with and enhance existing natural assets, including mature trees, landscape features and water courses.
- SuDs systems of all scales must be incorporated into the development to mitigate the impacts of large areas of hard surfacing.
- Swales, green roofs, living walls and rain gardens are expected in larger scale developments. More detail can be found in **3.0 Site Strategy**.
- Planting and green spaces should be incorporated to provide outdoor shade and cooling.

Entrances and arrival

- Site and building entrances should be logically located, and clear for visitors.
- Pedestrian entrances should reflect the human scale, through their materiality and design.
- Cycle parking, EV parking and car sharing parking spaces must be located closest to the entrance to encourage lower carbon means of transport. Cycle parking facilities should be secure. They should also be covered where practical.

Key | Workplace

1. A clearly defined entrance route with quality boundary treatments and landscaping
2. Integrating water, greenery and quality public realm

Form and Elevational Design

- The scale of workplace buildings can often have a considerable impact on the landscape and townscape. The form, materiality and arrangement of elevational materials can work to further reduce the visual impact of projects, and better integrate buildings into their context.
- A varied roofscape may be appropriate to soften the mass. This could reference a specific use or reflect the existing or historic context of the site.
- Material choices should show a clear rationale and contextual analysis. Large expanses of blank, single material elevations must be avoided.
- Elevations should show clear consideration of proportion and order.
- Natural tones and gradients can often work well to mitigate the visual impact against the skyline or landscape in longer range views.
- The application and appropriateness of bolder colours must be carefully considered as they are likely to be more impactful.
- Active frontages must be included wherever possible, and particularly in fronting key routes.
- Glazing areas of workplaces can add interest and mitigate expanses of blank elevation.
- Signage, colour coding and visual cues should be integrated into the design of buildings, rather than relying on free standing signage.

Plant and roof guarding

- All plant equipment must be integrated into the design from the outset. Visible plant should be screened to reduce visual impact.
- Natural screening using planting, living walls and materials such as timber is the preferred approach for ground level plant.
- Rooftop plant should be screened to mitigate visual impact.
- Rooftop guarding should be considered and integrated into the design from the outset to avoid retrofitted guarding which can have a negative visual impact.
- Low carbon heating is expected.
- Solar photovoltaic panels must be considered for new developments – building orientation should be considered to maximise opportunities on suitable roofs. The potential for solar canopies over parking areas should also be explored.

Key | Workplace

1. Foundry by HBD for Capital & Centric uses brick detailing and articulation to add interest to its rectilinear form. (Image courtesy of HBD)
2. Landscaping and signage is well considered and contributes towards placemaking. (Image courtesy of HBD)

Key Considerations

1. Landscaping provides opportunities for breakout, visual amenity, biodiversity, mitigating runoff, improving air quality and adding visual character and identity to developments.
2. Integrate SuDs within the landscape design and maximise their value as green space.
3. Facade designs consider solar shading, form and order. Materials and detailing add interest.
4. Areas of glazing or translucent materials provide active frontages, particularly onto key routes.
5. Entrances are located fronting primary routes. The entrance design uses a feature colour and is clear, inviting and addresses the human scale.
6. Car parking and service yards are behind the building line to reduce their visual prominence.
7. A network of continuous pedestrian and cycle routes encourage active travel, and link to public transport networks.
8. Mature trees offer an opportunity to screen longer range views of developments, reducing their visual impact on the landscape.
9. Expanses of flat roof provide opportunities for photovoltaic panels for renewable energy and green roofs to improve biodiversity and reduce the extents of hard surfacing on site.
10. Plant equipment and roof guarding is considered from the outset and integrated into the design.

Indicative illustration showing how the principles can be achieved

A /

Appendices

A.1.1 Principles for car parking

1. Parking provision follows the Council's parking standards, providing appropriate, practical space for regular users and visitors.
2. Electric vehicle charging is provided in line with the council's Electric Vehicle Strategy, and must be incorporated into designs from the outset with integrated equipment that is convenient for user.
3. Parking arrangements reflect usability and relationship to entrances to avoid under-utilised car parking and the encouragement of antisocial car parking
4. Parking must consider the street scene, incorporating landscaping and employing varied arrangements to avoid excessive frontage parking.

Parking Provision

- *DGN1: Parking & Servicing and Standards for Parking in New Development (2015)* contains technical information regarding parking provision and dimensions for spaces.
- Additional guidance regarding parking provision in Town Centre developments is provided in the *Town Centre SPD*. The approach to parking in the central zone of the Town Centre is for car-free, zero parking proposals (Principle TS4).

Future Trends

- The current parking standards are reflective of current trends in car ownership across the borough.
- In the future, it is anticipated that car ownership will reduce.
- Considerations should be made now for the future adaptability of car parking spaces, such as how a private driveway may suit conversion to amenity space, or how on street parking can revert to valuable public realm.
- Further information can be found in the Council's *Electric Vehicle Strategy (2022)* and accompanying installation guidance, both available at: Electric vehicles | warrington.gov.uk.

01

Key | Car Parking

1. Illustrative car parking layout which integrates landscaping
2. Additional guidance documents, DGN1: Parking & Servicing and Standards for Parking in New Development (2015) and the Town Centre SPD.

02

02

Key considerations

- The approach to car parking must be varied to avoid the dominance of vehicles in the street scene, avoiding excessive frontage parking.
- Car parking must not compromise how the new development responds to the prevailing building line and street scene.
- Landscaping and boundary treatments should be utilised to soften, screen and break up extensive runs of parking. Landscaping should be a minimum of 1.5m wide to enable planting to establish and be maintained.
- Protect verges with buffering and protective boundary treatments to prevent informal parking across verges and footways.
- Minimise hard landscaping, providing adequate space for parking and manoeuvring only.

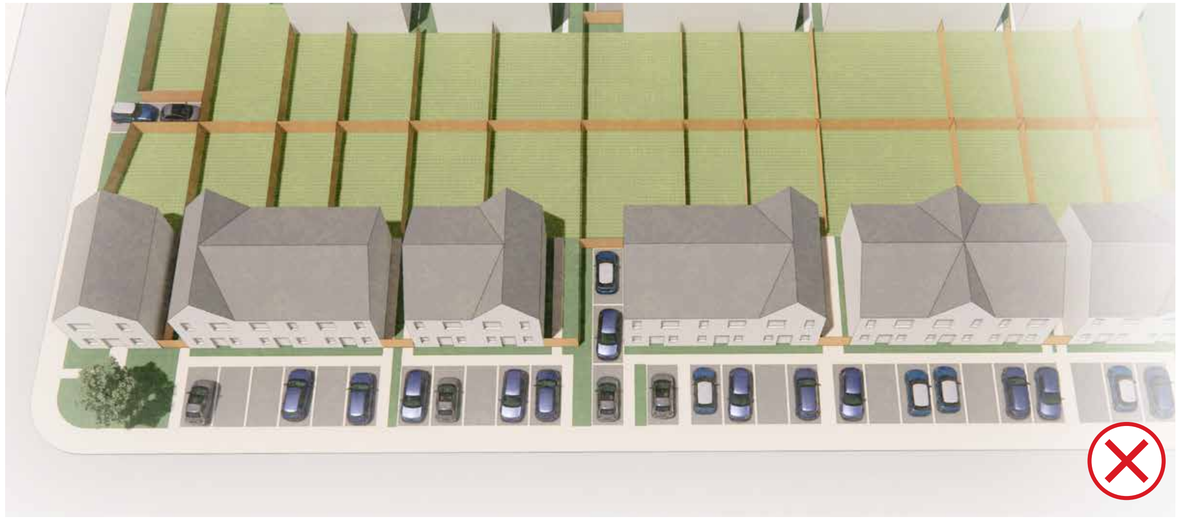
Provision

- Assessment of residential parking provision will be based on a review of individual clusters of dwellings (typically 5/6) to determine whether the parking situation in the immediate vicinity is fit for purpose.
- This will account for visitor parking, on street parking and off street parking, taking into account densities and road widths.
- In some instances, a relaxation in parking numbers may be permitted, on a site-by-site basis, and provided that the parking situation is deemed fit for purpose by the Council.

Poor residential parking

Relying on excessive frontage parking which is detrimental to the street scene

Poor residential parking street view

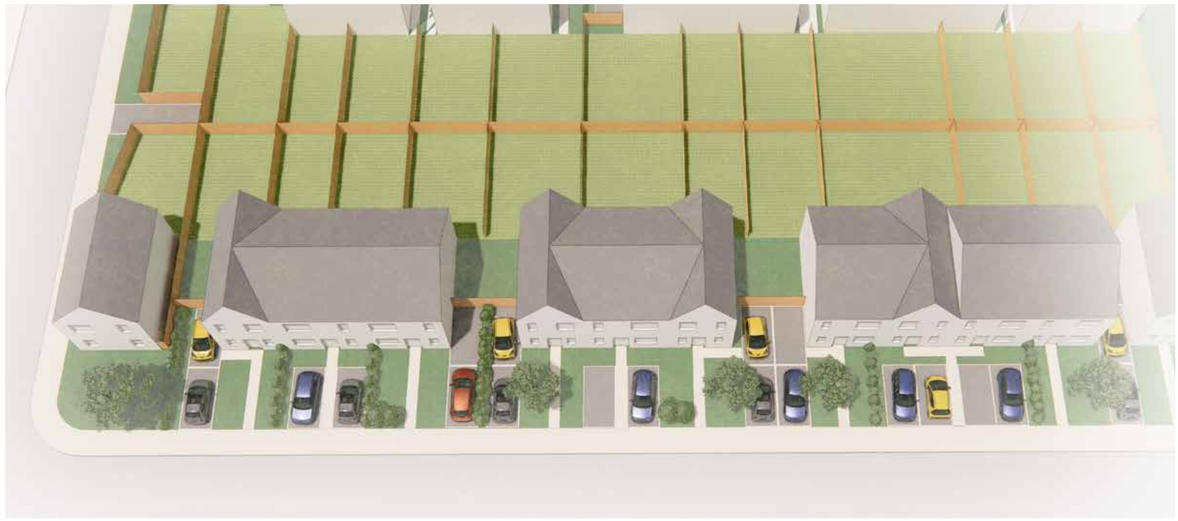


Poor residential parking street overview

Considered residential parking

Utilising varied parking approaches and greening for a positive street scene.

Considered residential parking street view



Considered residential parking street overview

Mixed Parking

This arrangement is the preferred approach for homes requiring 3+ parking spaces.

- This sees a tandem arrangement with an additional adjacent space.
- This allows some cars to be concealed behind the building line.
- Considerations must be made to avoid the frontage element dominating the street scene, through landscape buffering and boundary treatments.
- Driveways must be suitably sized to allow for pedestrians, pushchairs, wheelchairs, mobility scooters and bins to move between parked cars.

Frontage Parking

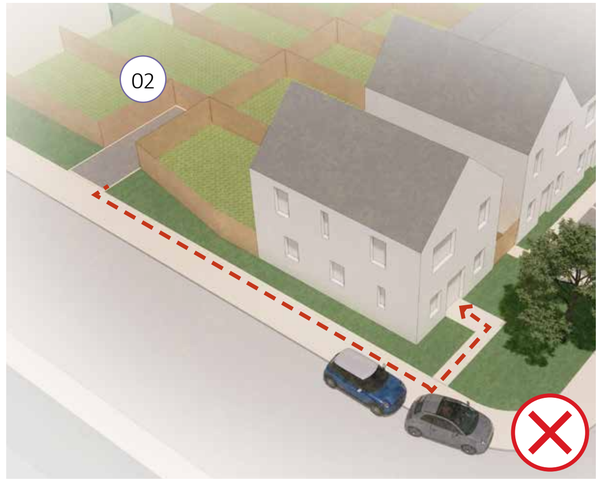
- This approach allows a higher density of development but can dominate the street scene.
- A landscape buffer, minimum 1.5m wide, must be employed every five spaces to avoid dominating the street scene.
- Landscape buffers must also be used to minimise extensive dropped kerbs as these can present accessibility issues for pushchairs, mobility scooters and wheelchair users.
- Driveways must be suitably sized to allow for pedestrians, pushchairs, wheelchairs, mobility scooters and bins to move between parked cars.

Double Tandem Parking

- This approach removes some of the car parking from the street scene but can be less convenient for users as cars may need to be swapped.
- Tandem parking can be employed as part of a mixed approach to car parking.
- Driveway length should support two cars only, avoiding encouraging overhanging of the footway.
- Driveways must be of a sufficient width to accommodate the movement of pushchairs, wheelchairs, mobility scooters and bins from a rear garden where required.
- Tandem parking is not suitable for busier routes, where swapping cars is inconvenient and unsafe.

Triple Tandem Parking

- Triple tandem car parking is not acceptable.
- Manoeuvring two cars in order to access the rearmost vehicle is inconvenient for residents.
- As a result, this arrangement encourages informal on street parking as this is more convenient than using the third space.



Rear Parking

- Rear parking may be employed if frontage access cannot be achieved.
- Spaces must be well designed to encourage use and avoid informal or antisocial parking closer to front doors.
- Spaces must be well lit and overlooked.
- Consideration must be made to include a convenient access to the property, typically a back door or garden gate.

Illustrated Examples

1. If frontage access cannot be achieved, the illustrated arrangement may be acceptable. The front door is located on the same elevation as the car parking spaces, and the property could have gable windows to provide overlooking of the car parking spaces.
2. The parking is too remote from the front door to the property, and there is no secondary access provided. This is inconvenient for occupants and often leads to antisocial parking as illustrated.

Parking Courts

- Parking courts are not a preferred option but may be acceptable provided they meet specific criteria to encourage uptake and avoid antisocial parking.
- Parking courts are acceptable for properties which cannot facilitate informal street parking, close to front door.
- Parking courts are not acceptable in locations where road layouts would permit residents to park on the street, closer to their front doors.
- Where the location criteria can be met, parking courts must be designed to be safe, green and convenient, adhering to the principles in **A.1.2.1 - Non-Residential Typologies.**

Illustrated Examples

1. This arrangement may be acceptable as the parking court provides the most convenient parking option for residents. As the area outside of the properties' front doors is pedestrianised and inaccessible by car, there is not an opportunity for antisocial on street parking to occur. The parking court is likely to be used, and presents convenience for residents.
2. This arrangement is unacceptable. The road layout allows for informal, on street parking closer to resident's front doors. The parking court is unlikely to be used as it is less convenient than informal, on street parking. As well as the informal parking being detrimental to the street scene, an underused parking court presents concerns over antisocial behaviour.

Garages

- Garages are rarely used for the storage of vehicles and as such are unlikely to be counted towards parking provision in future iterations of the *DGN1: Parking & Servicing and Standards for Parking in New Development.*
- Where garages are intended to be included as parking spaces, permitted development rights may be removed to ensure that they remain available as car parking spaces during the lifetime of the development.
- Garages must not dominate the street scene and must not be located on prominent junctions, arrival spaces or entrances to sites.

Unallocated Car Parking

- Parking for visitors, drop-offs, deliveries and tradespeople must be distributed across the site, in response to localised densities and front doors.
- Fewer, centralised unallocated parking areas encourage informal and antisocial parking on sites so will not be supported.
- Unallocated parking on the street should be based on the following minimum road widths:
  - 7.3m for parking on both sides.
  - 5.5m for parking on one side only
  - Streets less than 5.5m must use localised widening or lay-bys
- Lay-bys must be integrated into the streetscape using landscaping and trees to soften the street scene, with a landscape buffer every three parallel car parking spaces.

Key considerations

- Car parking should be located to the side or rear of buildings, and away from primary frontages to allow buildings to front the street.
- Frontage or on-street parking should not be a more convenient option than a parking court – the street design, site entrance and existing road network must be assessed to avoid parking courts becoming an inferior option.
- Consider passive surveillance and lighting for security.

Illustrative example

1. Priority should be given to locating accessible parking bays close to building entrances.
2. Pedestrian and cycle routes must not be impeded by car parking. Routes should be clear and direct, and designed so that parked cars cannot overhang footways.
3. Boundary treatments must be considered to mitigate the visual impact of car parking. Established landscaping is the preferred approach.
4. Landscaping must be used to soften car parks, and break up long runs of spaces. Tree planting and landscaping can also contribute towards improving biodiversity and providing sustainable drainage, so must be integrated into designs.

Illustrative drawing of a car park incorporating design principles

A.2 Principles for cycle parking

1. Cycle parking meets the Council's parking standards.
2. Cycling is encouraged through convenient, safe and secure shelters, supported by storage and changing facilities where required.

Cycle Parking Provision

- *DGN1: Parking & Servicing* and *Standards for Parking in New Development (2015)* contain technical information regarding cycle parking provision, design and dimensions for spaces.

Location

- Internal storage is preferred for all buildings, for security and to avoid impacting the street scene.
- For residential developments, garages count towards cycle parking provision. Developments without garages must provide alternative, secure cycle storage.
- Cycle parking should be as easily accessible as car parking.
- Cycle parking should be closer to the main entrance than car parking to encourage use.

External Shelters

- Shelters must be integrated into the landscape and architectural design of the proposal, with robust, high-quality and contextual materials.
- Shelters present an opportunity for green roofs to mitigate runoff and provide wildlife habitats.
- Shelters should be secure and overlooked.

Internal Storage

- Stores should be well-lit, and easily accessible from main entrances.
- Considerations must be made for the storage and charging of electric bicycles.

Non-residential Buildings

- Showers, drying rooms, changing facilities and dedicated individual lockers should be provided to encourage users to cycle.
- Visitor cycle storage should be provide separately and in an obvious, overlooked location near to the main entrance, supported by clear signage.

Cycling in the Town Centre

A.3 Principles for refuse

1. Waste storage provision reflects the Council's technical guidance and statutory requirements including capacity and dragging distances
2. The approach to waste storage and collection must not be detrimental to the street scene or amenity spaces
3. Internal waste storage is preferred for communal buildings. Where unavoidable, the design, screening and siting of external waste storage must be carefully considered to mitigate visual impact

Applicable to all typologies

- The Council's refuse storage guidance should be reviewed in addition to statutory requirements such as Building Regulations and the Environmental Act.
- Early engagement with Warrington's Waste Services Team is essential to determine the quantity and scope of refuse storage required.

Current Technical Guidance

- The latest technical guidance is contained within *DGN 1 – Parking and Servicing.*
- Applicants should be aware that the upcoming Borough Wide Design Code may supersede the information in *DGN 1 – Parking and Servicing*. Applicants are advised to check the Council's website, or with officers for the latest technical information.
- The current guidance outlines how waste and recycling collections should be provided on site, storage and access for collection vehicles and personnel.
- All developments must meet the refuse standards and minimum dragging distances outlined in *DGN 1 – Parking and Servicing.*
- For both communal storage and individual properties, waste collection vehicles should be able to get within 15m of the storage point.

01

Key | Refuse guidance

1. Residential waste collection
2. Additional guidance documents, DGN1: Parking & Servicing and the Environmental Protection SPD

02

02

Considerations for residential sites

- Residential amenity must be considered with regard to refuse storage locations, with regards to odour, noise and traffic – see the ***Environmental Protection SPD*** for further details.
- Consideration should be given to allow easy access and enough space for residents to separate recycling and store all waste and recycling containers.
- Operatives should not normally be required to carry bagged refuse more than 10 metres from the presentation point to the collection vehicle.
- Future changes in waste streams, handling and storage may require revisions to the guidance. In all instances contact waste services and engage with them from the outset.

Charging Policy

- All containers for waste and recycling are subject to a charge to cover their provision and delivery. Further information is available from the Waste Services Team.
- Developers, private landlords, HMO landlords or housing associations are responsible for providing containers (rather than tenants).

Major residential, minor residential and infill

- In residential developments, developers are responsible for ensuring all dwellings have the correct number of refuse storage containers before the homes are occupied.
- Where refuse storage is proposed in rear gardens, houses must have a clear route to bring the waste containers to the street for collection. Driveways must be sized to accommodate waste container movements around parked cars – minimum widths for driveways can be found in document ***DGN1: Parking & Servicing.***
- For mid-terrace properties, a covered external through route is preferred over an alleyway around a neighbouring garden, due to issues with spatial inefficiency, privacy and antisocial behaviour.
- Under normal circumstances the minimum waste container provision will be 2 x 240 litres [1 residual and 1 recycling wheeled bin]. Properties with gardens are also provided with an additional 240 litre wheeled bin for recycling of green garden waste.
- Developers will be expected to meet the Council's minimum waste container provision, which can be found in document ***DGN1: Parking & Servicing.***
- Collection operatives should not be required to pull/push waste containers more than 15 metres from the presentation point to the collection vehicle, for bagged refuse this distance should be no more than 10 metres.

Apartments and other places

- Communal and centralised refuse storage should be internal.
- Internal waste and recycling stores should be located away from main entrances.
- Where refuse containers are stored internally, a designated collection point must be identified on the site plan, which is level and appropriately sized to contain waste containers awaiting collection.
- If unavoidable, external waste and recycling stores must be integrated into the landscape and architectural design of the wider proposal, with robust, high-quality and contextual materials.
- External waste and recycling stores must not be located on primary approaches and should not be visible from the street.
- External stores also present an opportunity for green roofs to mitigate runoff and provide localised habitats for wildlife.
- In the case of apartments and multi-occupancy developments a ratio of six residential units would require a non-recyclable refuse container capacity of 1100 litres and the same for recyclable materials.
- Collection operatives should not be required to pull/push a bulky waste container more than 5 metres from the agreed waste collection point to the collection vehicle. Any paths should be free from obstructions.

Changes of use, extension and adaptation

- Where a building is erected, rebuilt, altered, adapted or undergoes a change of use which renders the waste storage accommodation, and access to it, insufficient or unsuitable, then revised waste storage facilities must be approved by the Council.

Other developments

- Where special wastes are involved separate storage facilities must be provided to isolate such waste from wastes to be collected by the Council.
- Premises visited by large numbers of the public, especially retail developments, will be expected to provide suitable waste and recycling collection facilities.
- In a mixed development such as a commercial/ leisure/residential scheme there should be a strict separation of waste to ensure that commercial waste does not enter the domestic waste stream. Additional advice can be given by the Council on this matter.
- In developments where other types of waste are likely to be produced, for instance healthcare waste, it is imperative that waste is segregated and no cross contamination can occur.

Overview

- Site specific design codes and development frameworks are principally for developing new places in Warrington, mostly concerning developments with a scale significant enough to become distinct places with their own identity.
- Developments of this scale must have special considerations to preserve placemaking and present a fantastic opportunity to develop new communities and places in the borough.

Purpose

- This section is intended to be referenced by design teams as they develop design codes. The document will also be used by Case Officers to review and appraise design codes as part of the planning process.
- It will set the baseline for how design codes across the borough should be approached, and the key principles they should address.
- The approach and process (see **A.4.2*/*** offers guidance on how to develop a design code or development framework.
- The Warrington Design Guide SPD contains borough-wide design guidance, which can inform and influence site specific design codes and development frameworks.
- Site specific design codes and development frameworks are expected to contain an additional level of contextual analysis and detailed design guidance which is specific to the given site and locality, over and above existing guidance within the Warrington Design Guide SPD.
- The Council will be preparing a borough-wide Design Code in due course. If neighbourhood plans and development frameworks / developer produced codes are consistent with principles of the Warrington Design Guide SPD and the Local Plan, then there's no need for duplication, but there may still be elements of the upcoming Borough Wide Design Code which apply.

Defining a site specific design code

- A design code is a set of robust, concise and illustrated design requirements, providing specific and detailed design parameters, to ensure a consistent baseline of quality is implemented across an area of development. This allows Warrington Borough Council to have assurance that design quality will be upheld whilst also allowing the flexibility for innovation to flourish through the detailed design process.

Defining a development framework

- The design elements of a development framework should primarily focus on setting the outline parameters, spatial information and vision for a site at a local area or settlement level
- Information is expected to be less detailed than a design code but should be initiated via the approach outlined in **A.4.2** and **A.4.3** and should ensure that the key principles for the site are identified and enabled through the framework guidance. As the project develops, a design code may also be required to ensure that the principles are carried through to the development.
- It should be noted that development frameworks cover broader issues including the phasing and delivery of infrastructure.

When is a design code or development framework required?

- Design codes must be submitted with all major outline applications to demonstrate compliance with the aspirational vision and to ensure quality design will be upheld during the detailed design phase.
- A design code must be submitted with the first application (outline or full) on major application sites that come forward in a phased approach to ensure consistency between development parcels. For non-major outline applications, a Design and Access Statement should consider and reflect the process and principles (see **A.4.2** and **A.4.3**.)
- Development frameworks are required for specific Main Development Areas as confirmed in the Local Plan.

Brief

A good design code or development framework will:

- Allow diverse, innovative, and creative design to flourish, whilst setting a baseline to ensure a consistent high standard of design across the development.
- Ensure that developments demonstrate a holistic approach to the climate emergency.
- Reference current local and national planning policy documents and best practice guidance.

A good design code or development framework won't:

- Replace the role of a skilled design team and Local Planning Authority.
- Constrain the viability or design quality of developments.
- Encourage homogeneous design.
- Conflict wider strategic plans, local or national planning policy documents.

Approach and Principles

- The process for developing a design code or development framework has been separated into approach and principles.
- The approach identifies the processes for creating a successful design code, which includes ways for working through the process, and how to communicate the guidance. The principles are shared with **1.2 Ambition for Warrington** , and should be used as a basis for developing site specific visioning and guidance. These principles are expected to underpin all design code and development framework guidance.
- Development frameworks should follow a broadly similar approach to Design Codes, but will be of a more strategic and high level nature.

Approach

- The approach identifies the processes for creating a successful design code
- Design codes must be written following the guidance of the ***National Model Design Code***, and reference the ***National Design Guide.***
- In addition to this, the approach should be aspirational, holistic, collaborative, illustrated, specific and multi-scaled.
- The approach should be reviewed regularly through the drafting and development of the design code to ensure that the processes below are being followed.
- The approach should underpin all decision making, workshops and code writing.

Aspirational

- Define a clear, aspirational, and site-specific vision which has been informed by the evidence base.
- Ensure aspirations for the site are captivating, and reference the uniqueness of the site.
- Be aspirational in all aspects of the development, from design quality to addressing the climate emergency – see Principles for further information regarding the vision.

Holistic

- Consider how the site will function as a whole.
- Consider the longevity of the development, and how an aspirational vision can be upheld across years of development, with changing project teams.
- Ingrain considerations for the climate emergency throughout the guidance. Principles must be holistic, rather than bolted on to guidance.

Collaborative

- Undertake extensive engagement with stakeholders and the wider community, encouraging input rather than just informing people of proposals.
- Facilitate collaboration across the project team, to overcome conflicts and develop aspirational design outcomes.

Illustrated

- Include precedent images or case studies to communicate the intent for quality and character of the building, landscape, street and masterplan design.
- Be clear about what is successful and why, to enable design quality and aspirations to be communicated and upheld.
- Illustrate key principles and reduce reliance on text – consider drawing street types, built and landscaped character areas to clearly communicate the vision.

Specific

- Guidance must engage with the uniqueness and locality of the place and set out the character of the borough, reflecting the context, history, and culture of Warrington.
- Guidance must identify and engage with site specific constraints and opportunities, such as site heritage, existing natural assets, movement network and communities.
- Guidance must be specific enough to uphold the vision and design quality, whilst allowing for creativity and flexibility as the site develops – consider a comply or justify approach.
- Guidance should work to a hierarchy of must, should, and aspirational principles.

Multi-Scaled

- Whilst the initial analysis is undertaken at a locality / site-wide scale, guidance must mediate between scales of development to uphold design quality and the vision for the site.
- Consider how to employ guidance on a strategic scale, detail scale and everything in between.
- A clear stance on when to apply guidance across the levels of detail is crucial to the design code's success.
- Amongst other things, the climate emergency must be addressed at all scales, providing a multi-faceted, holistic approach to sustainable development.

Principles

- In accordance with the approach and the processes within the National Model Design Code, design codes must set out the key principles and vision for development across the site.
- This section supplements this process by outlining the principles which are valuable to development in Warrington, which are shared with **1.2 Ambition for Warrington**. The information below summarises the principles and includes recommendations for how the principles can be translated into design codes and development frameworks.
- Proposals must demonstrate how each of the principles will be reflected in future developments on the site.
- In addition, design codes must address the 10 Principles for a Well-Designed Place as outlined in the ***National Design Guide.***

Places for health and wellbeing

- Places have a crucial impact on health and wellbeing. Considered, holistic design can improve health and wellbeing, whilst poor design can have detrimental effects. The borough still faces health inequality in many areas. Whilst life expectancy in Warrington has improved for males, it has decreased in recent years for females and this needs to be addressed as the borough develops.
- Design codes and development frameworks present an opportunity for site wide health and wellbeing considerations, such as greening, active travel routes and access to outdoor amenity space. Guidance should outline the quality and function of these spaces. Considerations for buildings could include health and wellbeing accreditation, such as WELL or FITWEL, and setting the parameters to ensure that internal spaces to live, work and spend time are well lit and ventilated.

Design quality + innovation

- Developments in Warrington must be of exemplar design quality. Good design is the guiding principle, and facilitates many of the other principles within The Ambition.
- Design codes and development frameworks must consider how quality can be integrated into developments, including considerations such as materials, detailing and the composition of façades. Innovative designs are welcomed, but design codes and development frameworks must ensure that the quality and consistent language of a site is preserved as developments come forward.

Inclusive, community led development

- Communities must be at the heart of new development. Proposals must engage with people from the initial stages of development to understand and respond to people's collective needs. As the borough grows, emerging communities must be supported, allowing new places to flourish into thriving hubs of activity and life.
- Design codes and development frameworks should see the vision as an opportunity for community involvement, to understand the existing condition and ambitions for the locality, from the people who live and work there. Considerations must be given to how new proposals weave in to existing communities, through connections, design language and scale. Design codes and development frameworks must consider accessibility and safety to ensure developments are inclusive.

Climate resilience

- Warrington has declared a climate emergency; our Climate Emergency Action Plan (2023) aims for the borough as a whole to be net zero by 2041. Warrington's development must be sustainable. To achieve this goal, considerations for climate resilience must be ingrained in developments from the outset, throughout delivery and into occupation. We must be ambitious with our approaches to new spaces, driving and delivering the net zero ambition.
- Design codes and development frameworks have the ability to specify that developments meet aspirational climate resilience targets, and outline how they can be achieved, from fabric first design to renewable energy usage. As with the design guide, design codes and frameworks should ingrain climate resilient design principles, making them integrated throughout the guidance.

Leading with identity

- Warrington is a distinct and characterful place. New developments must understand Warrington at a borough and local scale, and enhance the distinct identity of Warrington.
- The design guide or development framework must begin with an understanding of the existing context, including our rich built form, heritage and wider social and economic ecosystems. This context must form the basis for the vision, understanding what is already here, and how it can be celebrated. Guidance must then balance the need for coherent, contextual design, with the need for diversity and local distinctiveness.

Connecting Warrington

- Enhancing the connectivity of the borough is a fundamental means of improving active travel, reducing reliance on cars, and unlocking the potential of Warrington's existing natural and urban assets.
- At a strategic level, design codes and development frameworks have the opportunity to prioritise active travel, and reduce our reliance on vehicular movements. It is essential to understand and respond to existing networks, better linking up the borough and connecting our built spaces and natural assets. Within the site, street hierarchies have a crucial role to play in defining the character of a space, and moving towards streets as valuable areas of public space.

Leading with landscape

- Greening is essential to development of all scales, and is a guiding principle to facilitating many of the other principles within The Ambition.
- A green agenda must permeate all levels of design code or development framework guidance. Strategically, green spaces must be considered, including places to play, SuDs and opportunities to green our streets. The design of buildings must integrate aspects such as small scale SuDs, green roofs and landscaping, to improve biodiversity, urban cooling and mental wellbeing.

2.0 Warrington's Places

- Warrington Local Plan 2021/22- 2038/39
- Warrington Borough Council Interactive Map
- Warrington Borough Council Climate Emergency Action Plan 2023
- Evidence base- Heritage and built environment | warrington.gov.uk | Conservation area appraisals for sites across the borough.
- Warrington Means Business - see the Council website for the latest version.

Town Centre

- Warrington Town Centre SPD
- Conservation Areas:
  - Town Hall
  - Palmyra Square
  - Buttermarket Street
  - Bridge Street
  - Bewsey Street
  - Winwick Street
- Warrington Town Centre First and Last Mile Transport Masterplan

Inner Warrington

- Warrington Central 6 Regeneration Masterplan
- Conservation Areas:
  - Church Street (overlaps with Town Centre boundary)
  - Wilderspool Brewery

Suburban Warrington

- Conservation Areas:
  - London Road
  - Victoria Road / York Drive
  - Ackers Road / Marlborough Crescent
  - Thelwall Village

Countryside and Settlements

- Appleton Parish Thorn Ward Neighbourhood Development Plan
- Croft Parish Plan
- Conservation Areas:
  - Grappenhall Village
  - Walton Village
  - Lymm
  - Culcheth Newchurch Hospital

3.0 Site Strategy

- National Planning Policy Framework 2023
- Planning Practice Guidance
- Spatial planning for health: an evidence resource for planning and designing healthier places
- The Building with Nature Standards Framework
- Garden City Principles
- Understanding Place: Historic Area Assessments
- Historic England advice note 4- tall buildings
- BRE: Site layout planning for daylight and sunlight
- Sport England: Uniting the Movement
- Design for the mind - Neurodiversity and the built environment- Guide
- Make Space for Girls: Resources library

SuDs

- Warrington Borough Council Sustainable Drainage Systems (SuDs) Design and Technical Guidance
- The SuDs Manual (C753F)- available at CIRIA
- Latest guidance following the implementation of Schedule 3 to The Flood and Water Management Act 2010 (upcoming)

Further information can be found at EA Northwest byelaws are available at:

- North West region flood defence and land drainage byelaws
- Flood risk activities: environmental permits - GOV.UK (www.gov.uk)

4.0 Streets, Landscape and Open Space

- Warrington Borough Council Transport, highway planning and design guidance
- Fitwel — Assembly: Civic Design Guidelines | Guidance for integrating active design into civic spaces
- Streets for a Healthy Life- GOV.UK (www.gov.uk) | Homes England Guidance on placemaking and wellbeing in street design
- Fields in Trust Guidance for Outdoor Sport and Play
- Design for Play available at Play England
- Sport England Active Design Guidance
- Manual for Streets
- Manual for Streets 2
- Manual for Streets 3 (upcoming)
- A Green Future: Our 25 Year Plan to Improve the Environment
- Biodiversity 2020: A strategy for England's wildlife and ecosystem services
- Designing Out Crime: A designers' guide
- Social Exclusion Unit (2003) Making the connections: final report on transport and social exclusion.

5.0 Buildings, Communities and Places
All typologies

- BREEAM Technical Standards
- The Clean Growth Strategy
- Building for a Healthy Life
- LETI Climate Emergency Design Guide
- UKGBC Renewable Energy Procurement & Carbon Offsetting Guidance for Net Zero Carbon Buildings
- Making Space for Waste: designing waste management in new developments | ADEPT (adeptnet.org.uk) – Designing Waste Management best practice
- Indoor Air Quality Guidance: Assessment, Monitoring, Modelling and Mitigation
- National Protective Security Authority: Building & Infrastructure
- Designing Neighbourhoods for Social Interaction: The Case of Cohousing- Williams, J (2005)

Principles for homes

- HAPPI- Design- Topics- Resources - Design principles for an ageing population
- Secured by Design - Homes 2023
- Home Quality Mark from BRE
- Increasing Residential Density in Historic Environments
- Technical housing standards – nationally described space standards

Developing in the countryside

- Historic England Farmstead Assessment Framework
- Historic England Adapting Traditional Farm Buildings

Extensions and retrofitting

- House Extensions Supplementary Planning Document 2021
- LETI Climate Emergency Retrofit Guide

Workplace

- WELL- International WELL Building Institute | IWBI (wellcertified.com)

Active frontages – ground floors with windows and doors onto the street, where there is an active visual engagement between those on the street and those on the ground floors of buildings.

Active travel – making journeys in physically active ways- like walking, wheeling and cycling.

Amenity space – indoor or outdoor space that is available for recreational or social activities. This may be private or communal.

Blank frontages – a wall which has few or no windows or doors, and has no decoration or visual interest.

BNG – biodiversity net gain is a way of creating and improving natural habitats. BNG makes sure development has a measurably positive impact ('net gain') on biodiversity, compared to what was there before development.

Climate resilience – the ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbances related to climate.

Conservation area appraisals – defines what is important about the character and appearance of a conservation area and identifies its special characteristics.

Defensible space – defining property lines and distinguishing private spaces from public spaces, using elements such as landscape plantings, pavement design, gateway treatments and fences.

Green Belt – areas around certain towns, cities and large built-up areas. The primary purpose of the Green Belt is to mitigate unsustainable urban sprawl and maintain separation between urban areas.

Outside in approach – ensuring that pedestrians, cyclists and other active travel users are prioritised in the design of our streets and spaces, rather than leading with vehicular design.

Street scene – a view of the built environment from the perspective of the street user, incorporating urban, highway and landscape design.

SuDs – sustainable urban drainage systems encompassing a range of techniques for holistically managing water runoff

Urban grain – the complexity and coarseness of an urban area. Fine grained areas have a large number of different buildings and closely spaces streets. Coarse grained areas have large blocks and buildings with little architectural variety.

03.1 Principles for site strategy

1. Proposals demonstrate analysis of and response to the character of the locality, including social, environmental and built context.
2. Proposals have a clear site ambition, reflecting the seven ambition principles for Warrington.
3. The site ambition responds to assets and amenities including transport nodes, natural assets and key routes.
4. Sustainable urban drainage (SuDs) systems are considered from the outset and are integrated into the site ambition.

04.2.1 Principles for streets

1. Streets enable movement for everyone, prioritising and enabling active travel.
2. Streets maximise the shared benefits of landscaping.
3. The design, materiality and hierarchy of streets contributes towards a sense of place.

04.3.1 Principles for landscape & open space

1. Spaces are safe and accessible, considering legibility, hazards and different user groups.
2. Spaces are multifunctional and are designed to accommodate different activities, and address the climate emergency and biodiversity crisis.
3. Landscape and open space is specific and locally sensitive, reinforcing the positive unique character and sense of place.
4. Spaces are designed for resilience and maintenance, through specification, management plans and stewardship.

05.2.1 Principles for layout

1. Buildings are positioned and grouped to respond to the prevailing character of the area and environmental constraints and opportunities.
2. Site layouts incorporate positive, green spaces between buildings which enhance biodiversity and incorporate SuDs.
3. Layouts encourage walking and cycling by responding to public transport nodes, amenities and routes.

05.2.2 Principles for appearance

1. Designs respond to their immediate context, the wider locality, or create their own distinct character if it is appropriate to do so.
2. Buildings reflect a contextually appropriate response to form, scale, mass and height.
3. Elevations are designed using detailing, order, depth, and materiality to add interest and character.
4. Buildings create positive streetscapes, using active frontages and addressing the human scale.
5. Materials and construction methods reflect the need for climate resilience, quality detailing and longevity.

05.2.3 Principles for boundaries

1. Boundary treatments enhance the character of the site, contribute towards successful streetscapes and provide clear thresholds between public and private spaces.

05.2.4 Principles for internal spaces

1. Spaces within buildings provide healthy and happy internal environments which consider all users, addressing lighting, air quality and accessibility.

05.2.5 Principles for construction + detailing

1. Buildings should demonstrate a fabric first approach, achieving the best performance from the building fabric, from the outset, for the life of the building.
2. Designs consider the lifecycle of the building and the reduction of carbon from cradle to grave.
3. Buildings improve nature recovery wherever possible, incorporating bat boxes, swift bricks and green roofs.

05.2.6 Principles for servicing + utilities

1. Building services strategies must work to address the climate emergency, utilising low and zero carbon technologies and maximising opportunities for micro-generation.
2. Substations, plant equipment, utilities and service access must be carefully positioned and integrated into designs, mitigating visual impact with screening where appropriate.

05.2.7 Principles for homes

1. Homes must be designed to meet or exceed requirements for privacy, amenity and space standards.
2. Differences in tenure should not be recognisable through architecture, landscaping or any other design features.
3. All homes must address Warrington's diverse population, including homes for older people, accessible homes and affordable homes.

A.1.1 Principles for car parking

1. Parking provision follows the Council's parking standards, providing appropriate, practical space for regular users and visitors.
2. Electric vehicle charging is provided in line with the council's Electric Vehicle strategy, and must be incorporated into designs from the outset with integrated equipment that is convenient for user.
3. Parking arrangements reflect usability and relationship to entrances to avoid under-utilised car parking and the encouragement of antisocial car parking.
4. Parking must consider the street scene, incorporating landscaping and employing varied arrangements to avoid excessive frontage parking.

A.2 Principles for cycle parking

1. Cycle parking meets the Council's parking standards.
2. Cycling is encouraged through convenient, safe and secure shelters, supported by storage and changing facilities where required.

A.3 Principles for refuse

1. Waste storage provision reflects the Council's technical guidance and statutory requirements including capacity and dragging distances.
2. The approach to waste storage and collection must not be detrimental to the street scene or amenity spaces.
3. Internal waste storage is preferred for communal buildings. Where unavoidable, the design, screening and siting of external waste storage must be carefully considered to mitigate visual impact.

WARRINGTON
Borough Council