Northside Local Development Order
Macclesfield Town Centre
Strategic Design Statement
October 2018
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**i. Introduction**

ij01 This document, in the form of a Strategic Design Statement is intended to guide development within the Northside area of Macclesfield Town Centre, in the context of the proposed Local Development Order (LDO).

ij02 This statement responds to the local design constraints and context of its location, the requirements of the Cheshire East Council's (CEC) Residential Design Guide and the commitment within that document to deliver high quality design, whilst ensuring a developments sustainability; in terms of location, construction, energy use, life cycle and maintenance.

**LDO CONTEXT**

ij03 Cheshire East Council proposes to adopt two LDO’s within Macclesfield Town Centre. This, Northside LDO and a second for Whalley Hayes, both locations are illustrated in Figure i:01. The LDO’s are intended to support the regeneration of the town centre in these key locations. Further details of the LDO approach and proposed planning conditions are set out in the accompanying Statement of Reasons (September 2018).

ij04 Town centres across the United Kingdom have experienced a decline in footfall over the last 5 to 10 years, initially caused by the move of larger national retailers to ‘out of town locations’ and then, more recently exacerbated by the dramatic rise of online retailing.

ij05 Town centres have been slow to adapt, and now need to look at reinventing themselves, as not just a provider of retail goods, but more as a destination in themselves, providing the visitor with an experience, as opposed to just a place to shop. A key piece of work, promoting this step change in approach came out of the Portas Review, which stated that:

“Our High Streets can be lively, dynamic, exciting and social places that give a sense of belonging and trust to a community.”

ij06 Macclesfield Town Centre, through support by local organisations is reinventing itself; as a destination and the heart of the local community. The monthly Treacle Market is one example of how the town has created a regular, destination event which attracts a large number of visitors into the town centre and showcases local businesses, produce and community activities.

ij07 However, it is acknowledged that the size of the retail centre of the town will need to contract, the quality and size of the retail spaces need to be fit for purpose and that other uses; such as restaurants, cafes, bars and town centre residential living will need to be developed to ensure a vibrant centre is retained and that the town centre continues as a vibrant, family orientated destination into the evenings.

ij08 Cheshire East Council acknowledges the above need and intends to manage this change of direction on the town centre fringes through the adoption of the above LDO’s.

**THE LDO SITE**

ij09 The Northside LDO is illustrated in Figure i:01 and lies to the northern periphery of the town centre and separated from the core shopping areas by Hibel Road. The town centre uses in this area are led by the residential neighbourhoods with the other uses being primarily small office spaces, a long established car dealership and the magistrates court. There are no shops in this part of town with the majority of retail and restaurants petering out along Jordangate, further to the south.

ij10 Beyond the LDO sites to the north and west are well established residential neighbourhoods with few other uses interspersed.

ij11 The LDO therefore proposes to focus on residential uses whilst providing higher floor to ceiling heights at ground floor in key locations to enable use as commercial or retail units if so required in the future.

ij12 The LDO will have a lifespan of 5 years (from the date of adoption) and this will allow for each of the sites to come forward in a phased approach over this time period.

**USING THE CEC RESIDENTIAL DESIGN GUIDE**

ij13 The adopted CEC Residential Design Guide (2nd May 2017) deals with the need to deliver new homes in Cheshire East whilst ensuring they are well-designed and set into contextually and environmentally responsive townscapes, villagescapes and landscapes.

ij14 The guide is split into two volumes:
1. Setting the Scene of Cheshire East
2. Residential Design - Creating Quality

The following paragraphs describe in brief the structure and content of the Design Guide.

**Volume 1: Setting the Scene**

This provides an overview on the policy context at both a national and local level, referencing the National Planning Policy Framework, the current saved policies of the three local plans from the previous Borough Councils and the relevant emerging policies from the new Local Plan.

The settlement character areas within Cheshire East are then described and illustrated, providing developers and their design teams with an overview of the District’s local vernacular and how it varies in terms of historic evolution, geographic location, settlement form, layout, archetypes, materials and detailing etc. i.e. what makes different areas distinct.

As stated later in the document the local vernacular should not be slavishly followed on new developments to create ‘chocolate box’ pastiche developments, but for design teams to creatively reinterpret and use this for inspiration and to knit development into the place.

The key is to celebrate inspirational design and the process undertaken to create places with kerb appeal.

The final chapter of Part 1 sets out the importance of good urban design, its role in ‘Place Making’ and the need to follow good design practices. In developing proposals for a site the designers will need to genuinely respond to the context into which they are designing and positively contribute to;

- the settlement of which the development is part;
- the landscape into which it is placed, and;
- the ecology of the site and its surroundings.

BFL.12 is also covered in this document and a BFL.12 assessment shall be developed to support this Design Statement.

In essence Volume 1 sets out the design process expected to be undertaken in order to ensure that the design quality described in Volume 2 is delivered.

**Volume 2: Creating Quality**

Volume 2 provides guidance on holistic issues relating to the wider context in which the site sits and how the site should be assessed to ensure that it takes full advantage of its connections, views, topography, site features, habitats and surrounding land uses etc.

The guidance also defines overarching principles of Urban Design and working with the grain of the existing settlement and site features to create a layout, building forms, massing, materials, fenestration, streetscapes and landscape that are responsive to the setting and context.

The guidance considers additional layers of detail, specifically around streets, movement, public realm, public art, landscape strategies, green and blue infrastructure networks, passive and active sustainable design and the power of design to improve the quality of life (including health and wellbeing) of communities and individuals.

In summary this guide provides the process and structure for each and every residential development coming forward in Cheshire East. If this guidance is followed and developers engage pro-actively with the Local Planning Authority then a collaborative design process will ensure the Borough delivers its aspiration for high quality, well designed residential development. The guidance has been followed in developing this Design Statement.
Figure i01 - LDO Site Locations Plan
ii. Local Context & Character

LOCAL CHARACTER

The CEC Residential Design Guide - Silk, Cotton & Market Towns

ii|01 Macclesfield lies in the north eastern corner of the ‘Silk, Cotton and Market Towns’ character area, according to the CEC Residential Design Guide (Volume 1), as illustrated in Figure ii:01.

ii|02 The following paragraphs are extracts from the Design Guide relating to the typical character traits of this area.

ii|03 Brick and render are the traditional choice for external walls with localised areas of stone closer to the Gritstone Edge character area. Timber is used selectively for decoration, for example in the form of bargeboards and gable decoration. Stone often appears on higher status buildings for bays, window detailing or horizontal courses. Workers cottages and terraces are generally treated more simply. Slate is the predominant material for roofing but with some buildings using stone flags.

ii|04 Typical boundary treatments include brick wall, railings and hedging. Examples of rubble stone walling can also be seen particularly in Macclesfield.

ii|05 Traditional detailing varies depending on the housing typology. Terraced housing is simply detailed with common features including wedge lintels, tall vertical windows, chimneys and arched or rectangular fanlights. Typical embellishments on this standard design palette include string courses in brick or stone, dentilled brickwork to corbals, eaves brackets and bay windows.

ii|06 Larger detached and semi-detached properties are typically characterised by more ornate detailing including moulded stonework, decorative brickwork, porches and mock Tudor effect to gables.

ii|07 The typical design cues of the Silk, Cotton and Market towns character area have been highlighted in the panel to the right.

Town Character

ii|08 Macclesfield is a large compact radial settlement, astride the valley slopes of the River Bollin. It is a medieval market town, once surrounded by town walls, ramparts and a fortified manor. The fortifications were destroyed in the civil war by the parliamentarians after they displaced the Royalists.

ii|09 During the 19th Century Macclesfield was the biggest producer of finished silk in the country and a number of the tail mills still stand today in and around the town centre, many converted to offices and apartments.

ii|10 This mill town heritage can be seen in the typical mill workers terraced housing, as well in the more unique vernacular three storey weavers cottages which jostle amongst the more generic two storey terraces.

ii|11 Primarily the residential neighbourhoods within and on the edge of the town centre are composed of these higher density terraced residential blocks, generally located by the pink over-wash in Figure ii:06, the strong urban grain, illustrated in Figure ii:07 and the high density of homes, as illustrated in Figure ii:08.

Silk, Cotton & Market Town Design Cues:

• All archetypes are represented within the character area.
• Georgian town houses sit on outer fringes of settlement centres.
• Residential properties step and flow with the gently rolling topography.
• Town centres are surrounded by a fine grain of lanes with residential properties immediately adjacent to or located upon the main streets.
• Streets and lanes are well overlooked and enclosed.
• Garden Suburb style housing areas have matured into pleasant neighbourhoods.
• Less terraced housing found in smaller settlements.
• Storey heights vary from one to three storeys typically and the massing varies greatly depending on historical period, status of building and topography.
• Features include single and full height bay windows, ridge detailing and prominent chimney stacks. Higher status properties set back behind small front gardens.
• Brick and whitewashed brick dominates, with localised areas of stone closer to the Gritstone Edge character area.
• Landmark and header buildings found within and around the settlements.
• Landscape setting, views and footpaths out to countryside important in all settlements.
Macclesfield Design Cues:

- Tudor, Georgian, Victorian and Edwardian architecture are all found through the town.
- Mill workers terraces dominate the town centre fringes.
- Georgian town houses overlook Park Lane.
- The terraces and weavers cottage step up along the streets which flow with the rolling topography.
- Strong well enclosed street pattern.
- Town centre is surrounded by rows of terraces, beyond which is a mix of 20th Century housing suburbs and estates.
- Victorian, Edwardian and 20th Century suburbs enclose much of the towns outer fringes.

Macclesfield has an active industrial base, attracting a diverse population which is reflected in the form and density of housing which, in turn, is influenced by the topography on which the town has grown.

The town centre of Macclesfield has three identifiable zones, as illustrated in Figure ii:06 above.

The town heart is retail-led and focussed on the vibrant primary shopping areas located along Chestergate, Mill Street, Castle Street and around Market Square. In addition to the retail uses there are a mix of pubs, restaurants, commercial office buildings, civic and community facilities, as well as some residential accommodation.

The second zone has been termed here as 'mixed-use town centre hinterland'. No one use dominates, but retail is primarily speciality or value retail, a greater proportion of commercial office space, some light industrial uses and much more residential property creates a diverse mix in this location.

The third and final zone are the residential-led neighbourhoods. As described previously these areas are primarily made up of high density mill workers and weavers cottages, interspersed with former industrial buildings.
mills (some converted to apartments, others to light industrial or office spaces), local convenience stores, newsagents, takeaway kitchens, pubs and primary schools. These high density uses, stepping as they do up and down the topography of the town create a strong townscape over which key landmarks dominate the town and create an interesting skyline. The key landmarks in and around the town are illustrated in Figure ii.06.

Figure ii.09 illustrates the diversity of building styles in and around the town centre.

**Site Specific Character - Northside**

The Northside area is very typical of the wider town centre. The neighbourhood straddles the east facing valley slope above the West Coast Main Line Railway with views from the east-oriented streets such as Hibel Road, Pearle Street and Fowler Street, out across the valley over the Silk Road and rooftops towards Hurdsfield and the Pennines beyond.

A key landmark from the area is the Holy Trinity church tower on Hurdsfield Road.

The site is primarily located in the outer residential zone of the town centre, with some remnant office and civic elements fronting Hibel Road and facing the heart of the town. These include the former Magistrates Courts, Solicitors offices, other commercial premises and the Toyota Car Showrooms. The neighbourhood is dominated by the well established residential uses. As with the wider town these are primarily made up of 2 storey former mill workers terraced houses interspersed with some 3 storey weavers cottages.

In addition to these dominating archetypes other building forms include newer townhouses (circa 1950’s) and higher status Victorian Houses and Villas fronting Beech Lane.

Whilst the majority of the housing stock in this area is made up of two storey built form. There are a few examples of the three storey weavers cottages with the larger garret windows to the top storey (originally designed to allow greater natural light into the weaving floor). In addition the higher status Victorian Buildings on Beech Lane, whilst being two storeys have greater floor to ceiling heights giving them a greater mass and presence within the townscape.

As with the wider town the terraced and weavers cottages are simply detailed and use the traditional brick for the walls with Welsh blue slate for the roofs.

The Victorian buildings on Beech Lane have a greater variety of materials and detailing including bay windows, arched quarter-light, stone banded courses, lintels and cills, carved and or highlighted timber-work to bays, eaves and parapets as well as brick dentil courses and banded courses to eaves and at first floor level.

The wider neighbourhood therefore has a great variety of architectural eras represented and illustrates the layers of history over the period of the neighbourhoods establishment. The development and regeneration of the LDO sites is just the latest period of development in the neighbourhoods evolution and should respect the setting and context but be forward thinking in the design of the proposals.

**HERITAGE**

**Heritage Impact Assessment (HIA)**

A Heritage Impact Assessment has been undertaken as part of this project to ensure the significance of the heritage assets in this part of the town and what, if any impact the development of the LDO sites will have on those assets.

The assessment is a two-way process, feeding into the constraints and opportunities analysis at an early stage to ensure the proposals take account of the heritage assets wherever possible and mitigate any potential impacts if identified through good design.

The HIA which supports this design statement is available to read as part of the package of supporting documents for this LDO. The summary conclusions are included below, and taken account of in the development of the proposals.

**Summary of Findings**

The proposals as illustrated in the following chapter (Chapter iii) have either a neutral, slightly or larger beneficial impact on the heritage assets in the area. Whilst the parameters do not provide detailed design s for the sites they provide overarching principles and approaches to detailed design which are expected to be followed by the final developers.

These key approaches to mitigating, reducing and/or removing the potential harmful impact of development at the detailed design stage are set-out below:

- Scale and materials used in new buildings should be appropriate for their setting and serve to provide unity and cohesion of development across the LDO.
- The height of new buildings should be such that the long and short range views to and from the heritage assets are maintained or enhanced.
- Harmonious integration of new development with heritage assets can be achieved by respecting and replicating where necessary, the historic grain of the urban landscape (streetscape/townscapes).
- Appropriate use of hard and soft landscaping and traditional surface materials will help to integrate new development into the setting of heritage assets.

The parcel which constitute the Northside LDO do not include any designated heritage assets or even undesignated heritage assets. The parcels make only a limited contribution to the views from and setting of the local assets. Some features of the sites actually detract from the views and setting of the assets.

Through careful management of the design, materials and scale of the redevelopment and appropriate public realm works, in accordance with the design parameters in the LDO, the setting of the heritage assets will be a **Neutral Impact** (at worst) or a **Large Beneficial Impact** (at best).

**APPRECIATION OF PLACE**

**Turning Constraints into Opportunities**

Figure ii.11 illustrates the immediate context of the sites within the wider Neighbourhood. The illustration also sets-out the constraints and opportunities of the sites in relation to on-site features and the sites relationships to the adjoining properties and streets on which they are located.

As illustrated and described previously in this chapter the wider neighbourhood has a strong historic urban grain in the form of a Georgian grid, with well enclosed, outward facing urban blocks.

Some built elements of the current blocks have poor façades which either do not compliment the current character of the wider neighbourhood or are blank and provide no surveillance of the adjoining public realm.

In some locations the urban blocks are ‘damaged’ or incomplete, in part through the widening of Hibel Road, which has left cleared sites (i.e. Site D), which need to be redeveloped or newer uses have been inserted into the block structure which has removed the strong grain and replaced it with lower density interventions, or left cleared sites for use as parking areas or forecourt space for car sales.

Whilst relatively recent, the Jordangate multi-storey car park stairwell on the corner of Hibel Road has created a focal element and landmark in the streetscape in the form of a tower. Whilst it is very much of its time this element is a strong feature in the townscape and part of the unfolding story as one travels through the streets of Macclesfield.

As illustrated in ii.06, the junction with Beech Lane, Jordangate and Hibel Road has been identified as a secondary gateway between the town centre neighbourhood of Northside, the main access roads into and around the town centre and the core of the town centre itself.

Views have been touched on earlier in this chapter and illustrated in Figure ii.11. In summary all primary long distance views are
Grade II

S t a t i o n  R o a d

F o d e n  S t r e e t

P e a r l e  S t r e e t

H i b e l  R o a d  ( A 5 3 7 )

C u m b e r l a n d  S t r e e t

J o r d a n g a t e

B r o c k  S t r e e t

C o a r e  S t r e e t

F o w l e r  S t r e e t

B e e c h  L a n e

P o w n a l  S t r e e t

Remnant terraced house on corner of car showroom block.

Historic grain of street grid damaged by extending & widening of Hibel Road.

Architecturally strong terrace adjoins and overlooks sites.

Gable of end terrace activated with windows overlooking site.

One of few areas of vegetation in vicinity of site.

Strong edge blocks in and around sites weakened by current uses and infill housing.

Strong corner house on Pearle Street/Beech Lane junction.

Gable of end terrace contains opaque windows.

Long views over Eastern Macclesfield towards Holy Trinity Church with Pennines beyond.

Elevated view into site from footbridge.

Vista along Jordangate terminated by properties on corner of site.

Views over sites across North Eastern Macclesfield towards Pennine Hills and Peak District.

Vista along Beech Lane terminated by former public house.

Vista along Pearle Street with glimpse views to Pennines.

**Key**

Local Development Order (LDO) Boundary

Strong Historic Urban Grain

Poor or Blank Facades to Existing Buildings

‘Voids’ within urban block structure

Local Landmark Elements

Views & Vistas

Conservation Area Boundary

Listed Buildings

Locally Listed Buildings

Gable of end terrace activated with windows overlooking site.

Strong corner house on Pearle Street/Beech Lane junction.

Architecturally strong terrace adjoins and overlooks sites.

Remnant terraced house on corner of car showroom block.

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**Figure ii:10 - Heritage Assets & Contextual Images**

**Figure ii:11 - Constraints & Opportunities**
out to the east across the valley and rooftops of the valley bottom
neighbourhoods of the town.

Key views can be had from Hibel Road towards Holy Trinity Church,
located on Hurdsfield Road, with additional views east towards
Hurdsfield and the Pennines along Beech Lane from Pearle Street.

A key pedestrian view can be had across the rooftops of the buildings
within the sites from the pedestrian bridge which crosses Hibel Road.

A final vista can be had north along Jordangate, framed by a number
of Listed Buildings and terminated by the current office and residential
buildings on the corner of Site C. The current buildings don’t
necessarily create a strong header building and terminus for this vista
and a stronger architectural statement is required here.

Three properties which adjoin the development sites have windows
on their gables which overlook either Site A or Site D.

Number 23, Beech Lane, adjoining Site A, has clear glazing to a number
of these windows and appear to be habitable rooms. The proposals
will need to ensure residential amenity to this property is preserved
and issues around rights to light are observed.

Number 11, Beech Lane, adjoining Site A, has two opaque glazed
windows which overlook the corner of the site. Judging from the
small nature of the windows and the fact they have opaque glazing, it
is assumed these are bathroom windows.

It is therefore considered that overlooking in this location is not so
much of an issue and that as long as reasonable levels of light can
reach these windows, then the adjoining built form should be able to
come close to the gable end of the existing property, complete the
end of this terrace and turn the corner onto Pearle Road.

Number 6, Beech Lane, a converted apartment building adjoining site
D, has a series of opaque glazed windows which overlook the corner
of the site. Judging from the waste pipe locations, small nature of the
windows and the fact they have opaque glazing, it is assumed these
are bathroom windows.

It is therefore considered that overlooking in this location is not so
much of an issue and that as long as reasonable levels of light can
reach these windows, then the adjoining built form should be able to
come close to the gable end of the existing property, complete the
end of this terrace and turn the corner onto Hibel Road.

Whilst not lying within a Conservation Area the site can be seen from
Jordangate, which is part of the town centre core and lies within a
Conservation Area. A number of Grade II listed Buildings are located
on Jordangate and within the Conservation Area, as illustrated in
Figure ii:11.

Finally there are a number of locally listed buildings which immediately
adjoin or overlook the LDO sites and their form and detailing shall be
used to guide our approach to the development of the parameters for
the LDO, in line with the guidance provided in the HIA.

This appreciation of the town, the neighbourhood and the sites
context and features will be key to the development of the proposals
for the site and has strongly influenced the following chapter.
Figure ii:15 - Existing Massing & Block Structure - Aerial view looking east from Pownall Street

Figure ii:16 - Existing Massing & Block Structure - Aerial View looking south west across sites from Station Road towards Hibel Road
Vision & Opportunities

Vision

Completing a Neighbourhood

The LDO sites form a key element on the inner edge of this town centre neighbourhood. The current block structure is only partially formed and the redevelopment of these sites will complete the neighbourhood and strengthen this inner gateway location between Hibel Road, Beech Lane and Jordangate.

The Vision springs out of the appreciation of place, and the analysis of the sites constraints and opportunities as described in the previous chapter. That Vision for Northside is set-out below:

“The LDO sites at Northside shall turn these derelict, underused or prominent gateway sites into landmark assets, announcing arrival into the neighbourhood from the town centre or the Hibel Road approaches. In addition these sites will assist in restitching the neighbourhood back into the town centre and visually bridging the gap created by the widening and extending of Hibel Road.

The proposed developments will be residentially focused, but designed in such a way to ensure ‘future proofing’, if demand for alternative uses in the future is apparent.

The development of the sites should be sympathetic to their context and heritage, whilst fulfilling current needs and requirements of potential residents. The design of the built form should be forward looking as a new layer in the neighbourhoods’ evolution.

With the development of the sites within the LDO, the opportunity should be grasped to improve the quality of the public realm in these locations, which is all the more important when the high density nature of the neighbourhood means that there is a lack of green space in the local area. The public realm shall be of a high quality, with shared spaces, use of appropriate street tree planting and hard landscape materials which will compliment the materials palette and detailing of the proposed built form.”

Setting the Parameters

Design Parameters

Out of the site constraints from the previous chapter, spring the development parameters. Due to the intricate and complex nature of town centres the parameters have drilled down into a storey by storey development parameters. Due to the intricate and complex nature of the sites constraints and opportunities as described in the previous chapter, Figures iii:01 to iii:04 illustrates the storey parameters for Northside.

Location & Orientation

All of the buildings illustrated in the parameters figures have been located to complete the existing development blocks providing active frontages and surveillance out onto the streets and public realm.

Where existing buildings border the sites their windows and setting have been considered. If habitable rooms could be affected by the development then the proposed built form has been set back or the massing lowered to ensure overlooking or issues regard the right to light have been considered.

Where issues affecting residential amenity and overlooking of private garden spaces have been identified, i.e. Plot A; overlooking rear yards/gardens, windows have been obliquely orientated so as to avoid the issue.

Specific issues with regard to orientation on a site by site basis are set out below.

Site A - The apartment building is narrow in width (10m depth) with the circulation spaces to the northern elevation (on the Pearle Street frontage), thus ensuring the apartments gain natural light from the southern aspect.

The returning element of the apartments which sit over the access road have southern facing oblique windows on their western elevation (to minimise overlooking). Only the northernmost apartments on this element will have any north facing windows, but these units also have the southern facing oblique windows so will benefit from direct natural light.

Site B - This ‘L’ shaped apartment has a compact circulation space which means all apartments will have windows that are south, east or west orientated to ensure they have a good level of natural light, a number of apartments will also have northern orientated windows, but these will be more than compensated for by the windows into the apartments from the other directions.

Site C - consists of 4 townhouses which return around the corner of Hibel Road and Beech Lane. The front elevations of the units will be either south or west facing thus gaining good levels of natural light.

Site D - is a linear apartment building and townhouse row with circulation and private amenity spaces to the rear northern elevation with all dwellings having a southern or south eastern aspect, thus gaining good levels of natural day light.

Scale & Mass

Scale and massing are set out on a site by site basis below.

Site A - consists of an ‘L’ shaped, 3 to 4 storey stepped apartment building which fronts Pearle Street before returning back into the site, as illustrated in Figures iii:01 to iii:06 - Parameters Plans & Massing Models.

The adjoining properties fronting Beech Lane, whilst only 2 storey have high floor to ceiling heights and a pitched slate roof and so their massing is similar to the proposed apartments, which will have a flat roof.

The returning wing of this apartment building sits above the access way into the car park and consists of three upper storeys over the access which is best illustrated in iii:06.

Site B - proposes the re-use of the main court building or elevation fronting Hibel Road, but with the rear elements demolished and replaced with a returning apartment wing on the Foden Street frontage.

The current court building is only 2 storeys in height and it is proposed that a third ‘pop-up’ storey is created which is slightly set-back from the original elevation, as illustrated below in Figure iii:02. This third storey will return on the Foden Street frontage also.

Site C - consists primarily of 2/3 storey townhouses. The main frontages would appear to be 2 storey with pitched roofs, matching the existing houses on Beech Lane, but due to the change in level, the rear elevations are 3 storeys. If additional habitable space is required in these units then the roof space could be used to create an additional half storey and add interest to the roof line in the form of dormer windows.

The corner unit is proposed to be 3 storey on the frontage to create a focal element from Jordangate, the ground floor on the frontage could therefore have a commercial use.

The lower ground floor is primarily north facing, the idea being that if vehicular access can be had to the rear of these units, then this floor could accommodate secure, on-site garaged parking with circulation, storage and utility space, rather than habitable rooms on this level.

Site D - Consists of a 3 storey narrow apartment and townhouse building which fronts Hibel Road and returns around the corner onto Beech Lane to complete the block. The form and massing in this location relates well to the large scale Jordangate multi-storey opposite and the general scale of Hibel Road in this location.
Lower Ground Floor Apartments make best use of sloping site.

Walled courtyard amenity space.

Potential for allocated parking bays in Foden Street if access to site C is undeliverable.

Court facade retained with 3 storey apartments behind.

3 storey Weavers style townhouses with 4 storey corner element creating focus on vista.

2.5 storey townhouses finish block.

Percy Street landscape with provision of visitor parking for general use.

Figure 3.01 - Ground Floor Parameters
**Access, Movement & Parking**

iii|24 Access, movement & parking are set out on a site by site basis below.

iii|25 Site A - The apartment building on Site A has off-street parking accessed via an undercroft access way from Pearle Street. Ground floor apartments on Beech Lane shall have their front doors onto the street and can also have back doors into the circulation spaces at the rear of the building to access shared services, the car park and the proposed amenity space. All other apartments are accessed via the circulation space to the rear of the building.

iii|26 Pedestrian access to the main circulation space is proposed to be via a footway adjacent to the vehicular access off Pearle Street. Access should be level or ramped into the building to accord with the Disability Discrimination Act (DDA) and Building Regulations requirements.

iii|27 Parking has been designed to achieve 100% parking for the apartments no matter the size with some additional spaces for visitors.

iii|28 The two 3 bed detached properties proposed on Pearle Street have direct access from the streets on which they're located, with 100% parking at the foot of their gardens. Two additional on-street parking spaces are illustrated in Figure iii:01, at the head of the turning circle on Pearle Street and these could either be dedicated parking bays for the houses or just general visitors parking spaces.

iii|29 Site B - The former court building will utilise its current front entrance as the main entrance into the building off Hibel Road, with an additional rear entrance off the dedicated car park.

iii|30 The circulation core provides direct access to all floors.

iii|31 The car park is accessed directly off Foden Street and offers 100% parking for the apartments off-street. If additional parking can be accommodated on Foden Street, as illustrated in Figure iii:01, additional spaces for visitors could be provided. However, these on street spaces may be required for Site C (see below for further detail).

iii|32 Site C - As described previously the townhouses on Site C are 2 storeys on the frontage and 3 storey to the rear, in order to accommodate the change in levels on this site and on-site parking. However the parking can only be accommodated if a right of access is granted across the proposed car park to the rear of the court building (Site B). If this right of access is undeliverable then the on-street parking spaces indicated in Figure iii:01 and described above as part of Site B's visitor parking would need to be re-allocated as dedicated residents parks for Site C.

iii|33 The townhouses would be accessed via front doors onto Hibel Road/ Beech Lane via the upper ground floor. Rear access to the properties would be had from the lower ground floor and garages (if deliverable).

iii|34 Site D - Pedestrian access to the dwellings would be via either a stepped main entrance on the corner of Hibel Road/Beech Lane, or via a secure side access gate on Beech Lane between the apartments and the existing end terrace or via Brock Street and the car park.

iii|35 Vehicular access shall be via Brock Street into the secure car park, which would provide 100% resident only parking.

**Use Mix & Quantum’s of Development**

iii|36 Site A - will consist of a range of apartments from 1 bed studio units to 3 bed penthouse style suites over four floors.

iii|37 The units will start at around 45m2 in size up to circa 80m2.

iii|38 Site B - will consist of 1 and 2 bed apartments over three floors, utilising the existing front façade of the court house.

iii|39 Site C - creates a 3 and 4 bed townhouse row on the corner of Beech Lane and Hibel Road. The 3 bed units will be circa 110m2 in size with the 4 bed unit being 300m2, but this includes the potential for the ground floor fronting Beech Lane to have an alternative commercial use (80m2). Alternatively the corner unit could consist of three 2/3 bed apartments, however trying to achieve 100% parking for these units might be difficult.

iii|40 Site D - consists of a mix of apartments and townhouses with 2 bed (circa 65m2) apartments on the corner, with two 3 bed and two 4 bed townhouses on the Hibel Road frontage. The 3 bed units (circa 100m2) have integral car ports at ground floor with the 4 bed units (circa 116m2) having allocated parking within the parking court.
Windows onto amenity space from apartments angled to the south, thus avoiding overlooking of existing properties on Beech Lane.

3 storey Weavers style townhouses with carport below.

Corner unit has potential to accommodate commercial uses at ground floor.

Apartments at 1st floor with undercroft access below.

Ensure side access is securely gated or fenced.

Ground floor apartment fronts Beech Lane.

Apartments at 1st floor with undercroft parking below.

Windows onto amenity space from apartments angled to the south, thus avoiding overlooking of existing properties on Beech Lane.
It is proposed to use a mix of traditional and contemporary materials in the development of the built form for the various sites.

All roofs should be of a muted slate blue/grey colour, but suitable materials could include blue slate, recycled rubber slates, standing seam metal alloy roofs or indeed flat roof systems in appropriate locations. If photovoltaic or solar water heating systems are to be installed, then they will need to be integral to the roof and not retrofit style systems.

The same can be said for all machinery and plant required for apartments, such equipment will need to be designed into the building fabric and not placed in full view on roof tops or externally at ground floor.

Walling materials can be drawn from a wide range, including traditional Cheshire Brick and Kerridge Gritstone, along with more contemporary products such as rainscreen curtain walling (in suitable colours, sympathetic to the local context), structural glazing and timber cladding (used in moderation).

External hard landscape materials should be sourced from the approved range, as set-out in the Cheshire East Residential Design Guide for the Silk, Cotton and Market Towns Character Area.

Due to the high density nature of the town centre, areas of public realm and landscape are somewhat limited, beyond that of the streets themselves. However, that makes it even more important that the streets, pavements and areas of public realm are of a high quality and offer good levels of visual amenity, grounding the built form into the streetscape.

Key locations of public realm in North Side includes the wide pavements around the Hibel Road/Beech Lane junction and the ‘greening’ of Pearlie Street, adjacent to Beech Lane.

The public realm needs to be simply designed, with robust natural paving materials, reflecting the character of the locality. Street furniture such as lighting, litter bins and bollards should be of a style to suit the context.

The use of trees is promoted in the public realm to enhance the streetscape, offer shade and aid in the reduction of airborne pollutants. Care will be needed to ensure pavements, utilities and structures are not damaged by their roots.

The use of shrub planting in the public realm will need to be carefully considered in terms of species and intended maintenance regimes as unintended, overgrown and litter strewn planting beds would have a negative impact on the town centre.

Semi-private and private spaces will be created to the interior of the development blocks. Whilst car parking will need to be accommodated, the design of such spaces should be led by the ideal of creating areas of shared space courtyards and communal spaces, rather than just accommodating parking. The users and indeed visitors to such areas should be provided with a feeling that the spaces are of an aesthetic quality and have a dual use as a communal space, as well as secure car park.

Trees, shrub planting and lawns should all be considered in the development of the designs of these communal spaces.

As stated in the introduction town centres are undergoing a state of change at present. The changes are fast moving and hard to predict and therefore new built form should be designed to be as adaptable as possible, both in terms of use and form.

All buildings on key frontages should have ground floor with floor to ceiling heights of circa 3 metres to accommodate both residential and/or commercial uses.

Roof spaces in residential dwellings should be structurally designed to be able to accommodate adaptation to habitable rooms, where rights to light and overshadowing is not an issue.

Sustainability in terms of design and construction means designing in flexibility for changes of use, lifestyle and demography. This means designing for energy and resource efficiency, creating flexibility in the use of buildings, public spaces and service infrastructure and introducing new approaches to transportation, traffic management and parking.

These sites are supported by a good mix of uses, either in the surrounding area or on site and are more sustainable than standalone housing developments with poor access to such facilities.

Ensuring good levels of daylight into a development reduces the need for artificial light with passive solar gain reducing the need for space heating and increasing duration that areas of public realm can be used through the day.

The key to optimising the solar potential of a site is to orientate buildings broadly south which then creates a street pattern running east to west. There is flexibility however with the ability to move 30 degrees away from due south. In addition the front of houses on one side of the street may take best advantage of solar potential with the rear of properties taking advantage on the opposite side of the street.

Strict adherence to the above would result in a wide spacing of buildings lower densities and weakening street enclosure and so a balance needs to be struck.

The need to provide shade in the public realm becomes more important as global temperatures increase, to ensure that spaces are still usable in the height of summer by all members of the community in terms of age and mobility.

Trees offer the opportunity to shade users, shelter them from wind and rain and provide an aesthetic quality to urban spaces. In addition, trees absorb carbon dioxide and capture particulates in terms of pollution and dust, aiding in reducing levels of asthma and other breathing related illnesses.

Building upon the passive environmental design discussed previously, the design, construction and use of buildings and spaces further contributes to delivering sustainability within new development. These aspects of active design are addressed in turn.

The Infrastructure Act has now come into force with changes to both the Building and Planning Acts. This will mean that energy efficiency is now dealt with through the updated Part L of the Building Regulations and not the Code for Sustainable Homes which has been cancelled.

Passivhaus - is an energy performance standard and can be applied both to housing and non-housing development. A Passivhaus is a building, for which thermal comfort can be achieved solely by post-heating or post-cooling of the fresh air mass, which is required to achieve sufficient indoor air quality conditions – without the need for additional recirculation of air. This passive approach to the building design means that minimal additional heating is required to maintain the comfort and usability of the home, substantially reducing carbon emissions and running costs.

Once passive elements have been considered, building design should focus upon a fabric first approach to maximising the energy efficiency of the development. This is based on the premise that reduced resource demand will lead to more sustainable living and a smaller carbon footprint for new development.

Managing energy usage through construction is a key principle of sustainable design and construction. Enhanced thermal performance and energy management makes homes more energy efficient,
Windows onto amenity space from apartments angled to the south, thus avoiding overlooking of existing properties on Beech Lane.

Second floor apartments stepped back to reduce impact on existing properties.

Second floor apartment on Beech Lane frontage stepped back on northern elevation to reduce impact on adjoining property.

3rd storey created to Magistrates Court by the inclusion of a ‘pop-up’ unit on roof of existing building.

Figure iii:04 - First/Second Floor Parameters
Taller corner element creates a penthouse apartment.

Taller corner element terminates vista from Jordangate.

Figure iii:05 - Second/Third Floor Parameters
improves their comfort, reduces running costs, and reduces the carbon footprint. For developers it makes them more saleable and this will become more important in the future as energy prices rise.

iii|68 Key issues to consider are:

**Step 1 Thermal Performance**
- Orientation and detailed design of buildings and spaces to harness passive opportunities
- Enhanced air-tightness to reduce heat loss and improve comfort
- Enhanced thermal insulation to substantially improve the SAP rating, using ‘green’ insulation
- Windows and doors that minimise heat loss
- Balanced mechanical (with heat recovery) or passive ventilation to ensure good air quality
- Using thermal mass within the construction to help heat in winter and cool in summer

**Step 2 Energy Management**
- Use of sun tubes, fenestration and orientation to maximise natural light and reduce heat loss
- More efficient electrical appliances and lighting (including solar lighting for outdoor areas)
- More efficient conventional boilers and electric heating systems (such as some of the recent storage heater systems)
- Designing for future climate change and increased temperatures – use of thermal mass, solar shading, natural and mechanical ventilation, inclusion of water and greenery within designs (urban cooling)
- Smart metering – by 2020 these will be rolled out across the country

iii|69 It should be stressed however, that statutory minima in respect to thermal efficiency will be delivered through the updated Building Regulations.

iii|70 **Renewable Energy** - There are various renewable or low carbon energy scenarios for different scales of development. However, this should be based upon a genuine and comprehensive assessment of what is appropriate for a particular development. In other words, it should form part of the overall sustainability strategy and not be viewed in isolation. Renewable energy may not indeed be necessary or even viable if a successful passive design and/or fabric first approach is adopted.

iii|71 Consequently, it is not appropriate to discuss all potential scenarios within this guide but to stress the importance of, and to advocate a genuine approach to, developing an inclusive sustainability strategy alongside and as part of the design process, rather than seeing this as an afterthought or separate consideration.

iii|72 Some of the principal renewable technologies and approaches are listed below below:
- De-centralised or District Heating
- Combined Heat and Power
- Solar thermal and pv on southern roof slopes
- Biomass serving individual building or communal CHP schemes, particularly for rural locations
- Anaerobic digestion
- Community hydro power schemes
- Heat pumps, particularly in off grid locations
- Deep geothermal (particularly the western part of the Borough)

iii|73 **Water Management** - Increasingly water will become a scarce and more valuable resource, particularly in higher density urban areas with a high demand, in respect to building design the following principles should be considered:

**Step 1 Reducing Consumption**
- Low flow fittings with aerators to showers and taps
- Inclusion of water efficient appliances
• Dual flush and limited volume toilet cisterns
• Landscape schemes incorporating drought tolerant species

**Step 2 Recycling water (harvesting)**
• Collection for watering of plants and car washing
• Natural irrigation designed into landscape
• Re-using waste water (grey water) for irrigation, toilet flushing etc.

**iiii74 Materials and Construction** - The sustainability of materials used in the construction of housing will be important to the overall sustainability of the development. This should have regard to the local context as outlined previously. Materials selection should also take account of embodied energy (method of manufacture, source, transportation and recycled content) as well as their thermal/engineering properties.

**iiii75** Ideally materials should be locally sourced where possible, helping to tie the development into the local vernacular and should be sustainably produced and designed to be recyclable. Where possible, materials should also be from recycled sources. Materials should also be specified from the BRE Green Guide and suppliers should supply EMS certification and/or Chain of Custody certificates.

**iiii76** Modern methods of construction (MMC) and other technological advances can help to reduce construction time, reduce waste and increase quality standards, thus making development more cost effective to developers and resulting in a more consistent end product. However, the designer should also not lose sight of the overarching design objectives for the scheme.

**iiii77 Whole Life Costs** - This should be built into the design process from the outset to ensure that short termism doesn’t undermine the design quality or long term sustainability of new development. This is especially important in the context of the public realm, including street design. Well sourced and specified natural materials often work out as cost effectively on a whole life basis when compared against less suitable, man-made materials. This needs to be a factor in deciding on designs for public space and potentially buildings.

**iiii78 Information and Communication Technology** - Information and communication technology (ICT) is moving at a rapid pace and is changing the way we live our lives. It has the capacity to enrich but also to undermine quality of life and communities.

**iiii79** Within Cheshire East, all new development will be required by planning condition to ‘accommodate information and digital communications (ICT) networks as an integral part of all appropriate new developments.’ In short, to provide for integral high speed broadband rather than it being left for householders to retrofit.

**iiii80** Alongside the connection to ICT, providing housing that enables a dedicated home working/study area within the design will enable the opportunity for more people to work from home. This has benefits in making neighbourhoods more active, promotes efficiency, helps reduce traffic congestion and contributes to people being able to achieve a better and more flexible work/life balance; all ingredients toward a more cohesive and healthy community.

**iiii81 Waste and Recycling** - New development must be designed to enable residents to more effectively minimise and recycle locally. Adequate provision needs to be made for waste and recycling storage both inside and outside the home, whilst layouts need to enable collection. This needs to cater for the present system of waste management but also be flexible enough to allow for changes in the future.

**Sustainable Living**

**iiii82** The way in which people live in their homes has influence upon overall sustainability. Whilst it is inappropriate to dictate lifestyles, providing people with the opportunity to live and behave in a certain way and explaining the implications can reinforce the measures included as a design response, further reinforcing sustainability. Conversely, inappropriate lifestyles can undermine the sustainability of new development. Resident information packs are a simple way of providing information to residents on sustainable lifestyles.

**Adapting to Climate Change**
There are a number of ways in which design can help build resilience to the predicted changes in climate. More extreme weather events are anticipated in future, such as higher levels of rainfall in single events and flash flooding. SUDs are one way that the effects of flood events can be better managed, but, on plot solutions could also be employed, including specifying oversized guttering to capture more run-off and other forms of rainwater harvesting.

Building design itself may need to be adapted to withstand more extreme weather and higher summer temperatures, both from a structural perspective, but also for the comfort of the occupants, as discussed earlier in this section.

The inclusion of more landscape/bluescape within development, the design of spaces and landscape, the inclusion of more trees and shading and designing for tolerance to more extreme weather patterns should all form part of the approach to designing for climate change.

**PRECEDENT & ILLUSTRATING THE OPPORTUNITIES**

**Delivery in Practice**

A series of images are illustrated in the Precedent and Materiality Swatches 001 to 003 in this chapter.

These swatches illustrate various aspects of each site which are described in the accompanying text. It is intended that the imagery provides a ‘feel’ as to what is to be achieved in the detailed design of these sites. The images should not be taken and prescriptive, interpretation and creativity is to be left to the individual designer to come up with scheme which will sit well in its context and deliver the requirements as set out in these parameters.

**Swatch 001** - relates directly to Site A and the form of the apartments in that location. It is envisaged that the apartments will have a contemporary feel, with the external walls being constructed of either Cheshire Brick and/or terracotta rain screen which could have some timber elements to it to offer additional variation to the elevations.

Fenestration should be well detailed with windows and doors set back into the façade to ensure shadowing is created at all openings/reveals.

To ensure the final building does not overlook the rear of existing buildings the windows which overlook gardens shall be orientated to the south, as described previously and illustrated in the imagery. In addition the storeys of the apartment building shall be stepped back to ensure the proposed built form is not overbearing on the existing properties.

**Swatch 002** - relates to Sites B and C. Site B retains the current 2 storey façade and will have a ‘pop-up’ third storey set at the current roof position and recessed back from the front facade. As with the current buildings the pop-up should have a flat roof.

Site C consists of a continuous row of townhouses which wrap around the corner of Hibel Road and Beech Lane. The façades should be consistent around the corner in terms of materiality and fenestration, with only the corner unit itself rising to three storeys on the façade to create a focal building. Again the fenestration should have strong shadowing by having deep reveals to the openings, in addition windows should be of a large size, in part to emulate the upper storeys of the Weavers Cottages, but also to allow light into the rooms and create a greater interest in the elevations of these prominent buildings.

**Swatch 003** - relates to Site D and consists of an apartment building wrapping round the corner of the site with 4 townhouses connected to it. The apartment building could have a flat roof, whereas the townhouses would have a pitched roof to accommodate bedrooms in the loft space. As with Site C, the fenestration is key, with strong shadowing to window and door reveals and ample sized windows.
Figure iii:08 - Massing Parameters, view south west over sites from Station Road

Figure iii:09 - Artists’ Impression: View across Beech Lane towards Site A
iv. CEC Residential Design Guide Checklist Review

**INTRODUCTION & USE**


iv/02 The design guide and its contents speaks for itself, however this checklist has been developed to be used on a project by project basis, alongside the guide, to assist officers, members, developers, their designers and indeed any other parties in undertaking design assessments of proposed developments in accordance with the guidance.

iv/03 The guidance and the checklist is a tool to assess the quality of the application in design terms. It is therefore about the quality of the approach to design; use of context and site features, the process of design evolution; as technical information is received, through discussions with the council and in response to issues from the local community and the quality of the final submission in terms of content and the design of the final proposals.

iv/04 Underpinning the assessment checklist is Building for Life 12 (BfL12), a government endorsed industry standard for well-designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live, which are contextually responsive and sustainably located.

iv/05 BfL12 was redesigned in 2012 to reflect the National Planning Policy Framework (NPPF) and the government’s commitment to build more and better homes. In particular, it promotes the participation of local communities in the place-making process and helps to identify how development can be shaped to accommodate both new and existing communities.

iv/06 The questions are therefore designed to help structure discussions between local communities, LPA’s, developers and other stakeholders.

iv/07 BfL12 is used by Cheshire East Council (CEC) as part of its design tool kit, in collaboration with design teams to assess the design quality of proposals that are evolving through the design process. The checklists located at the end of each chapter of Volume 2 of the guide and culminate in the relevant BfL12 questions, in essence the preceding questions in each chapter checklist, aid and inform the user as to how the BfL12 questions should be answered.

iv/08 The checklists are there to assist a design dialogue and to act as prompts through the design process. Their purpose is to also enable an assessment of the acceptability of proposals.

iv/09 New developments may not be able to achieve positive outcomes for all the criteria. However, designers are encouraged to minimise the number that cannot be adequately addressed.

iv/10 Certain of the criteria are deemed essential to delivering a high-quality scheme and they are marked as ‘M’ within the tick box. If a scheme does not perform well in relation to any of those essential criteria then it should be re-designed.

iv/11 Once the local, more detailed, checklist has been completed it should enable the user to determine whether red, amber or green should be assigned to the Building for Life 12 criteria set out at the bottom of each page.

iv/12 For more information on BfL12 and the Design Guide checklists refer to Volume 1, Introduction, Paragraphs 11 to 14 and Chapter iii, Paragraphs iii13 to iii28 and Volume 2, Introduction.

iv/13 In terms of BfL12, Cheshire East will therefore expect schemes to achieve as many greens as possible as a material consideration in determining the quality of proposals. If 9 greens or more are achieved, this would mean that they would also be eligible for ‘Built for LifeTM’ accreditation. ‘Built for LifeTM’ is a quality mark available immediately after planning approval and offers developers the opportunity to promote the quality of their sites. Cheshire East aspires to have the quality mark on all residential developments in the Borough in the future.

**SUMMARY ASSESSMENT**

iv/14 The following pages contain the summary assessment, drawn from the checklists which are included at the end of this chapter.

iv/15 This assessment has been used informally during the design process to inform issues which require addressing as part of the iterative process of design.

### Building for Life 12 – Assessment of Proposals

#### Integrating into the Neighbourhood

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<td>1</td>
<td>Connections: Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?</td>
<td>The proposals for Northside work with the existing grain of the area in the form of the Georgian grid. The building lines of the proposed development parcels accord with the wider building lines and thus integrate with the character of existing development in the area. The form and massing of the proposed developments respect the relationship with existing properties and take account of the location of habitable rooms, rights to light and ensure the scheme is not overbearing with its neighbours. No new connections are made as there is a very permeable grid already and so the proposals reinforce the current connections and improve surveillance and activity within them.</td>
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<td>2</td>
<td>Facilities and services: Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?</td>
<td>The development is a town centre site and is within a sort walk (5 minutes) of all town centre facilities, including shops, schools, employment opportunities, parks, pubs and cafes/ restaurants.</td>
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<td>3</td>
<td>Public transport: Does the scheme have good access to public transport to help reduce car dependency?</td>
<td>The sites are located not only within the town centre and within a 5 minute walk of existing shops and jobs, but also on main roads with direct access to bus stops. The train station is also not too far away and can be reached in 10 minutes on foot or via local bus services.</td>
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<td>4</td>
<td>Meeting local housing requirements: Does the development have a mix of housing types and tenures that suit local requirements?</td>
<td>The choice and mix of housing is flexible enough to include one bed, apartments up to 4 bed family homes. A proportion of the housing will be affordable, as agreed with the LPA, as outlined in other supporting documents which are part of this LDO.</td>
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### Creating a Place

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<td>5</td>
<td>Character: Does the scheme create a place with a locally inspired or otherwise distinctive character?</td>
<td>It is expected that the character is based on that of the local vernacular in terms of materiality and form. However use of contemporary materials and detailing would also be appropriate to add to the layers of history in the locality, as well as responding to the topography, views and vistas. A combination of both approaches would create a unique sense of place without detracting from the overall urban form.</td>
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<td>6</td>
<td>Working with the site and its context: Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and micro climates?</td>
<td>The proposals work with the existing urban grain of the neighbourhood and takes advantage of the topography to create interesting buildings in three dimensions, including creating lower ground floor apartments and hidden parking courts etc. The sites are very urban in form with little soft landscape within the streetscape. Additional planting is proposed both in the public realm and private courts to add to the ‘greeness’ of the neighbourhood. The former court buildings’ main facade is proposed to be retained and a feature in the proposals and will be set onto a new set of apartments with an additional storey set onto the current roof level.</td>
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<td>7</td>
<td>Creating well defined streets and spaces: Are buildings designed and positioned with landscape to define and enhance streets and spaces and are buildings designed to turn street corners well?</td>
<td>As stated previously the proposals work within the current Georgian grid and utilise the existing street pattern. Built form sits at the back of the footpaths providing strong enclosure of the streets. The public realm is currently very hard and urban and the proposals include improvements to the public realm to enhance the hard landscape and add tree and shrub planting in key locations to create a softer and greener feel to the streetscape in key locations. The built form responds to the streets and turns corners with all façades activated by windows and entrances.</td>
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<td>8</td>
<td>Easy to find your way around: Is the scheme designed to make it easy to find your way around?</td>
<td>The current Georgian grid is very permeable at present. The addition of new architectural forms within the streetscape will aid the neighbourhoods legibility and thus ensure visitors can find their way around this part of the town more easily.</td>
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### Street & Home

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<td>9</td>
<td>Streets for all: Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?</td>
<td>The street forms are primarily traditional, many are in essence cul-de-sacs, by the nature of the current main road movement infrastructure in the area. However pedestrian and cycle access is fully permeable within the neighbourhood. The proposals intend to retain the permeability, whilst also ensuring greater surveillance of the streets through overlooking of the streetscape from habitable rooms. Current issues of ‘dark corners’ where antisocial behaviour (or perception of antisocial behaviour) occurs will be addressed. In additional shared spaces and areas of public realm will be created for the enjoyment of the local community which will encourage their use as social spaces.</td>
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<td>10</td>
<td>Car parking: Is residents and visitor parking sufficient and well integrated so that it does not dominate the street?</td>
<td>Whilst this is a town centre location and arguments could be made that reduced parking standards could be applied, the proposed developments achieve at least 100% parking per unit and in some locations offer up to 150% parking. This level of parking in such a location exceeds what would normally be expected and addresses the concerns of councillors and existing residents over the issues of additional vehicles parked in the streets adjoining the development parcels.</td>
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<td>11</td>
<td>Public and private spaces: Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?</td>
<td>The layout demonstrates a strong sense of enclosure around the defined route network. Routes are clearly defined by the building lines offering good surveillance. The definition of public and private spaces is delivered through the use of urban blocks, the use of corner turning archetypes, as well as the use of boundary treatments such as walls, railings and gates. Access into the interior of development blocks, their parking courts and amenity areas are via gated access ways which clearly indicate the separation between public and private spaces. In addition the amenity spaces are as well overlooked, as is the public realm, providing additional security in the form of passive surveillance.</td>
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<td>12</td>
<td>External storage and amenity space: Is there adequate external storage space for bins and recycling as well as vehicles and cycles?</td>
<td>At this stage the parameters plans do not indicate the location of bike, waste or recycling receptacle storage. However the subject is dealt with under sustainability in the previous chapter and the Cheshire East Residential Design Guide (Volume 2) deals with all forms of additional storage in some detail. The guidance will need to be complied with and therefore suitable facilities for secure bike storage, as well as waste and recycling bin storage must be developed as part of the site by site proposals.</td>
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### The Cheshire East Borough Design Guide

#### Assesment Checklist

**I. Working with the Grain of the Place Checklist:**

**Does the Design and Access Statement demonstrate a thorough understanding of context?**

- Has the development addressed the relationship of the site to the surrounding settlement?
- Is the development development with existing facilities and services, locally or will it provide additional facilities and services to support the development?
- Is the site close to existing public transport and cycling facilities or does it propose to improve public transport access to the site and surrounding area?
- Does the development demonstrate good connectivity for all modes of transport including cycling and justify the location of these connections?
- On the enclosing buildings respond to the street, frame views and have varied building lines set at different distances from the street?
- Does the interface between the development and rural fringe been successfully detailed in terms of landscape, development and skyline?
- Does the layout allow for connections out into the surrounding area, even if they cannot be delivered at the present time?
- Does the proposals address local housing requirements?

**Has there been a thorough analysis of the existing sites features and an explanation as to how they can be used in developing the proposals?**

- Has a strong vision been created for the proposals and does the design address all the aims and aspirations of that vision?
- Have existing properties lost their qualities and do they have been properly considered in the proposals?
- Does the site have the potential to cause residential amenity issues with existing neighbours and have these been properly addressed?
- Does the Department have been identified, is it does it have been appropriately designed into the scheme in terms of green infrastructure, connectivity and safety?
- Are the proposals open and outward looking in terms of layout, orientation and the design of access points into and through the development?
- Does the D&As demonstrate an iterative and evolving design as the proposals have developed through site analysis and stakeholder engagement?

**Does the development address BfL12?**

- Q1 Connections
- Q2 Facilities and services
- Q3 Public transport
- Q4 Meeting local housing requirements

**II. Urban Design Checklist:**

**Does the Design and Access Statement clearly set out the design process undertaken in the developing the proposals?**

- Is the evidence in the D&As that existing positive site features (buildings, trees and topography etc.) have been retained and used in the layout and form of development?
- Has a parameters landscape been prepared which illustrates how the proposals integrate with the local context and are specific constraints?
- Do the proposals have a green and social infrastructure network integrated into the layout which connects out to the wider green infrastructure?
- Does the layout form connections out into the surrounding area, even if they cannot be delivered at the present time?
- Does the layout create a logical and permeable environment ensuring good pedestrian cycle access into the wider area and incorporate varied parking solutions?
- Have the proposals created an identifiable character or sense of character areas (depending on scale of development) shown from the local area?
- Alternatively, have the proposals created a specific and unique character which has been explained and illustrated within the D&As?
- If the site is of a reasonable size, have additional unions been proposed, and if so, have they been integrated into the layout to add interest?
- Are the densities proposed appropriate for the site’s location (town centre, suburban or rural fringe)?
- Does the scale, massing and articulation of the proposed development create an interesting and varied skyline and urban form?
- Has the interface between the development and rural fringe been successfully detailed in terms of landscape, development density and built form?
- Has the layout incorporated a variety of parking solutions that meet the Council’s parking standards to ensure cars are accommodated part of the development without over-increasing it?
- Are horizontal alignments for the site re-used from standard types where this reflect the local character of a suitable contemporary form?
- Do the buildings enclose the spaces created and turn corners well?
- Has the desire to add extra housing and new modernised homes been taken into account in the layout, architecture and landscape proposals?
- Does the proposal include appropriate housing mix, including provision for the elderly and infirm, and, on larger sites does it consider extra care provision?

**Does the development address BfL12?**

- Q5 Character
- Q6 Working with the site and its context
- Q7 Creating well-defined streets and spaces
- Q8 Easy to find your way around

**III. Street Design Checklist:**

**Has Manual for Streets been properly applied?**

- Is there are strong street hierarchy to the development?
- Is the street hierarchy legible with variations in street width, materials and planting used?
- Does the developing buildings respond to the street, frame views and have varied building lines set at different distances from the street?
- Is there a balanced response to provision of parking with a mix of solutions - on-street, behind buildings, lay-by, on-street, above and in-street?
- Can residents see their cars from their homes?
- Has the use of shared surface streets, lanes and public spaces been incorporated into the hierarchy?
- Have the streets been designed so that they can be used as social spaces, i.e. for play and conversations?
- Is there a clear definition between private and public spaces and are public spaces well overlooked by surrounding properties?

**Have technical and landscape design considerations been taken into account in the design of the streets?**

- Should the appropriate visibility gaps have been applied to the layout?
- Are carryway widths appropriate to the streets position in the hierarchy and different materials used to visually separate carriageways?
- Has the street furniture been designed to provide for the needs of residents and emergency vehicles who can maneuver in the adaptable streets?
- Has the lighting been designed to not only light the streets and spaces safely but it is additional lighting required to highlight landmarks and points of interest?
- Has street furniture been used in appropriate locations to encourage the use of active spaces or to highlight views, vistas or landmarks?
- Is the materials palette proposed adaptable and have appropriate construction issues been agreed for its resource?

**Does the development consider priorities for cyclists, including parking/bikes in the public realm and urban cycleways?**

**Does the development address BfL12?**

- Q9 Streets for all
- Q10 Car parking
- Q11 Public and private spaces
- Q12 Internal storage and amenity

**IV. Green Infrastructure & Landscape Design Checklist:**

**Does the Landscape Strategy demonstrate a thorough understanding of context?**

- Does the Landscape Strategy demonstrate a thorough understanding of context?
- Has the landscape character been taken account of?
- Has a full evaluation of existing landscape features been done e.g. physical & ecological; their extent, protection and enhancement as appropriate?
- Has the landscape designations been respected e.g. public rights of way, COT, TPOs?
- Is the hard and soft voluntary resource identified in part one if not what is the justification for the proposed materials?
- Are the parking spaces appropriate to the character area, the street hierarchy of the scale and scale of spaces available?
- Is the quality of all materials proposed appropriate in relation to the design intent and setting?
- Has Landscape mitigation proposals been provided where appropriate?
- Does the proposals have a green and blue infrastructure network integrated into the layout which connects out to the wider green infrastructure?
- Has CIC’s strategic till goals have been allocated within the proposal?

**Does the development address BfL12?**

- Q13 Character
- Q14 Working with the site and its context
- Q15 Creating well-defined streets and spaces
- Q16 Easy to find your way around
### Assessment Checklist

#### v. Sustainable Design Checklist:

<table>
<thead>
<tr>
<th>Question</th>
<th>M</th>
<th>✓</th>
<th>Not applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Has a sustainable design strategy been set out in the D&amp;As or separately?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is the site well located in terms of spatial sustainability?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Is the site well located adjacent to an existing settlement with facilities which can support growth?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Is the site of a size that requires on-site facilities and a greater mix of uses to ensure its sustainability?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Is the site well connected to encourage walking, cycling and use of public transport facilities</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Does the development deliver passive aspects of sustainability?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Does the development deliver active aspects of sustainability?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Has active sustainability been adequately considered within the design of the buildings?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Has the Passivhaus approach been adequately considered?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Has a ‘fabric first’ approach to thermal performance been adopted by the developer as the development?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Has energy management been considered in the proposals i.e. maximising use of natural light, thermal mass, efficient appliances, etc?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Is the site of a size to develop opportunities for district heating and has that been adequately considered?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Have other micro-generation systems been considered i.e. Solar thermal or electric, ground source heating and air source heat pumps etc?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Is water conservation tackled in terms of efficient sanitary ware, drought tolerant landscapes and rainwater harvesting etc?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Have the selected materials come from a sustainable source, preferably a local sustainable source?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Do the proposals ensure working from home is achievable in terms of the internal layout of the house types and the supply of Superfast Broadband?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

#### vi. Quality of Life Checklist:

<table>
<thead>
<tr>
<th>Question</th>
<th>M</th>
<th>✓</th>
<th>Not applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Has Quality of Life been properly addressed in the proposals?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Has a good quality design been produced set out in previous chapters of this guidance?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Do the proposals offer opportunities for active recreational activities, formal or informal activities?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Does the development have a strong identity, thus ensuring residents have a sense of belonging?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Have the proposals developed a strong green infrastructure network, and if so, is there a good mix of recreational areas considered within it?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Have spaces been developed within the public realm to allow residents to meet casually and aid the development of community cohesion?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Will the development of this site contribute to the local economy in terms of jobs created and support for existing businesses?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Does the internal layout of proposed homes comply with the Technical Housing Standards – Nationally Described Space Standard, providing adequate ‘family space’ and storage?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Does the site benefit from good access locally and regionally to creative and cultural facilities and events?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Do the proposals actively promote sustainable living to potential residents?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Does the Rapid Impact Assessment demonstrate there are no detrimental health effects by developing this site?</td>
<td>M</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

### CONCLUSIONS

iv|16 The Parameters for the Northside LDO currently achieve 12 green traffic lights under the Building for Life 12 assessment criteria and the Cheshire East Council Residential Design Guide (CEC RDG) check lists.

iv|17 A number of questions from the CEC RDG are ‘not applicable’ due to the brown field and urban nature of the development sites and these have been marked accordingly.

iv|18 There has been a thorough appreciation of the sites contextual relationship to the wider neighbourhood and town centre, as well as a full understanding of the immediate constraints with neighbours who overlook the site.

iv|19 The proposals have evolved thorough engagement with stakeholders including the local community and the final proposals address their concerns.

iv|20 Whilst the final form, materials and detailing of the proposals will emerge from individual developers the precedent imagery and materials palettes provide and indication of how the developments are expected top look at completion and this information have been used currently to aid in scoring the proposals.

iv|21 It is expected that detailed proposals coming forward for the individual sites will be accompanied by a full assessment in line with the CEC Residential Design Guide and Building for Life 12 and that similar scores will be achieved.